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VIA ELECTRONIC MAIL

Members of the Planning Land Use Management (PLUM) Committee
Ms. Connie Chauv, City Planner and,
Leyla Campos, Legislative Assistant, City Clerk's staff
City of Los Angeles Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

RE: 1309 - 1331 South Pacific Avenue, CF 20-0680, CPC-2019-4908-DB-SPR, DIR-2020-5031-RDP, ENV-2019-4909-CE¹

Dear Members of the Planning Land Use Management (PLUM) Committee

This firm represents Citizens Protecting San Pedro. The City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). This letter demonstrates that the proposed project is not eligible for a Categorical Exemption under CEQA. As detailed herein, an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) must be prepared for the project, in conformance with the requirements of the CEQA. This letter is in addition to, and augments, comments submitted during the administrative process and information in the appeal justification previously submitted by Citizens Protecting San Pedro, and others. That information is incorporated herein by reference.²

¹ Council file for this project available at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0680>

² Public comments and the appeal justifications for this project are available in the project files located in the offices of the Department of Regional Planning and Los Angeles Department of Transportation, located at City of Los Angeles Department of City Planning 200 North Spring Street, Los Angeles, CA 90012, and in the Council file for this project available at:

<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-0680>

The full project files are incorporated herein by reference.

I. CEQA STANDARD FOR USE OF A CATEGORICAL EXEMPTION

As indicated in the Hearing Notice and the Director's Determination for the project dated May 5, 2020, rather than prepare and EIR or MND for the project, the City is improperly processing the project using an Exemption from CEQA pursuant to CEQA Guidelines, Section 15332, Article 19 (Class 32 – In-fill Development Projects). This letter provides substantial evidence demonstrating that the project is not eligible for a Class 32 – Infill Development Exemption. Additional substantial evidence has been previously submitted and is contained in the project files. As detailed in CEQA Guidelines Section 15332, to use a Class 32 Exemption, a project must meet the following conditions:

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation **and all** applicable general plan policies as well as with applicable zoning designation and regulations. (Emphasis added)
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result **in any** significant effects relating to traffic, noise, air quality, or water quality. (Emphasis added)
- (e) The site can be adequately served by all required utilities and public services.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

As detailed in **Section III** of the letter, the proposed project is not consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Sections IV** and **Section V** of this letter, the proposed project would result in significant construction air quality and air toxics impacts, and in significant traffic impacts and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic, noise, air quality, or water quality.

In addition, as detailed in CEQA Guidelines Section 15300.2, there are exceptions to when a Categorical Exemption may be used:

15300.2. EXCEPTIONS

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical

concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

As detailed in this letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

II. THE PROPOSED PROJECT – LACK OF AN ACCURATE AND STABLE PROJECT DESCRIPTION

The administrative record for the proposed project lacks an accurate and stable project description for the project, both in terms of the project characteristics and the approvals sought. As a result, members of the public have been left feeling that the applicant is engaged in a shell game aimed at hiding the impacts of the project, and its lack of consistency with zoning code requirements.

The proposed project is located on the west side of Pacific Avenue, between 13th and 14th Streets in the San Pedro Community Plan Area, of the City of Los Angeles. According to the project plans, the project would be located on four parcels with the following Assessor's Parcel Numbers: 7454-026-011, 7454-026-012, 7454-026-013 and 7454-026-014. The City's Zimas records for each of these parcels is included in **Attachment A1**.

According to the Notice of Exemption³:

The project is the construction of a 4-story, 45-foot and 5-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units). The project will be approximately 83,158 square feet in floor area with a Floor Area Ratio (“FAR”) of 2.65:1. The project will provide 127 parking spaces in 2 subterranean levels. The site is currently improved with 3 vacant commercial structures, with 26 trees on the subject site and 4 trees along the public right-of-way, all of which will be removed to clear the lot. The project will also involve the grading of approximately 2,500 cubic yards of soil, and export of approximately 20,000 cubic yards of soil.

This description is at odds with some of the assumptions and descriptions provided in the technical studies attached to the Notice of Exemption on which the findings in the Notice of Exemption that the proposed project will not result in any significant effects relating to traffic, noise, air quality or water quality, are based. Some of these discrepancies are itemized below:

- **Traffic Impact Analysis** – The Traffic Analysis included as Attachment D3 to the Notice of Exemption is based on a project that is a 109-unit apartment complex rather than a 102-unit residential building. According to the Traffic Analysis “a total of 65 vehicular parking spaces, including three accessible spaces, will be provided in the intermediate parking level. In addition, 81 long-term bicycle spaces and 8 short-term bicycle spaces are planned to be provided as part of the proposed project.”⁴ However, the Notice of Exemption indicates that the project includes 127 parking spaces on two subterranean levels. The Notice of Exemption makes no mention of bicycle spaces, nor does the October 16, 2020 Hearing Notice. The Traffic Analysis makes use of LADOT trip generation rates for the affordable units, noting:

In this instance, the affordable family housing category is directly applicable to **the proposed project which will provide housing for permanent long-term tenants with supportive services** designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. (Emphasis added).

Nothing about provision of on-site supportive services being provided for the residents of the affordable housing units, appears in either the Hearing Notice or the Letter of Determination for the project.

³ The Notice of Exemption is available at: https://clkrep.lacity.org/online/docs/2020/20-0680_misc_4_06-01-2020.pdf

It includes the following: D1- Notice of Exemption & Justification for Categorical Exemption; D-2 Tree Report; D-3 Traffic Impact Analysis; D4 - Noise Impact Analysis; D5 – Air Quality Technical Report; D6 – Phase I and Phase II Environmental Assessments; and, D7 – Historical Resource Evaluation Report.

⁴ Page 2, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

The Notice of Exemption, Hearing Notice and Letter of Determination **correctly** indicate that the project site is currently occupied by “3 vacant commercial structures.” However, the Traffic Study inappropriately treated the structures as occupied, and calculated trip generation for the vacant structures as if they were occupied.⁵ This resulted in a severe underestimate of project trip generation, as detailed later in this letter, which renders the Traffic Analysis on which the City relied, inaccurate. The City’s finding that the project will not result in significant traffic impacts is thus not supported by substantial evidence.

- **Noise Impact Analysis** – The Noise Analysis included as Attachment D4 to the Notice of Exemption is similarly inaccurate, as it based its analysis of operational noise on an inaccurate number of project parking spaces, stating on page 19:

The Project would generate on-site noise from auto activities associated with the 65 parking spaces in two levels of subterranean parking. This noise would include driving to and from the entrances to underground garages, parking, door slamming, and occasional car alarms. Vehicles accessing the Project Site would enter off 14th Street. Residents would access and exit the parking garage from a mid-block entrance, the garage entrance for which faces south toward an apartment building across the street.

This resulted in an underestimate of project trip generation which renders the Noise Analysis on which the City relied, inaccurate. The City’s finding that the project will not result in significant noise impacts is thus not supported by substantial evidence due to errors in the Noise Analysis.

- **Air Quality Technical Report** – Page 17 of the Air Quality Technical Report included as Attachment D5 to the Notice of Exemption incorrectly assumes that there are existing uses on the site generating 205 daily vehicle trips. It also incorrectly assumed that there would be a total of only 65 parking spaces in the project’s parking garage. Furthermore, it does not appear that the Air Quality Report accounted for the grading of approximately 2,500 cubic yards of soil, and export of approximately 20,000 cubic yards of soil. It thus relies on an inaccurate project description. This has resulted in an underestimate of project air emissions, as detailed later in this letter, which renders the Air Quality Report on which the City relied, inaccurate. The City’s finding that the project will not result in significant air quality impacts is thus not supported by substantial evidence due to errors in the Air Quality Report.

The Notice of Exemption is at odds with descriptions provided in the Letter of Determination and Hearing Notice for the project. The Notice of Exemption fails to note the density bonuses and waivers required for the project, which are important to a determination of whether the proposed project is consistent with zoning and land use Plans.

⁵ Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

According to the Letter of Determination dated May 05, 2020, case CPC-2019-4908-DB-SRP⁶ and CPC-2019-4908-DB-SRP-1A⁷ for the project, these bonuses and waivers include (emphasis added):

- Pursuant to Section 12.22 A.25(g)(3) of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following three **On- and Off- Menu Incentives**:
 - A 2.65:1 FAR in lieu of the 1.5:1 otherwise permitted by the C2-1XL-CPIO Zone and San Pedro Community Plan Implementation Overlay (CPIO) Section IV-2.B;
 - A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G; and
 - A 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone;
- Pursuant to LAMC Section 12.22 A.25(g)(3), the following one Waiver of Development Standard:
 - a. A 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2-1XL-CPIO Zone and CPIO Section IV-2.A.2.

The Letter of Determination for the project thus fails to identify which of the three bonuses are on-menu and which are off-menu bonuses and to provide documentation that the required pro forma has been received showing that the requested off-menu bonus is required to make the affordable units economically feasible. Requests from Citizens Protecting San Pedro to obtain a copy of the pro forma from the City have been unsuccessful. As noted in City Guidance included in **Attachment A2**:⁸

- **Density Bonus with Off-Menu Incentive Items:** LAMC 12.22 A.25(g)(3) – Provide a pro forma or other documentation to show that the waiver or modification is needed in order to make the Restricted Affordable Units economically feasible in addition to the items listed above. A third-party peer review of the pro-forma is also required.

In addition, the Letter of Determination, Hearing Notice and Notice of Exemption fails to note that the project requires approval of a Conditional Use Permit due to a FAR increase request

⁶ <https://planning.lacity.org/pdiscaseinfo/caseid/MjMxNjU10>

⁷ <https://planning.lacity.org/pdiscaseinfo/caseid/MjM4MTQ00>

⁸ https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional_Use_-_35pct_Density_Bonus.pdf

that exceeds the on-menu allowed amount of 35%, as explained in City Guidance included in **Attachment A2**.⁹

The Department of City Planning (DCP) offers several processes intended to facilitate affordable housing in the City of Los Angeles. Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC) authorizes the Director of Planning to approve applications for Density Bonus requesting up to three (3) on-menu incentive items; and the City Planning Commission to approve applications for Density Bonus requesting any off-menu items. Section 12.24 U.26 of the LAMC authorizes the City Planning Commission to approve a Conditional Use Permit for applications requesting a density bonus increase greater than the maximum permitted in Section 12.22 A.25. Section 14.00 A.2 authorizes the Director to approve Public Benefit Projects where otherwise not permitted by right or by Conditional Use and which meet specific performance standards or alternative compliance measures.

None of the project descriptions mention an application for a Conditional Use Permit. If off-menu bonuses are being requested by the proposed project, then the project descriptions in the Hearing Notice, Letter of Determination and its attached findings are inaccurate, as is the Notice of Exemption which fails to provide any disclosure of off-menu bonuses and only mentions a FAR increase as an on-menu bonus.¹⁰

Section 12.22 A.25(f) of the LAMC contains the list of eight on-menu incentives. All three of the requested incentives are on-menu incentives, so it is unclear why any mention is made of off-menu incentives. Perhaps it is because two of the requested deviations from code are not consistent with what is allowed by the LAMC incentives menu as discussed in **Section III** of this letter. In addition, an increase in height is also an on-menu incentive, so the requested Waiver of Development Standard to allow for the increase in height appears to be a way for the project to get four, rather than three incentives allowed by code, as detailed more fully in **Section III**. It should be noted that the proposed project is not eligible for a Waiver of Development Standards pursuant to Section 12.22 A.25(g)(3) of the LAMC, since as detailed in this letter the required findings in Subparagraph (g)(2)(i)c cannot be made because: “(ii) The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment . . . for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.” As detailed in this comment letter, the proposed project will have unavoidable project and cumulative public health and neighborhood intrusion impacts that cannot be mitigated without a reduction in the number of housing units in the proposed project. The project is therefore not eligible for a Waiver of Development Standards.

⁹ https://planning.lacity.org/odocument/a05bd87a-06a6-4861-a338-4bb88921c123/Conditional_Use_-_35pct_Density_Bonus.pdf

¹⁰ See page 5 of the Notice of Exemption.

The Letter of Determination project description is somewhat different in respect to how the bonuses and waivers are described in the Hearing Notice, which does not include a full accounting of the requested bonuses and waivers and says the following:

1) a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following On-Menu Incentive: A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by Los Angeles Municipal Code Section 12.21 G; 2) one Waiver of Development Standard for a 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2- 1XL-CPIO Zone and CPIO Section IV-2.A.2; and 3) a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units; for the construction of a four-story, 45-foot and five-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units) with the Project being approximately 83,158 square feet in floor area with a Floor Area Ratio of 2.65:1, providing 127 parking spaces in two subterranean levels, with the site currently improved with three vacant commercial structures, 26 trees on the subject site and four trees along the public right-of- way, all of which will be removed to clear the lot, with the Project also involving the grading of approximately 2,500 cubic yards of soil, for the properties located at 1309-1331 South Pacific Avenue, subject to Conditions of Approval.

The Hearing Notice also fails to note the export of approximately 20,000 cubic yards of soil.

In addition, the project is routinely misleadingly described as: “a project totaling 102 dwelling units and reserving **15 percent** of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years.” (Emphasis added). This is misleading, as 12 dwelling units represents only 11.7 percent of the total dwelling units, and the calculation of percent affordable is based on total units, per the zoning code regulations included in the Los Angeles Municipal Code (LAMC).¹¹ The Notice of Exemption and administrative process has thus misleadingly overstated the share of project units reserved for Very Low Income Households.

Furthermore, there is another case number for the project address listed in the City’s files: case DIR-2020-5031-RDP.¹² As shown in **Figure 1**, a screen shot of the City’s record for this

¹¹ Per LAMC Section 12.22 A.25(c)(1), density bonuses are calculated based on the percent of total units that are restricted affordable units: “**For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units.** A Housing Development Project that includes 10% **of the total units** of the project for Low Income households or 5% **of the total units** of the project for Very Low Income households, either in rental units or for sale units, shall be granted a minimum Density Bonus of 20%, which may be applied to any part of the Housing Development Project. The bonus may be increased according to **the percentage of affordable housing units provided**, as follows, but shall not exceed 35%.”

¹² <https://planning.lacity.org/pdiscaseinfo/caseid/MjQwMDQ00>

case, this project is a “proposed mixed use development in the commercial designated area of the Pacific Corridor Redevelopment Plan Area.” This case was filed on August 25, 2020, after members of Citizens Protecting San Pedro commented on the fact the project was not consistent with allowable land use on the site as specified in the Pacific Corridor Redevelopment Plan, which is in effect through 2033.¹³ No details about the nature of the mixed use development are available, despite efforts from members of the group to obtain that information (see **Attachments B1-B6**).

The screenshot shows the 'Case Summary & Documents' page on the City of San Pedro Planning Website. The page displays details for Case Number DIR-2020-5031-RDP. Key information includes: Case Filed On: 08/25/2020, Assigned Date: 08/25/2020, Staff Assigned: CONNIE CHAU, Hearing Waived / Date Waived: No, Hearing Location: 12:00 AM, DIR Action: No, DIR Action Date: No, End of Appeal Period: No, BOE Reference Number: 0, Case on Hold?: Yes. The Primary Address is listed as 1300 S PACIFIC AVE 90731, Central San Pedro 16. The Project Description is 'PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.' The page also includes a search bar, a list of approved documents, and a permanent link to the case details.

FIGURE 1 – CASE SUMMARY – MIXED USE DEVELOPMENT ON PROJECT SITE - CASE DIR-2020-5031-RDP

The administrative record for the project thus contains an inconsistent, inaccurate and unstable project description which has led to confusion among the public and those participating in the administrative process. The inaccurate and unstable project description has also led to inaccuracies in the assessment of potential project impacts contributing to an inaccurate conclusion that the proposed project is eligible for a Class 32 Exemption.

III. FAILURE TO MEET REQUIREMENTS OF 15332(A) – DUE TO LACK OF CONSISTENCY WITH GENERAL PLAN POLICIES AS WELL AS WITH APPLICABLE ZONING DESIGNATION AND REGULATIONS

The parcels are zoned C2-1XL-CPIO. As explained in **Attachment A3**¹⁴, the C2 zoning allows for C1.5 Uses; Retail w/ Limited Manufacturing, Service Stations and Garages, Retail Contr. Business, Churches, Schools, Auto Sales, R4 Uses. The 1XL designation indicates the

¹³ <https://planning.lacity.org/plans-policies/overlays/pacific-corridors>

¹⁴ Also available at: https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf

project parcels are in a height district that allows for a maximum of: Height - 30 ft and FAR - 1.5:1. The CPIO designation indicates the project parcels are in the San Pedro Community Plan Implementation Overlay area (CPIO).¹⁵ The current San Pedro Community Plan (Community Plan) was adopted October, 2017. The parcels are also in the City's Pacific Corridor Redevelopment Plan Area.¹⁶ The project applicant is seeking a density bonus, incentives and a waiver pursuant to LAMC Section 12.22 A.25 as a result of the project's provision of 12 Very Low Income housing units.

The proposed project is not eligible for a Class 32 exemption because it is not consistent with regulations, the applicable zoning designation, and with General Plan and Community Plan policies.

Consistency With C2-1XL-CPIO Zoning Designation and LAMC Section 12.22 A.25

Table 1 provides a comparison of the proposed project with what is allowed under the C2-1XL-CPIO zoning designation and LAMC Section 12.22 A.25. Section 12.22 A.25(f) of the LAMC contains the list of eight on-menu incentives for affordable housing provision. All three of the requested incentives are on-menu incentives, so it is unclear why there is any mention made of off-menu incentives. In addition, an increase in height is also an on-menu incentive, so the requested Waiver of Development Standard to allow for the increase height appears to be a way for the project to get four, rather than three incentives.

As shown in the table, the project applicant's requested deviations from code are excessive. The project is only eligible for three of the affordable housing incentives, given the project only includes 12% Very Low Income units, not 15%. (See Section 12.22 A.25(e) included in **Attachment A3**). In addition, the project does not comply with the prerequisites for some of the requested incentives.

TABLE 1	
ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
Allowed Density is 31,500 (lot size)/400 = 79 units	Consistent Very Low Income Units = 12 Total Units =102 Very Low Income as Percent of Total = 12% Project is entitled to a 35% density bonus. This would allow for 107 units. The project includes 102 units.
Very Low Income Units – Density Bonus Allowed per Section 12.22 A.25(c)	
Very Low Income Units – Incentive Allowed per Section 12.22 A.25(e) from menu in Section 12.22 A.25(f)	Consistent Very Low Income Units = 12 Total Units =102

¹⁵ The Community Plan is available at: <https://planning.lacity.org/plans-policies/community-plan-area/san-pedro>

Ordinance 185539 enacting the Overlay District is included in **Attachment A5**, and available at: <https://planning.lacity.org/odocument/213bd163-9baf-45f3-aa8a-01b4a2adbb2d>

¹⁶ <https://planning.lacity.org/plans-policies/overlays/pacific-corridors>

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	Total Non-Affordable Units = 90 Allowed Units Without Density Bonus = 79 Very Low Income as Percent of Total = 12% Very Low Income as Percent of Non-Affordable Units = 13.33% or 14% with rounding up Very Low Income as Percent of Non-Density Units = $12/79 = 15.18\%$ LAMC Section 12.22 A.25(e) provides for two incentives with provision of 10% Very Low Income Units (excluding density bonus units) or three incentives with provision of 15% very low income units (excluding density bonus units). The proposed project is thus eligible for three incentives. However, more than three on-menu incentives are required given the design of the proposed project.
Yards: None for commercial uses; same as R4 Zone for residential uses at lowest residential story R4 = Front Yard: 15 ft; 10 ft for key lots	Inconsistent Front Yard Setback (South) Provided = 0 feet
Side Yard: 5ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	Consistent West Side Yard Required – 7 feet; provided = 15 feet East Side Yard Required per CPIO is 0 feet; provided is 0 feet.
Rear Yard: 15ft;+1ft for each story over 3rd; 20 ft max	Inconsistent and Inconsistent With Requirements of Requested Incentive Menu Item 1 The proposed project is 4-stories requiring a 16 ft rear yard setback. The proposed project only provides a 5-foot rear yard setback. A 20 percent reduction in yard/setback is menu item 1 in LAMC Section 12.22 A.25(f). However, the proposed 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone exceeds the allowed 20 percent reduction, since it represents a 73% reduction.
The minimum area per dwelling unit is 400 sq-ft; 200 sq-ft per guest room	Inconsistent Per project plans: Studio units 207, 210, 216, 221, 222, 316, 319, 321, 322, 323, 326, 385, 416, and 421 are less than 400 square feet in size. There

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	has been no showing the project is consistent with LAMC Section 12.22 A.25(c)(i)(10)
Minimum Lot area = 5,000 sq ft.	Consistent The lot size is 31,500 sq. ft.
Minimum lot width = 50 ft.	Consistent The lot width is greater than 50 feet.
Height: 30 ft	Inconsistent and Inconsistent With Requirements of Incentive Menu Item 4; Applicant is Requesting a Waiver of This Development Standard Which Would Appear to be an Attempt to Circumvent the Number of Allowable Incentive Menu Items The project height is 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2- 1XL-CPIO Zone and CPIO Section IV-2.A.2. Section 12.22 A.25(f) Menu Incentive item 5 allows for a percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. This percentage increase in height shall be applicable over the entire parcel regardless of the number of underlying height limits. The proposed project would thus be eligible for a 35% increase in height from 30 feet to 40 feet 6 inches. This menu item further provides: (i) In any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units. (a) No additional height shall be permitted for that portion of a of a building in a Housing Development Project that is located within fifteen feet of a lot classified in the R2 Zone. (b) For each foot of additional height the building shall be set back one horizontal foot.

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone. (iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone. Item (i) would allow for a maximum height of 41 feet. The proposed project exceeds this height. Furthermore, as shown in the Zimas records for the project parcels, the project site shares a western property line with parcels zoned R1.5. The proposed project is thus inconsistent with what is allowable under this menu item. The project is not eligible for a waiver due to adverse impacts upon public health and safety as detailed herein.
Open Space - 10,950 square feet otherwise required by LAMC Section 12.21 G	Inconsistent, But Consistent With Requirements of Requested Incentive Menu Item 6 A 20 percent reduction in the required open space is available via menu item 6. The requested reduction in open space - 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G – is allowed under this menu item, 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”. The requested reduction is a roughly 19% which is consistent with menu item 6. The project is

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	consistent, with demonstration of the required number of landscape points.
FAR: 1.5:1	Inconsistent and Inconsistent With Requirements of Requested Incentive Menu Item 4 The project's FAR is 2.65:1 This represents a 76 percent increase over the allowable FAR. Per Menu Incentive item 4 the project is entitled to: (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%; (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. The proposed project is located in height district IXL and includes 12% Very Low Income units which is sufficient to qualify for a 35% density bonus. However, the proposed project does not front on a Major Highway, as identified in the City's General Plan. Pacific Avenue is identified as Avenue II Modified on the San Pedro Community Plan Circulation Map, which is an arterial, not a Major Highway per page 18 of the

TABLE 1 ANALYSIS OF PROJECT'S COMPLIANCE WITH ZONING REQUIREMENTS	
ZONING CODE REQUIREMENTS /1/	PROPOSED PROJECT
	2035 Mobility Plan.¹⁷ It is therefore not eligible for a FAR of 3:1 as a height incentive. Per Section 12.22 A.25(f) the project only qualifies for 35% increase in FAR, which would be a FAR of 2.02:1 if a FAR increase was one of the on-menu incentives sought.
/1/ Zoning Code Summary included as Attachment X and Available at: https://planning.lacity.org/odocument/eacdb225-a16b-4ce6-bc94-c915408c2b04/Zoning_Code_Summary.pdf A copy of LAMC Section 12.22 A.25 is also included in Attachment X.	

Consistency with CPIO

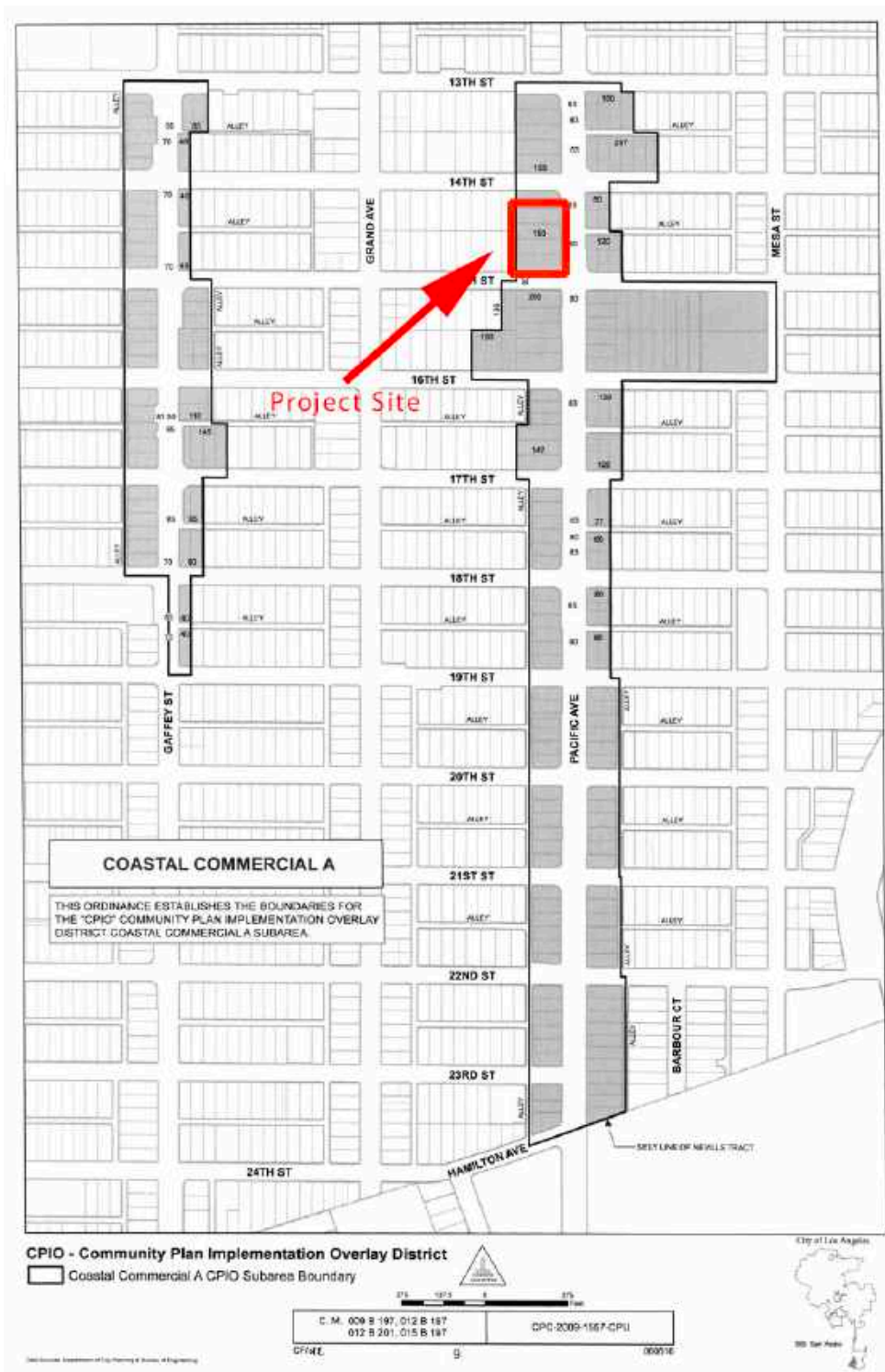
As shown in **Figure 2**, which is reproduced from the CPIO, project site is within Coastal Commercial Subarea A of the San Pedro Community Plan Implementation Overlay District (CPIO).¹⁸ A copy of the CPIO is included as **Attachment A5**.

Chapter IV of the CPIO addresses the development standards for developments within this subarea. As noted on page 28 of the CPIO:

The intent of the supplemental development regulations in this Chapter IV is to create a small- scale pedestrian-friendly corridor that serves the daily needs of residents and employees. These supplemental development regulations create compatible infill development through transitions, scale, massing, and landscaping. Projects within the Coastal Commercial Subareas A and B (see Figure IV) **shall** comply with the applicable supplemental development regulations in this Chapter IV. (Emphasis added).

¹⁷ The 2035 Mobility Plan is available at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

¹⁸ Available at: <https://planning.lacity.org/odocument/213bd163-9baf-45f3-aa8a-01b4a2adbb2d>



Source: Page 8, LA City Ordinance 185539 enacting the Overlay District
FIGURE 2 – PROJECT’S LOCATION IN CPIO SUBAREA COASTAL COMMERCIAL A

The proposed project is inconsistent with both the letter and intent of the CPIO for this area. As shown in **Table 2**, the proposed project exceeds the building height and building density and intensity standards for the area included in the CPIO.

TABLE 2 ANALYSIS OF PROJECT'S COMPLIANCE WITH CPIO REQUIREMENTS FOR SUBAREA /1/	
CPIO REQUIREMENTS FOR SUBAREA	PROPOSED PROJECT
A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations: 2. Maximum Height: (a) The maximum height for Height District 1XL shall be 30 feet.	Inconsistent The proposed project is 45-feet 5-inches in height.
B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations: 1. The maximum FAR shall be 1.5:1.	Inconsistent The project's FAR is 2.65:1. This represents a 76 percent increase over the allowable FAR. This is also in excess of any density bonus provided in LAMC Section 12.22 A.25(f) for project's providing Very Low Income Housing Units.
/1/ Pages 30-34 CPIO Ordinance available at: https://planning.lacity.org/odocument/213bd163-9baf-45f3-01b4a2adbb2d It is included as Attachment A5 .	

As noted on Table IV-1 - Coastal Commercial Subareas Land Use Regulation in the CPIO, 100% residential uses are allowed in this area. Project are encouraged but not required to comply with multi-family residential guidelines in Appendix B of the CPIO. Therefore, consistency with those guidelines is not analyzed in this letter.

Inconsistency With General Plan Policies

The proposed project is inconsistent with the following General Plan policies, including:

General Plan Framework

The General Plan Framework, adopted in December 1996, provides long term guidance on land use issues for the entire City.

***Policy 3.1.8** Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristic for development and the public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationship among land use districts are generally maintained, there is no significant change in the population and employment*

'capacity of the neighborhood, and there is no significant reduction in overall housing capacity.

The standards in the Community Plan and CPIO address issues raised by stakeholders in the community while balancing the need to retain housing capacity. Site plan and building design regulations mitigate impacts of massing on the shade, scale, shadow, aesthetics, and public streetscape. The proposed project is inconsistent with the standards included in the CPIO.

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, emphasizes quality of development and provide or advocate 'proactive' implementation programs.*

The Community Plan and CPIO standards are tailored to the community and respond to the local context. The proposed project is inconsistent with those standards.

General Plan Housing Element

Policy 2.8.1. *Establish individual community visions that retain and enhance community character through the Community Plan Update Program and the Framework Element.*

The standards within the Community Plan and CPIO were developed to specifically address the needs of the area. The proposed project is inconsistent with the standards established in the Community Plan and CPIO.

San Pedro Community Plan

As detailed on page 3-24 of the Community Plan, the project site is within the area designed as Neighborhood Commercial:

Neighborhood Commercial Districts

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

- Gaffey Street between 5th and 19th Streets
- 9th Street between Meyler Street and Pacific Avenue

- Pacific Avenue and “Welcome Gateway”
- Western Avenue and 25th Street
- Weymouth Corners
- Park Plaza and Harbor Cove

Page 3-25 of the Community Plan describes the Neighborhood Commercial area containing the project as follows:

Pacific Avenue and “Welcome Gateway”

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

A copy of the San Pedro Community Plan is included as **Attachment A6**. The proposed project, due to its mass, height and scale in excess of the 30 foot height and FAR of 1.5:1 for the Community Plan subarea, its adjacency to residential uses, and its exclusive residential use, is inconsistent with the following land use policies in the San Pedro Community Plan for commercial areas, including Neighborhood Commercial areas, such as the project area:

LU 5.4 Appropriate transitions. New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)

LU. 5.5 Complementary residential uses. Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall. (P1)

LU 5.7 Strategically locate new large projects. Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses. (P1)

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

LU6.1 Neighborhood services. Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms). (P1)

LU 6.2 Mix of uses. Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

LU 6.5 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.

Because the project is not consistent with the Community Plan standards specifically adopted in order to ensure compliance with these policies and objectives, it is not consistent with the General Plan and San Pedro Community Plan policies and objectives, and would result in a land use impact. It therefore does not qualify for a Class 32 Exemption, which requires that a project be consistent with the applicable general plan designation **and all** applicable general plan policies as well as with applicable zoning designation and regulations. (Emphasis added).

IV. FAILURE TO MEET REQUIREMENT OF 15332(D) – DUE TO POTENTIALLY SIGNIFICANT AIR QUALITY AND TRAFFIC IMPACTS

The proposed project is not eligible for a Class 32 Exemption due to its potential to result in significant air quality and traffic impacts, and/or lack of substantial evidence supporting the conclusion that it will not result in significant air quality, traffic or noise impacts.

Significant Air Quality Impacts

Attachment C, contains a letter from SWAPE, which provides a detailed critique of the Air Quality Technical Report prepared for the proposed project by DKA Planning dated November 2019 which is attached to the City's Notice of Exemption. The City relied on the Air Quality Technical Report when determining project air quality impacts would not be significant. As detailed more fully in the letter from SWAPE and SWAPE's supporting documentation contained in **Attachments C1-C3**, there were a number of errors made in the Air Quality Technical Report, including the fact that project emissions were discounted as a result of an improper assumption that existing buildings on the project site were still in use. These errors

have resulted in an underestimate of project air emissions. As noted on page 11 of SWAPE’s analysis:

When correct, site-specific input parameters are used to model emissions, we find that the Project’s construction-related reactive organic gas/volatile organic compound (“ROG”/“VOC”) and nitrogen oxides (“NO_x”) emissions increase when compared to the AQ Report’s model. Furthermore, we find that the Project’s construction-related ROG/VOC and NO_x emissions exceed the 75- and 100-pounds per day (“lbs/day”) thresholds set by the SCAQMD, respectively (see table below).¹⁹

Maximum Daily Construction Emissions (lbs/day)		
Model	VOC/ROG	NOX
AQ Report	8.14	72.45
SWAPE	139.58	852.50
Percent Increase	1615%	1077%
SCAQMD Regional Threshold (lbs/day)	75	100
Threshold Exceeded?	Yes	Yes

Given the project’s exceedance of SCAQMD Regional Thresholds for VOC/ROG and NO_x, the project is not eligible for a Class 32 Exemption. (See also discussion of significant cancer risk impact in **Section V** of this letter and the discussion of Greenhouse Gas Impacts in **Section VI** of this letter).

Significant Traffic Impacts

There are a number of problems with the Traffic Impact Analysis prepared for the project, which have resulted in an underestimate of impacts.

The Notice of Exemption, Hearing Notice, and Letter of Determination correctly indicate that the project site is currently occupied by “3 vacant commercial structures.” These structures have been vacant for a number of years. However, the Traffic Analysis inappropriately treated the structures as occupied, and calculated trip generation for the vacant structures as if they were occupied,²⁰ thus underestimating project trips by only calculating a net increase, as shown in Table 3 from the Traffic Analysis, reproduced below:²¹

¹⁹ “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

²⁰ Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

²¹ PDF page 34 – Attachments Environmental Reports, *available at*: https://clkrep.lacity.org/online/docs/2020/20-0680_misc_4_06-01-2020.pdf

**Table 3
PROJECT TRIP GENERATION [1]**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i><u>Proposed Use</u></i>								
Apartments [3]	97 DU	528	9	26	35	26	17	43
Affordable Housing [4]	12 DU	49	2	4	6	2	2	4
<i><u>Subtotal Proposed Use</u></i>		577	11	30	41	28	19	47
<i><u>Existing Uses</u></i>								
Warehouse [5]	(2,400) GSF	(4)	0	0	0	0	0	0
Light Industrial [6]	(4,000) GSF	(20)	(3)	0	(3)	0	(3)	(3)
Bar [7]	(1,600) GSF	(181)	Nom.	Nom.	Nom.	(12)	(6)	(18)
<i><u>Subtotal Existing Uses</u></i>		(205)	(3)	0	(3)	(12)	(9)	(21)
NET INCREASE		372	8	30	38	16	10	26

[1] Source: Transportation Impact Study Guidelines, City of Los Angeles Department of Transportation (LADOT), December 2016 and ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multifamily Mid-Rise [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[4] LADOT trip generation average rates for affordable housing type Family Housing.

- Daily Trip Rate: 4.08 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.50 trips/dwelling unit; 40% inbound/60% outbound
- PM Peak Hour Trip Rate: 0.34 trips/dwelling unit; 55% inbound/45% outbound

[5] ITE Land Use Code 150 (Warehouse) trip generation average rates.

- Daily Trip Rate: 1.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[6] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.

- Daily Trip Rate: 4.96 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.70 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.63 trips/1,000 SF of floor area; 13% inbound/87% outbound

[7] ITE Land Use Code 925 (Drinking Place [General Urban/Suburban]) trip generation average rates.

- Daily Trip Rates not provided. PM peak hour volume was estimated to represent 10% of the daily totals.
- PM Peak Hour Trip Rate: 11.36 trips/1,000 SF of floor area; 66% inbound/34% outbound

By discounting the trip generation by assuming traffic from the three vacant commercial buildings on the project site, the Traffic Analysis under estimated project trip generation by 205 daily trips, 3 am peak hour trips and 21 pm peak hour trips.

The Traffic Study also underestimated trips due to the 12 affordable units. According the Traffic Study, the following trip generation rates were used for the calculation of trips from the 12 low income units²² based on the LADOT trip generation rates for affordable housing projects published in December, 2016:

Affordable Family Housing

- Average Daily Trip Rate: 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.50 trips per dwelling unit; 40% inbound and 60% outbound

²² Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019.

- Average PM Peak Hour Trip Rate: 0.34 trips per dwelling unit; 55% inbound and 45% outbound

However, these are not the rates published by LADOT in LADOT's February 2019 VMT Calculator Documentation,²³ which includes as Appendix B an April 20, 2017 Memorandum from Fehr Peers containing the Affordable Housing Trip Generation Study. As shown in Table 2 from that study reproduced below, and based on the guidance in the LADOT's VMT Calculator Documentation, the trip generation rate for family affordable housing units located outside²⁴ a Transit Priority Area should have been:

Affordable Family Housing

- Average Daily Trip Rate: 4.15 not 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.55 not 0.50 trips per dwelling unit; 40% inbound and 60% outbound
- Average PM Peak Hour Trip Rate: 0.43 not 0.34 trips per dwelling unit; 55% inbound and 45% outbound

TABLE 2
Vehicle Trip Rates for Affordable Housing Sites in Los Angeles
(By Transit Priority Area and Affordable Housing Type)
Counts conducted May, June, and November 2016

TPA Area	Affordable Housing Type	Bin	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
Inside	-	-	20	2.32	0.26	40%	60%	0.20	56%	44%
Outside	-	-	22	2.48	0.75	46%	54%	0.24	52%	48%
-	Family	-	14	4.15	0.52	38%	62%	0.38	55%	45%
-	Seniors	-	13	1.72	0.12	38%	62%	0.15	52%	48%
-	Special Needs	-	8	1.49	0.17	43%	57%	0.11	54%	46%
-	Permanent Supportive	-	7	1.23	0.08	67%	33%	0.13	51%	47%
Inside	Family	Inside, Family	8	4.15	0.49	37%	63%	0.35	56%	44%
Inside	Seniors	Inside, Seniors	5	1.31	0.13	38%	62%	0.13	47%	53%
Inside	Special Needs	Inside, Special Needs	4	1.00	0.10	30%	70%	0.05	67%	33%
Inside	Permanent Supportive	Inside, Permanent Supportive	3	0.87	0.08	62%	38%	0.09	59%	41%
Outside	Family	Outside, Family	6	4.15	0.55	40%	60%	0.43	55%	45%
Outside	Seniors	Outside, Seniors	8	1.97	0.11	38%	62%	0.17	55%	45%
Outside	Special Needs	Outside, Special Needs	4	1.98	0.24	54%	46%	0.16	44%	56%
Outside	Permanent Supportive	Outside, Permanent Supportive	4	1.50	0.09	71%	29%	0.16	49%	51%

ITE for Comparison

ITE Record Number	Description	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
ITE 220	Apartment	78-90	6.65	0.51	20%	80%	0.62	65%	35%
ITE 222	High-Rise Apartment	9-17	4.20	0.30	25%	75%	0.35	61%	39%
ITE 252	Senior Adult Housing-Attached	5-10	3.44	0.20	34%	66%	0.25	54%	46%
ITE 253	Congregate Care Facility	2-3	2.02	0.06	59%	41%	0.17	55%	45%
ITE 255	Continuing Care Retirement Community	4-6	2.40	0.14	65%	35%	0.16	39%	61%

²³ https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT_Calculator_Documentation_20190228.pdf

²⁴ And, the rate for projects inside a Transit Priority Area are: Affordable Family Housing

- Average Daily Trip Rate: 4.16 not 4.08 trips per dwelling unit
- Average AM Peak Hour Trip Rate: 0.49 not 0.50 trips per dwelling unit; 37% inbound and 63% outbound
- Average PM Peak Hour Trip Rate: 0.35 not 0.34 trips per dwelling unit; 56% inbound and 44% outbound

The Traffic Analysis also underestimated trip generation by using Institute of Traffic Engineers (ITE) rates for multifamily dwellings. As noted on page 8 of the City's VMT Calculator Documentation:

- Multi-Family Dwelling: Use 2002 Multi Family Trip Rates from the San Diego Association of Governments (SANDAG) of six trips per unit²⁵. This Southern California based rate more closely matches rates that were observed in Los Angeles.

Based on the LADOT's VMT Calculator Documentation, and thus LADOT Trip Generation guidance, the project would result in the following trip generation as shown in **Table 3**:

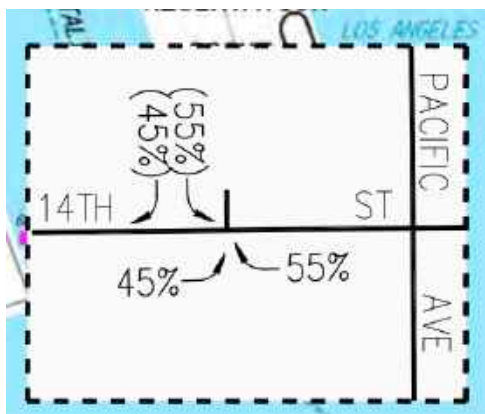
TABLE 3 PROJECT TRIP GENERATION PER CURRENT LADOT VMT CALCULATOR DOCUMENTATION									
LAND USE	SIZE		DAILY TRIP ENDS VOLUMES	AM PEAK HOUR			PM PEAK HOUR VOLUMES		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Apartments /1/	90	DU	540	8.64	34.56	43.20	34.02	14.58	48.60
Affordable Housing /2/	12	DU	49.92	10.98	16.47	27.46	11.81	9.66	21.47
TOTAL	102	DU	590	20	51	71	46	24	70
/1/ San Diego Association of Governments Rate for Apartments, per LADOT VMT Calculator Documentation /2/ Per LADOT VMT Calculator Documentation									

The Traffic Analysis for the project thus substantially understates project trip generation, as shown in **Table 4**, even after correcting for the number of units (102 not 109) and regardless of whether trip generation is calculated using rates in the LADOT VMT Calculator Documentation or using the more conservative LADOT Transportation Assessment Guidelines and within Transit Priority rates.

²⁵ San Diego Association of Governments, (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002, available at: https://www.sandag.org/uploads/publicationid/publicationid_1140_5044.pdf

TABLE 4 UNDER CALCULATION OF PROJECT TRIP GENERATION								
LAND USE		DAILY TRIP ENDS VOLUMES	AM PEAK HOUR			PM PEAK HOUR VOLUMES		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Total Per LADOT Transportation Assessment Guidelines /1/		540	17	39	57	38	20	57
Total Per LADOT VMT Calculator Documentation/2/		590	20	51	71	46	24	70
Per Project Traffic Study /3/		372	8	30	38	16	10	26
Difference – Amount of Underestimate of Trip Generation in Project Traffic Study /4/		168	9	9	19	22	10	31
/1/ Per LADOT Transportation Assessment Guidelines, July 2019, available at: https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-_20190731_0.pdf Based on within Transit Priority Zone rates for affordable family housing. /2/ See Table A in this letter, Per LADOT VMT Calculator Documentation available at: https://planning.lacity.org/odocument/3717c045-9ac2-48ff-9dfc-b2c97a59f07c/VMT_Calculator_Documentation_20190228.pdf /3/ Per Page 5, Memorandum from Linscott Law & Greenspan, dated September 26, 2019 – Project Traffic Study. /4/ Equals /1/ - /3/								

Access to and from the project site is from 14th Street, as shown in this detail from Figure 8 of the Traffic Study:



Source: Figure 8 Traffic Study attached to Notice of Exemption

FIGURE 3 – PROJECT TRIP DISTRIBUTION FROM TRAFFIC STUDY

This means that all of the project traffic will travel through the unsignalized intersections at 14th and Pacific Avenue or 14th and Grand Avenue. However, no analysis of the impact of the project on the functioning and safety of these two intersections was addressed in the Traffic Analysis for the project. Figure 9 from the Traffic Analysis shows the assignment of Weekday

AM Peak Hour Project Traffic. Figure 10 from the Traffic Study shows the Weekday PM Peak Hour Traffic Volumes for the project. These figures and the analysis need to be corrected to account for the correct peak hour traffic volumes that will result from the project.

Neighborhood Intrusion Impact

The Traffic Analysis failed to analyze neighborhood intrusion impacts associated with project traffic. According to the City's Complete Threshold Guide²⁶, Section L4 – Neighborhood Intrusion Impacts:

This issue involves impacts of traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood. Traffic conditions are typically expressed in terms of daily volume of traffic. . .

C. Screening Criteria

Would the proposed project:

- Generate more than 120 daily vehicle trips to a local residential street?

A "yes" response to the preceding question indicates that further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration, or EIR may be required. Refer to the Significance Threshold for Neighborhood Intrusion Impacts, and review the associated Methodology to Determine Significance, as appropriate. A "no" response to the preceding question indicates that there would normally be no significant impact on Neighborhood Intrusion from the proposed project.

The proposed project includes 102 dwelling units in a 4-story tall building. As shown in the **Table 4** above, the project has the potential for result in 540-590 daily vehicle trips, well over the 120 daily vehicle trips threshold for requiring analysis of impacts to a local residential street. The potential for neighborhood intrusion impacts, needs to be evaluated in the environmental document for the proposed project.

Page L.4-2 of the City's Complete Threshold Guide²⁷ provides the following significance thresholds for neighborhood intrusion impacts:

²⁶ Available at: <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf>

²⁷

A. Significance Threshold

A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase $\geq 16\%$ if final ADT* $< 1,000$

ADT increase $> 12\%$ if final ADT* $> 1,000$ and $< 2,000$ ADT increase

$> 10\%$ if final ADT* $> 2,000$ and $< 3,000$ ADT increase $> 8\%$ if final ADT*

$> 3,000$

* “Final ADT” is defined as total projected future daily volume including project, ambient, and related project growth.

While Final ADT volumes are not available, since the Traffic Study failed to assign trips to 14th Street, recent traffic counts (10/2020) are available for the segment of 14th Street on which the project access is located through NavigateLA (see **Attachment D1**; the location of the counts is shown in **Attachment D2**). The street is residential. The project trip distribution (see **Attachment D3**) shows 45 percent of project traffic using the segment of 14th west of the project access and east of Grand Avenue. **Table 5** provides a calculation of ADT increase resulting from the project, on this residential street segment. Since existing plus project ADT on the segment would be less than 1,000 ADT, an impact would occur if project ADT represents more than 16% of future with project ADT. As shown in **Table 5**, project ADT would represent a 24.8 percent increase in ADT. The project would result in a significant neighborhood intrusion traffic impact.

TABLE 5 SCREENING FOR NEIGHBORHOOD INTRUSION IMPACT			
LOCATION	ADT WESTBOUND	ADT EASTBOUND	TOTAL
Total Project ADT /1/			540
45% Project ADT			243
Existing - 14th Street East of Grand /1/	347	388	735
45% Project Plus Existing			978
45% Project Traffic as Percent of Existing			33.06%
45% Project Traffic as Percent of Existing plus Project			24.85%
/1/ Per LADOT Transportation Assessment Guidelines, July 2019, available at: https://planning.lacity.org/odocument/0ce2cd84-9034-4874-80d9-10d1cebcd9e9/ta_guidelines_-20190731_0.pdf			
/2/ Counts taken on Wednesday 10/21/20 - See Attachment D1			

Lack of VMT Analysis

In addition, the Traffic Study is deficient because it does not address VMT. According to the City's August 2019, on CEQA Transportation Analysis Update, Frequently Asked Questions, included as **Attachment D4**.²⁸

SUMMARY

In 2013, the State of California signed Senate Bill (SB) 743 into law, which requires a shift in the way cities measure environmental impacts. The Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) updated the City's California Environmental Quality Act (CEQA) Transportation Thresholds to comply with and implement SB 743. LADOT also revised its Transportation Assessment Guidelines for evaluating project-level transportation review outside of the requirements under CEQA.

BACKGROUND

On July 30, 2019, the Los Angeles City Council unanimously voted to update the City of Los Angeles CEQA Transportation Thresholds to comply with SB 743 and implement the policies of the Mobility Plan 2035 and LA's Green New Deal. . . .

How does this affect projects that have initiated their transportation analysis process and/or are going through the entitlement process?

As previously described during the project open houses and public hearings and at City Planning Commission on February 28, 2019, upon adoption by City Council the updated transportation thresholds became effective and a transition period started. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), **as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020**. It is strongly recommended that these projects analyze transportation impacts with VMT, or at a minimum complete a parallel review process with both LOS and VMT, in the case that they are not able to complete approval prior to the State deadline. All land use development projects must measure transportation-related CEQA impacts with VMT starting on July 1, 2020, as required by state legislation. (Emphasis added).

²⁸ Available at: https://appladotwebprod.azurewebsites.net/sites/default/files/2020-04/faq_transportation-section-update_aug2019_0.pdf See **Attachment D4**.

The Traffic Analysis on which the City relied when concluding traffic impacts would be less than significant fails to comply with the City's required standards for a Traffic Analysis for projects that have not completed their appeal period by July 1, 2020. Conclusions in the Traffic Analysis are inaccurate and the Traffic Analysis fails to provide the required substantial evidence that traffic impacts will be less than significant. Given the potential for significant neighborhood intrusion impacts, the project is not eligible for a Class 32 exemption.

V. FAILURE TO MEET 153002(C) - POTENTIAL FOR SIGNIFICANT EFFECTS DUE TO UNUSUAL CIRCUMSTANCES

Page 4-5 of the Notice of Exemption for the proposed project incorrectly states that there are no unusual circumstances that would result in significant project impacts, stating:

(b) Significant Effect Due to Unusual Circumstances. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project proposes a multi-family building in an area zoned and designated for such development. All adjacent lots are developed with multi-family and single-family residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 2.65:1 on a site that is permitted to have an FAR of 1.5:1 by the site's zoning and 3:1 through an On-Menu Density Bonus Incentive. The project size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. Furthermore, there is no substantial evidence in the administrative record that this project will cause a significant impact. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

First, the statement is incorrect that the project's size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family dwellings and proposed future projects in the area. That is not true. Other commercial and multi-family dwellings are consistent with height limits for the subarea.

More importantly, the Notice of Exemption fails to adequately recognize the following unusual circumstances, which in combination with the proposed project have the potential to result in significant impacts:

- The project area is an area with poor air quality, increased cancer risk, and high environmental hazards scores from several agencies.
- Project's location on the City's High-Injury Network and adjacency to both the Enhanced Pedestrian District in the 2035 Mobility Plan and Mobility Plan 2035 Bicycle Network
- The fact the project site is served by aging sewer lines.

These unusual circumstances have the potential to result in a number of potentially significant project and cumulative impacts, including:

- Increased cancer and health risks
- Increased pedestrian and bicyclist accident risks
- Increased risk of sewer pipe leaks

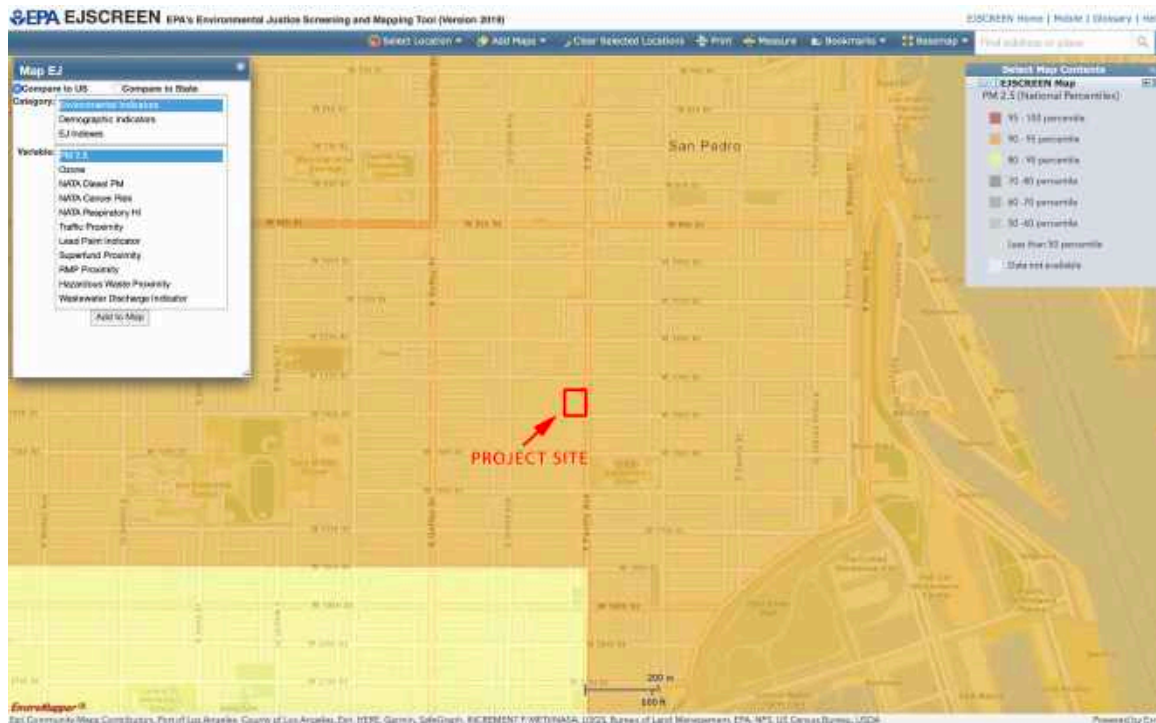
Each of these unusual circumstances is described below, along with a discussion of significant impacts associated with each of these unusual circumstances.

Impacts Associated The Unusual Circumstance Of Project's Location In An Area With Poor Air Quality Increased Cancer Risk, And High Environmental Hazards Scores

Documentation of The Unusual Circumstances

The project area is an area with poor air quality, increased cancer risk, and high environmental hazards scores from several agencies, specifically:

1. Existing PM_{2.5} levels in the project area are in the 90-95 percentile nationally per the Federal Environmental Protection Agency, as shown in **Figure 4**.



Source: <https://ejscreen.epa.gov/mapper/>

FIGURE 4 –PM_{2.5} - COMPARED TO US

2. Diesel particulate emissions are in the 95-100th percentile nationally (see **Figure 5**), and in 95-100th percentile for the State (see **Figure 6**) due, in part, to high traffic proximity (see **Figure 7**) per the EPA.

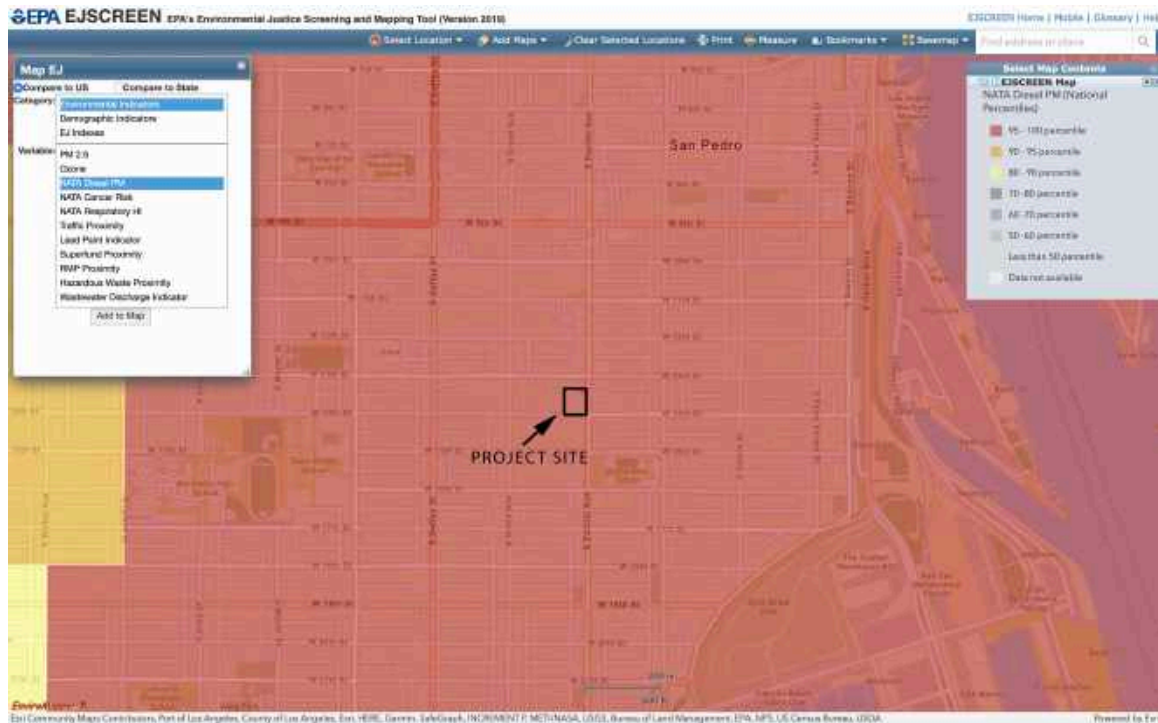


FIGURE 5 –NATA DIESEL PM - COMPARED TO US

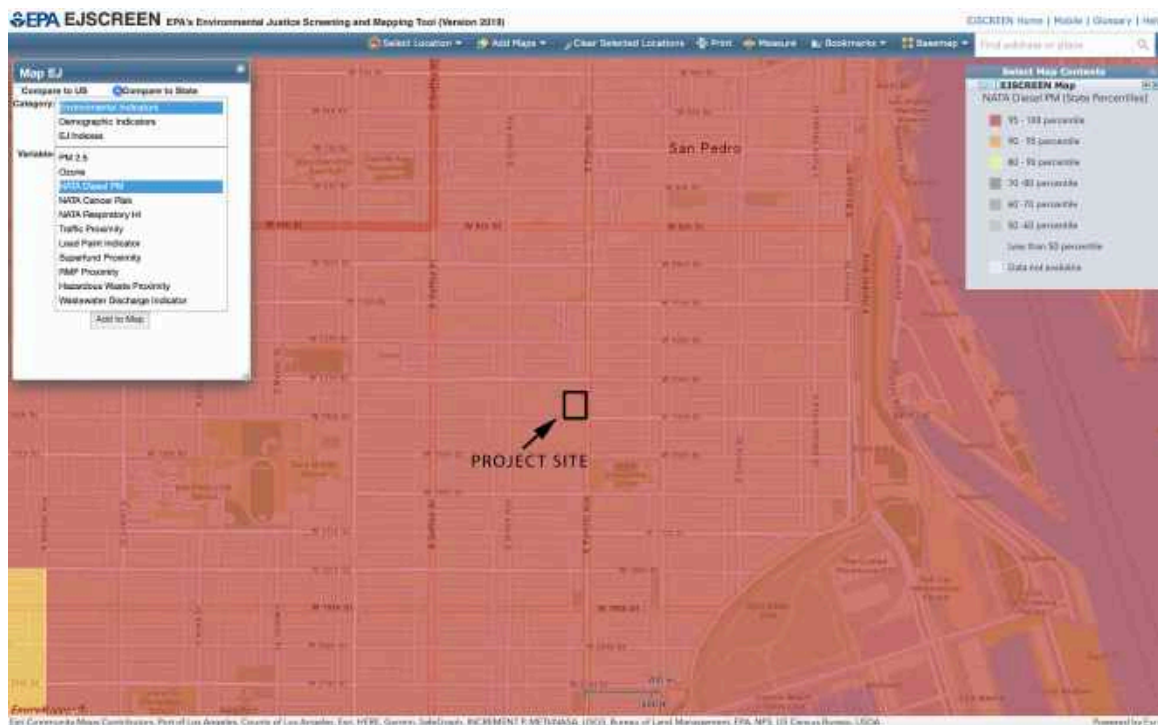
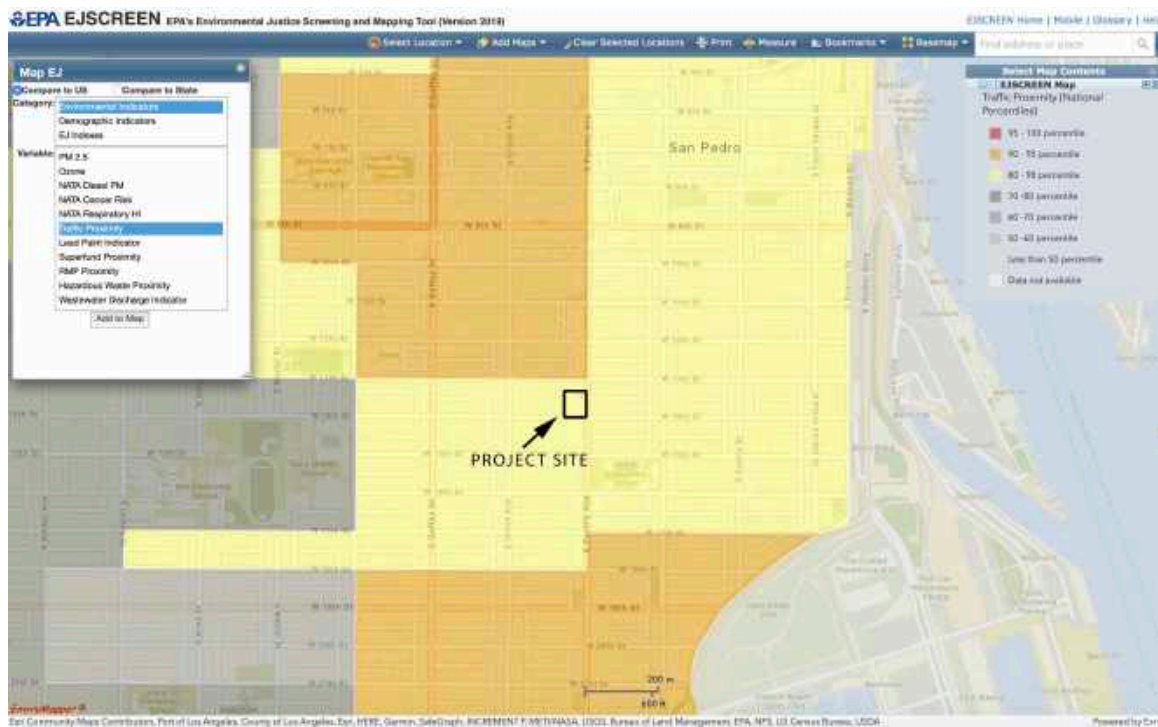


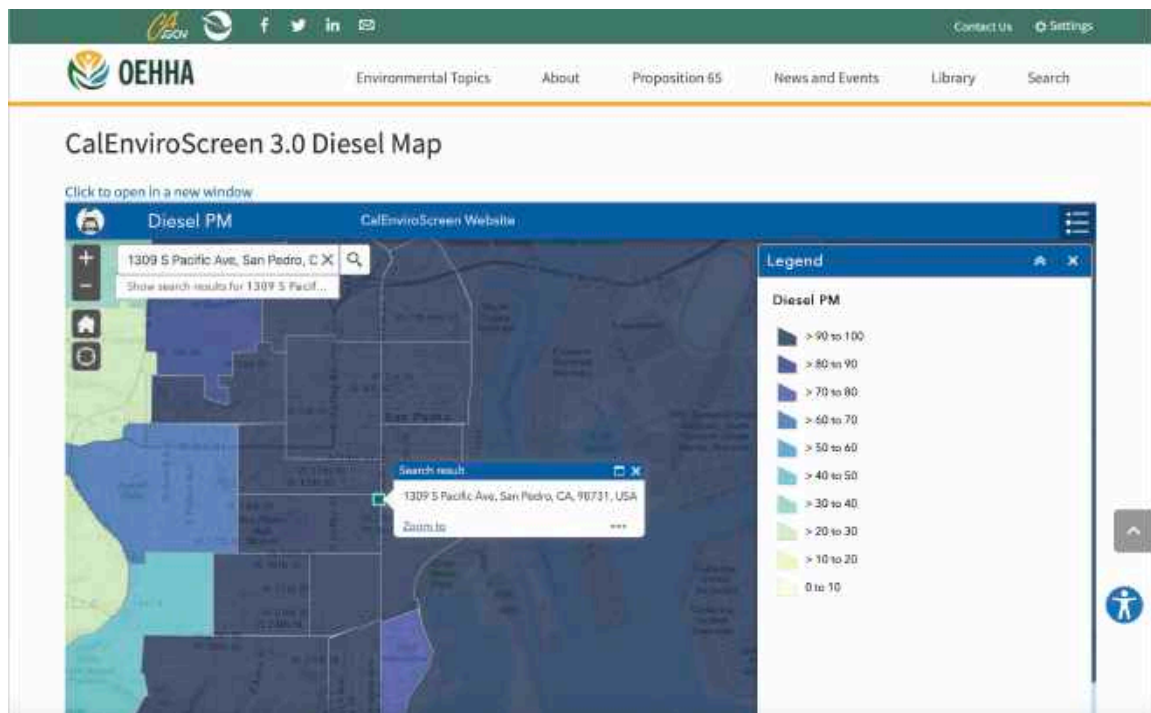
FIGURE 6 –DIESEL PM - COMPARED TO STATE



Source: <https://ejscreen.epa.gov/mapper/>

FIGURE 7 –TRAFFIC PROXIMITY - COMPARED TO US

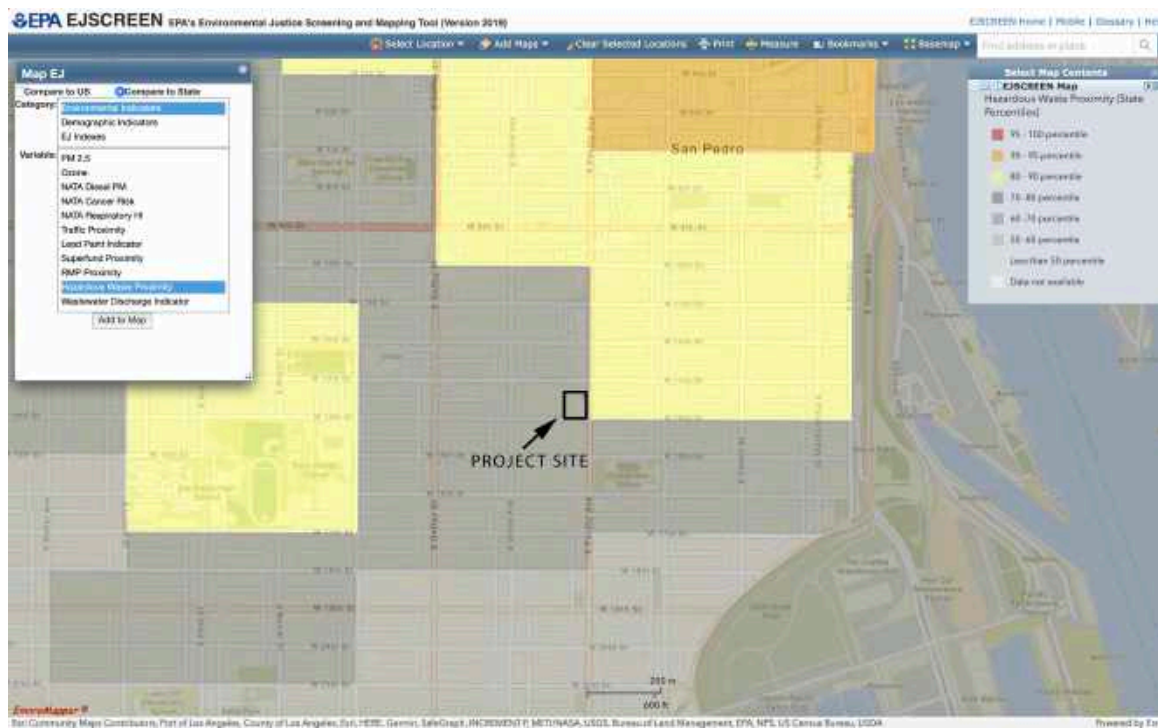
3. The California State Office of Environmental Hazards Assessment (OEHA) has also documented high diesel emission levels in the project vicinity (see **Figure 8**).



Source: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

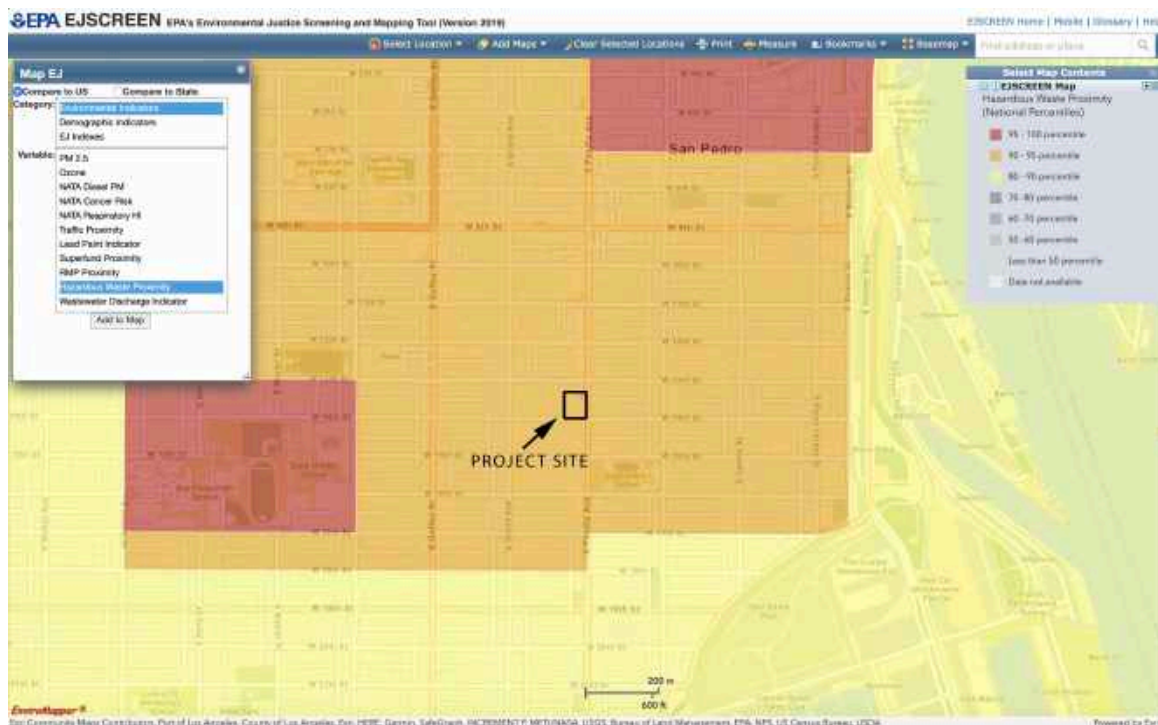
FIGURE 8 – CalEnviroScreen DIESLE PM MAP

- The EPA has given the project area a hazardous waste proximity score in the 70-80th percentile on a state level (see **Figure 9**) and the 90-95th percentile nationally (see **Figure 10**).



Source: <https://ejscreen.epa.gov/mapper/>

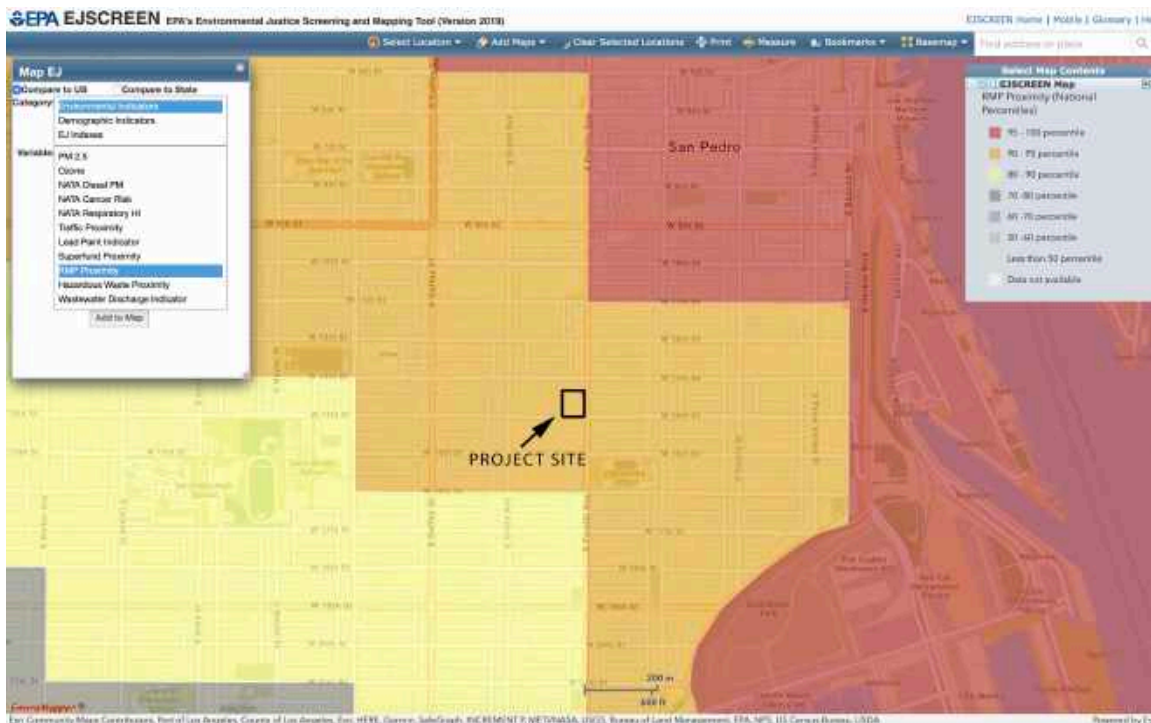
FIGURE 9 –HAZARDOUS WASTE PROXIMITY- COMPARED TO STATE



Source: <https://ejscreen.epa.gov/mapper/>

FIGURE 10 –HAZARDOUS WASTE PROXIMITY- COMPARED TO US

5. As a result, the project area has received a Risk Management Plan (RMP) proximity score from the EPA in the 90-95 percentile nationally (see **Figure 11**) and the 80-90th percentile based on State levels (see **Figure 12**).²⁹



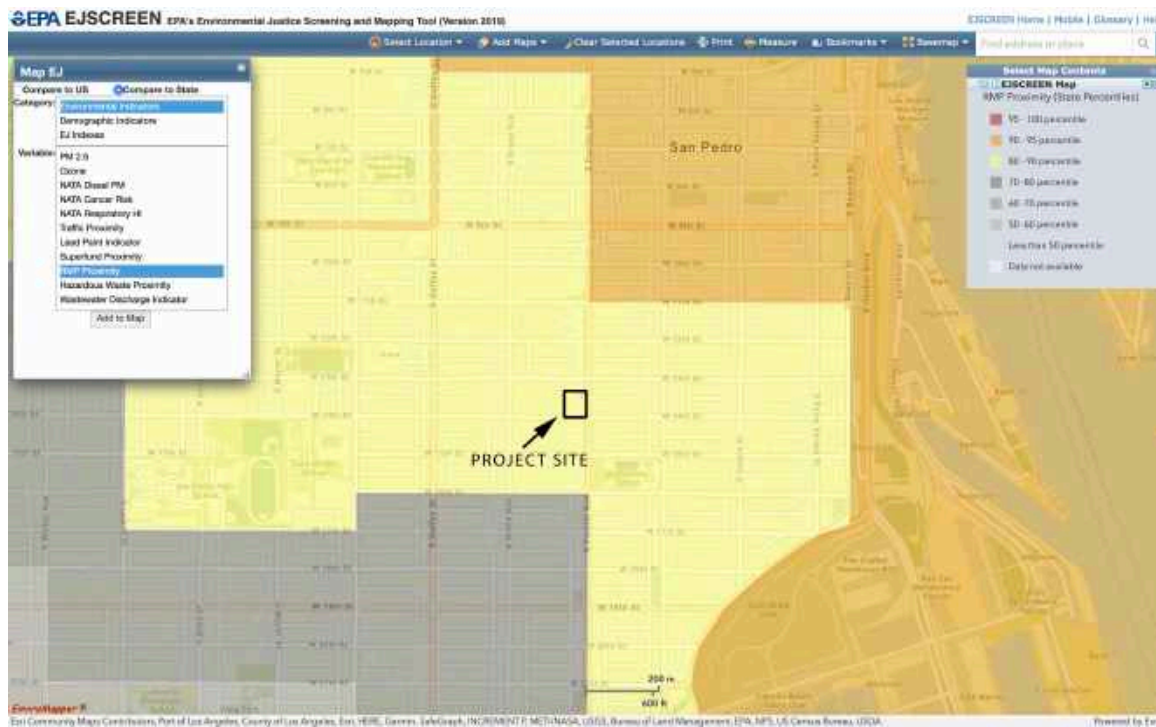
Source: <https://ejscreen.epa.gov/mapper/>

FIGURE 11 –RISK MANAGEMENT PLAN PROXIMITY- COMPARED TO US

²⁹ Proximity to Risk Management Plan (RMP) Facilities

Count of RMP (potential chemical accident management plan) facilities within 5 km (or nearest one beyond 5 km), each divided by distance in km. Calculated from EPA RMP database.

See: <https://www.epa.gov/ejscreen/glossary-ejscreen-terms> Section 112(r) of the Clean Air Act Amendments requires EPA to publish regulations and guidance for chemical accident prevention at facilities that use certain hazardous substances. These regulations and guidance are contained in the Risk Management Plan (RMP) rule. The RMP rule requires facilities that use extremely hazardous substances to develop a Risk Management Plan.

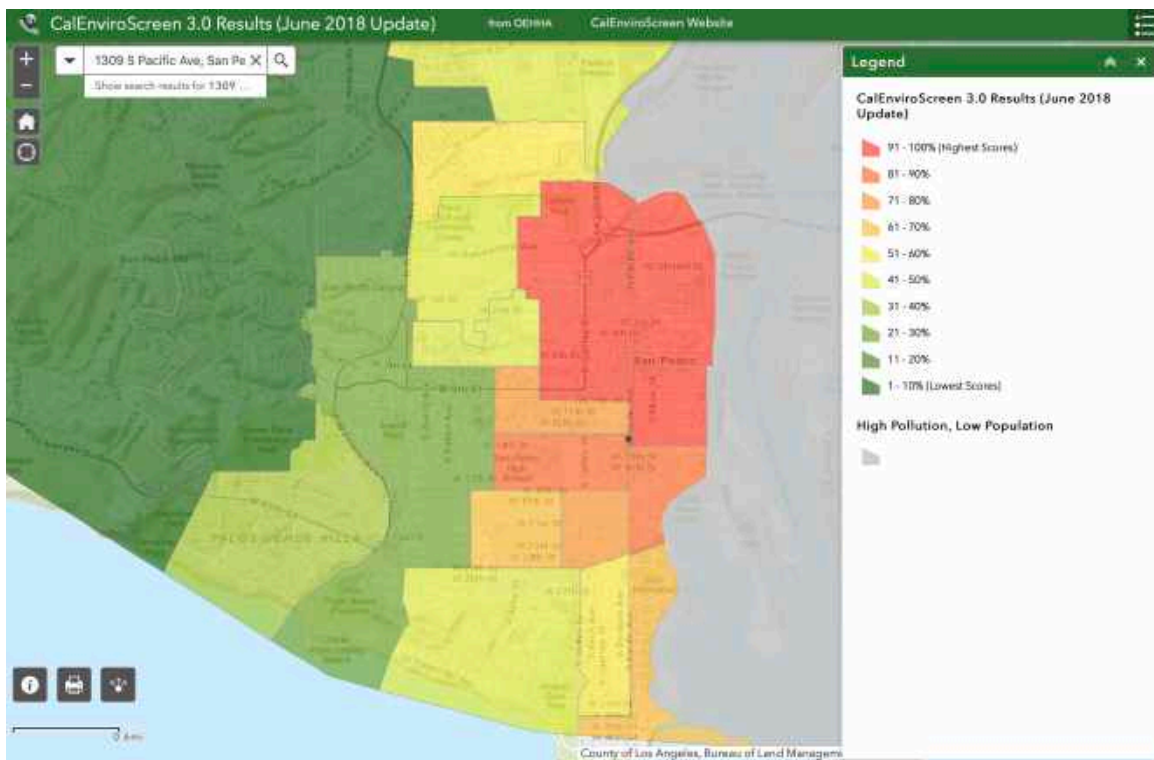


Source: <https://ejscreen.epa.gov/mapper/>

FIGURE 12 –RISK MANAGEMENT PLAN PROXIMITY- COMPARED TO STATE

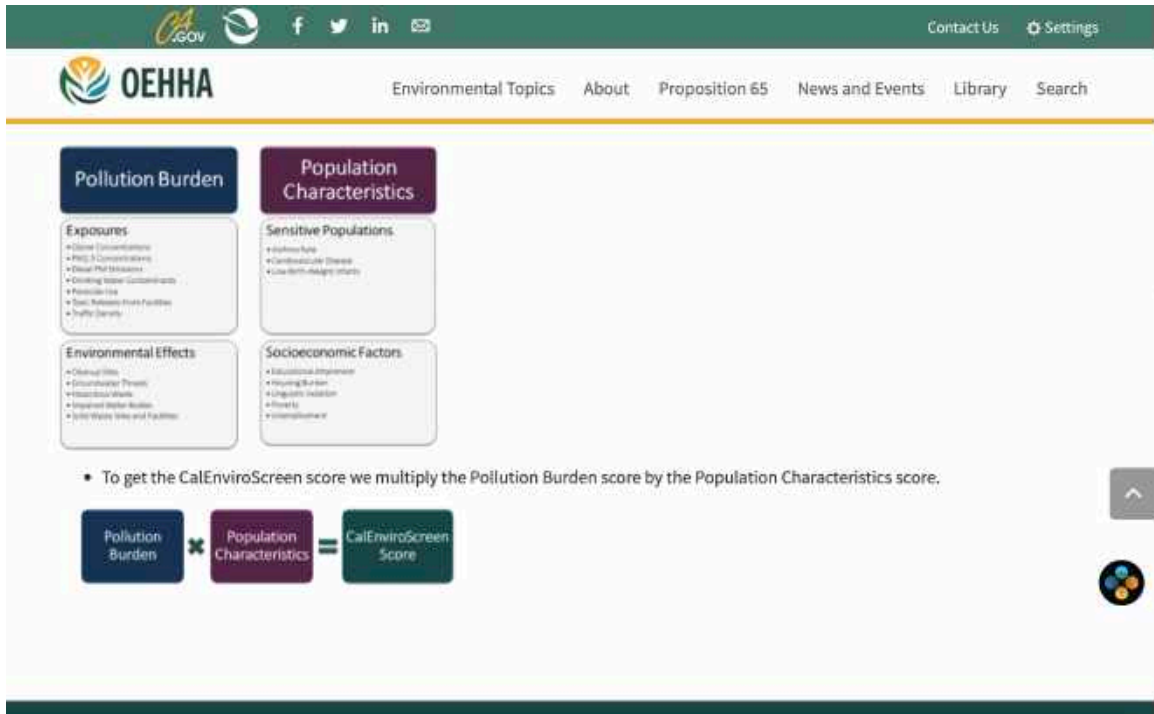
6. As a result, the project vicinity has received a high hazards risk score from California State Office of Environmental Hazards Assessment (OEHA), as shown in **Figure 13**. The CalEnviroScreen 3.0 scores are a function of pollution burden and population characteristics, as shown in **Figure 14**.³⁰

³⁰ <https://oehha.ca.gov/calenviroscreen/scoring-model>



Source: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

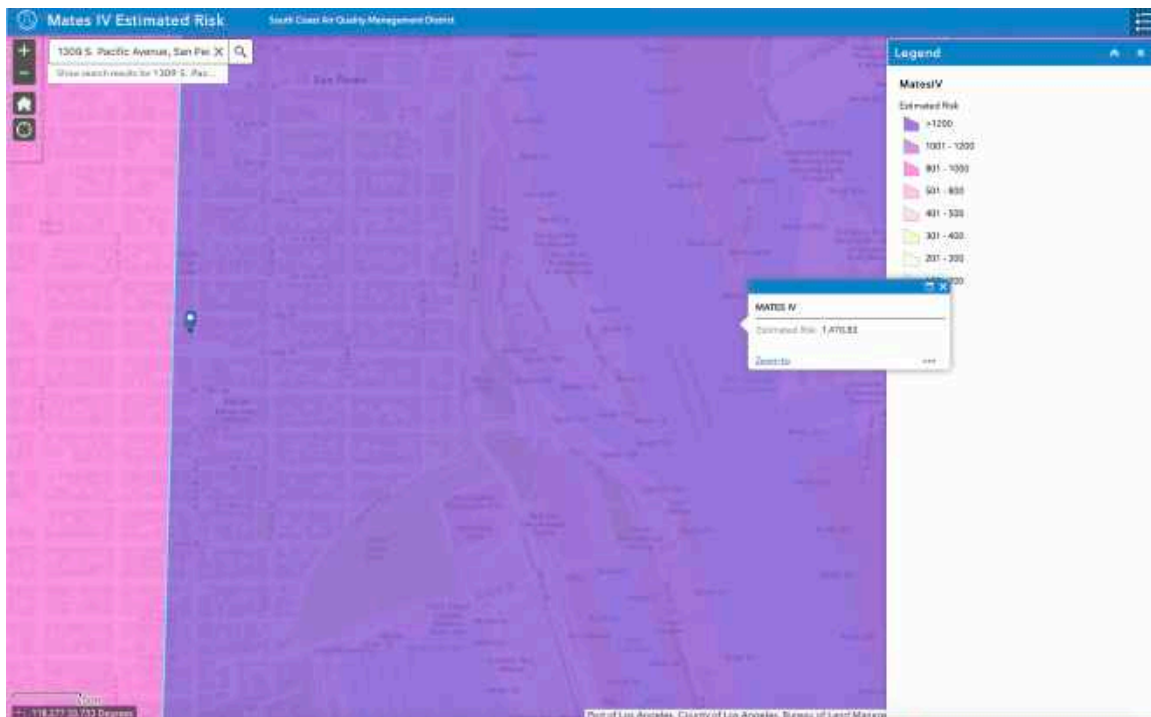
FIGURE 13 – OEHA ENVIRONMENTAL HAZARDS RISK ASSESSMENT SCORE



Source: <https://oehha.ca.gov/calenviroscreen/scoring-model>

FIGURE 14 – OEHA ENVIRONMENTAL HAZARDS RISK ASSESSMENT SCORE FACTORS

7. The presence of toxic air contaminants in project vicinity has resulted in an area with a high cancer risk, per the South Coast Air Quality Management District's Mates IV modeling (see **Figure 15**).³¹



Source: <https://www.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>

FIGURE 15 – MATES IV ESTIMATED CANCER RISK SCORE

Significant Air Toxics Impact – Increased Cancer Risk

The Air Quality Analysis prepared for the project recognized the unusual circumstances associated with the project's location in with an increased cancer risk, noting on page 16 of the Air Quality Analysis included as Attachment D5 to the Notice of Determination:

(c) Existing Heath Risk in the Surrounding Area

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,471 in a million. The cancer risk in this area is

³¹ As explained by SCAQMD at: <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-iv>

"The Multiple Air Toxics Exposure Study IV (MATES IV) is a monitoring and evaluation study conducted in the South Coast Air Basin (Basin). The study is a follow up to previous air toxics studies in the Basin."

"The MATES IV Study includes a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the Basin. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. An additional focus of MATES IV is the inclusion of measurements of ultrafine particle concentrations."

predominately related to nearby sources of diesel particulate matter (e.g., SR-110 freeway to the north, Ports of Long Beach and Los Angeles to the east). In general, the risk at the Project Site is higher than the average across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project site is located in the 80-85th percentile, which means the Project site is higher than average in comparison to other communities within California.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

(e) Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the San Pedro neighborhood of Los Angeles, a mixed neighborhood with commercial and retail uses on Pacific Avenue. As a result, sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following that are representative of receptors in the area:

- Multi-family residences, 523 West 14th Street; 10 feet west of the Project site.
- 15th Street Elementary School, 1527 South Mesa Street; 660 feet southeast of the Project site.

- Multi-family residences, 529 West 13th Street; as close as 90 feet north of the Project site to the main residence.
- Multi-family residences, 498 West 13th Street; as close as 250 feet north of the Project site.

However, the Air Quality Analysis inaccurately concluded, based on a qualitative analysis, that air toxic impacts would be less than significant. No quantitative Health Risk Assessment was prepared for the project.

SWAPE has prepared a screening-level Health Risk Assessment. That Assessment is included herein as **Attachment C**. The simple screening-level HRA prepared by SWAPE is based on SWAPE's updated CalEEMod model and calculates risk to the Maximally Exposed Individual Resident (MEIR). The results of SWAPE's assessment, as described below, demonstrate that the proposed Project may result in a significant health risk impact not previously identified or addressed in the Air Quality Analysis attached to the Notice of Exemption. As explained more fully by SWAPE in the report contained in **Attachment C1**:

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the default construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.22 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 1.78 years of the infantile stage of life, the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHA, as recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution. According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates infants. Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3rd trimester and infant receptors. We used a cancer potency factor of 1.1 (mg/kg-day)⁻¹ and an averaging time of 25,550

days. . .

(t)he excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, utilizing age sensitivity factors, are approximately 77, 690, 620, and 23 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 1,400 in one million. The 3rd trimester, infant, child, adult, and lifetime cancer risks all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. Utilizing age sensitivity factors is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without age sensitivity factors are presented in the table above, although we do not recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, without age sensitivity factors, are approximately 77, 230, 62, and 2.3 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without age sensitivity factors, is approximately 370 in one million. The infant, child, and lifetime cancer risks, without age sensitivity factors, all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. While we recommend the use of age sensitivity factors, health risk impacts exceed the SCAQMD threshold regardless.

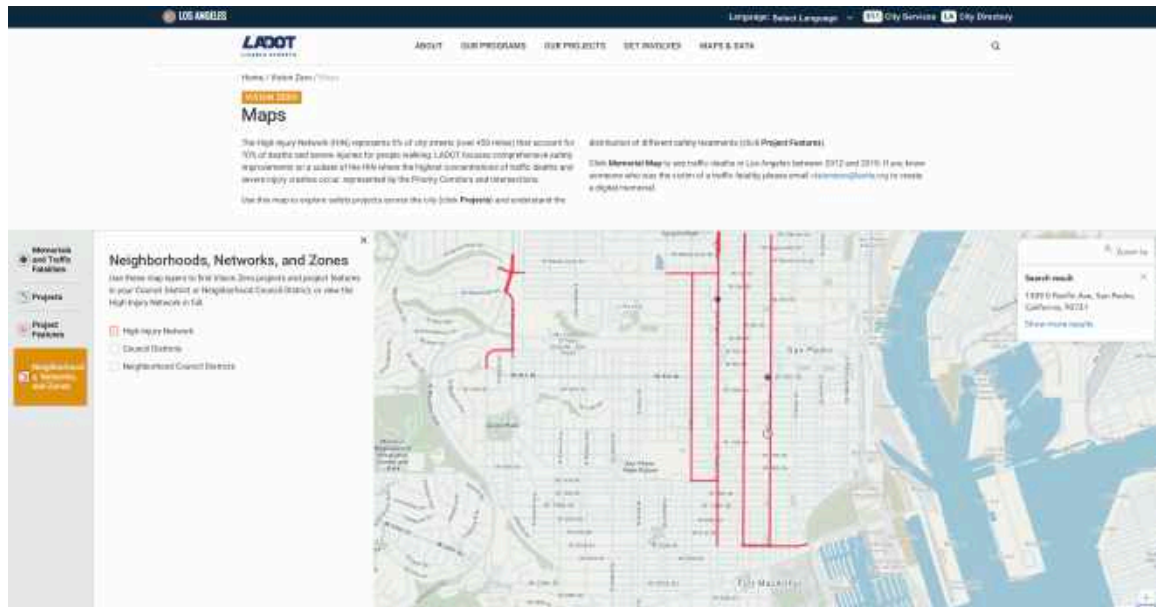
As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act (“CEQA”) and 14 Cal. Code of Regs. 1500 et seq. (“CEQA Guidelines”) and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.

Potential For Accident Impacts Resulting From The Unusual Circumstance Of Project’s Location On The City’s High-Injury Network And Adjacency To Both The Enhanced Pedestrian District In The 2035 Mobility Plan And Mobility Plan 2035 Bicycle Network

Documentation of Unusual Circumstances

1. South Pacific Avenue in the vicinity of the project is identified by the City of Los Angeles’ Vision Zero initiative as being part of the High Injury Network (See **Figure 16**). “The High-Injury Network (HIN) represents 6% of city streets (over

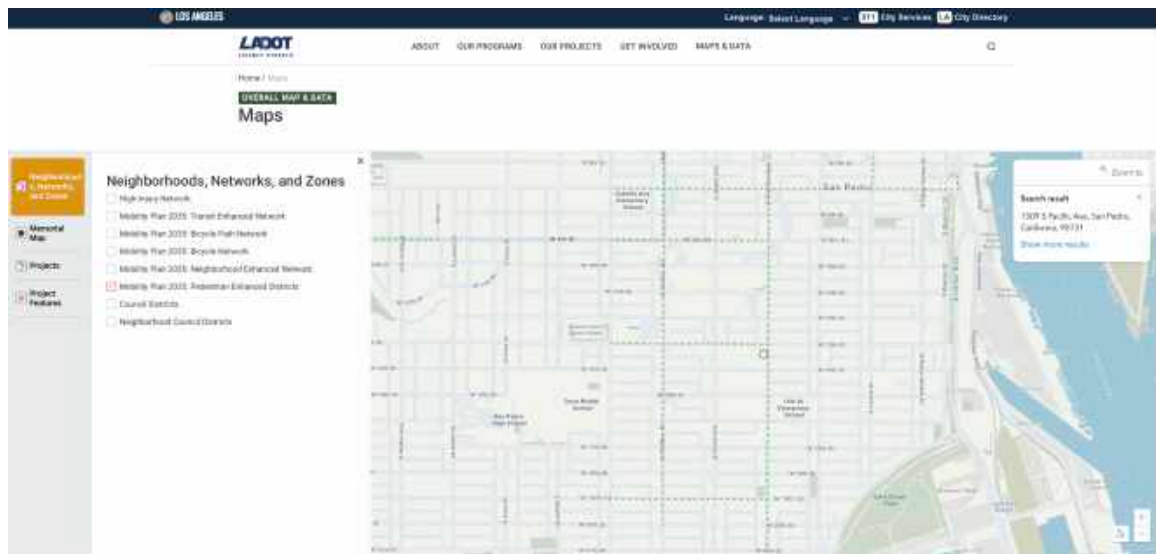
450 miles) that account for 70% of deaths and severe injuries for people walking.”³²



Source: <https://ladotlivablestreets.org/programs/vision-zero/maps>

FIGURE 16 – PROJECT’S LOCATION ON THE HIGH-INJURY NETWORK (project site shown with small open circle)

2. In addition, both 13th Street and Pacific Avenue are identified as part of an Enhanced Pedestrian District in the 2035 Mobility Plan (see **Figure 17**).

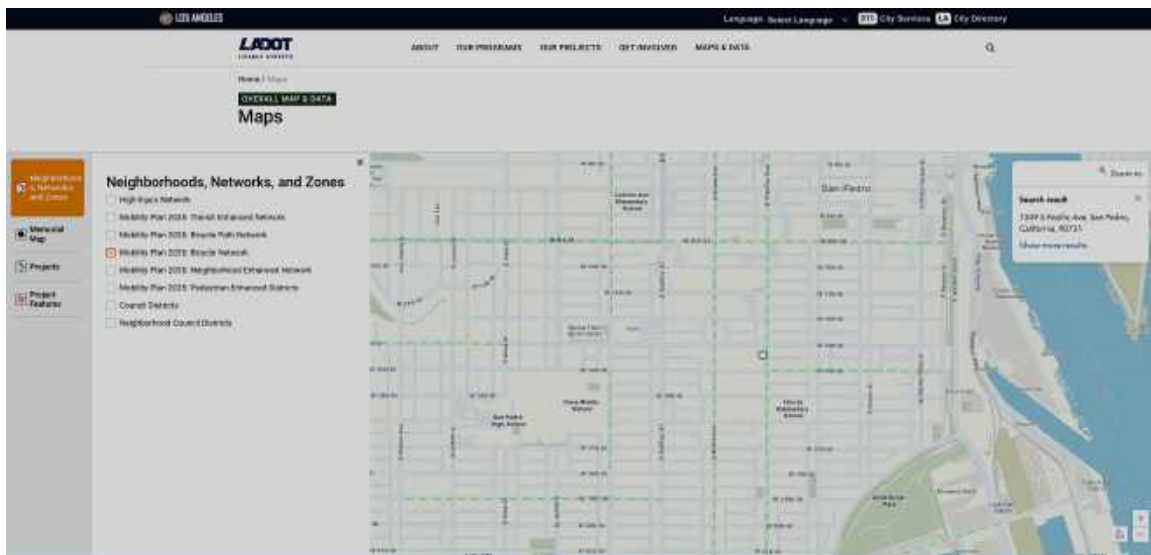


Source: <https://ladotlivablestreets.org/programs/vision-zero/maps>

FIGURE 17 – PROJECT’S PROXIMITY TO IDENTIFIED PEDESTRIAN ENHANCED DISTRICTS (project site indicated with small circle)

³² <https://ladotlivablestreets.org/programs/vision-zero/maps>

3. In addition, Pacific Avenue and portions of 14th Street east of the project site are part of the Mobility Plan 2035 Bicycle Network (see **Figure 18**).



Source: <https://ladotlivablestreets.org/overall-map/maps>

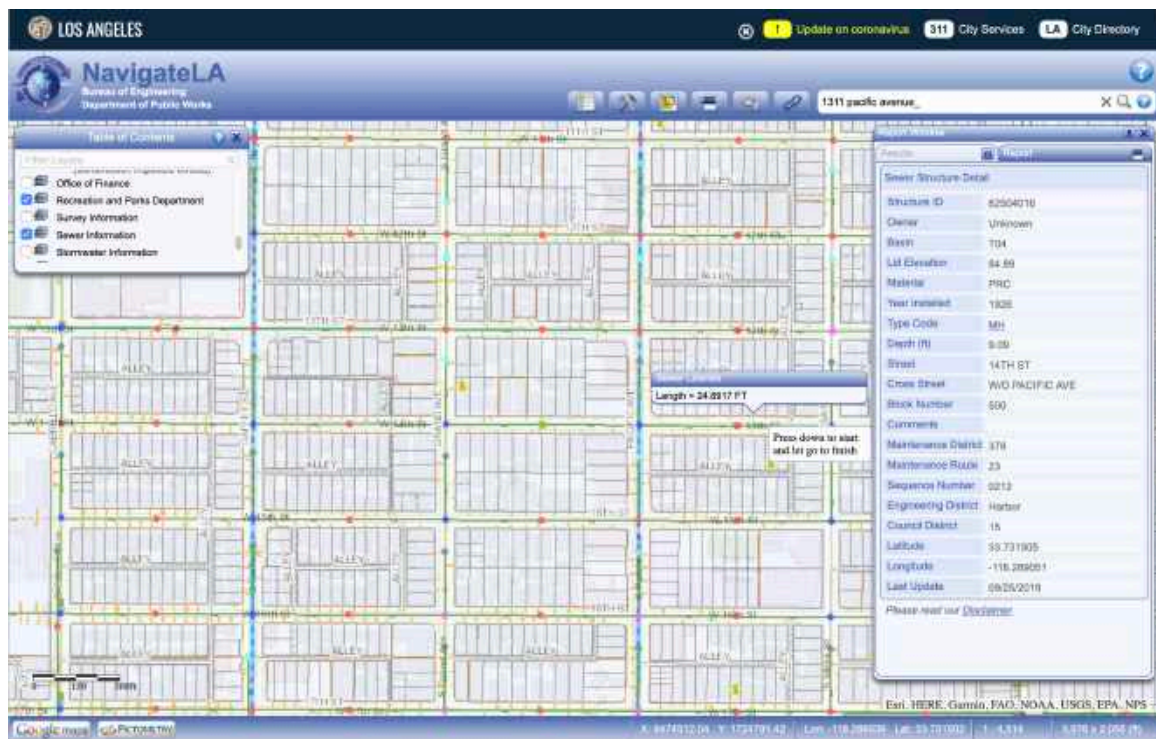
FIGURE 18 – LOCATION OF THE MOBILITY PLAN 2035 BICYCLE NETWORK (project site indicated with small circle)

Potentially Significant Impact Due To Increased Risk of Pedestrian And Bicyclist Accidents Resulting From Project Trips

As detailed earlier in this letter, the proposed project would result in a neighborhood traffic intrusion impact due to the increase in project generated traffic on 14th Street, which is a residential street. Based on the project trip distribution shown in **Figure 3** from the Traffic Analysis attached to the Notice of Exemption, 55% of the project's estimated 540 daily trips would exit or enter the project site on 14th Street after turning onto/off-of Pacific Avenue. This means that the project would add 297 additional daily trips and turning movements through the unsignalized intersection of Pacific Avenue and 14th Street, adding to the risk to pedestrians and bicyclists traveling along the western side of Pacific Avenue. Given that Pacific Avenue is located on the High Injury Network and is both part an identified pedestrian district and bicycle network, the additional project-generated traffic through this intersection has the potential to increase accident risk at this location. This is a potentially significant project impact, due to these unusual circumstances.

Potential For Infrastructure Impact Due to Unual Circumstances Of A Project Site Served By Aging Sewer Lines

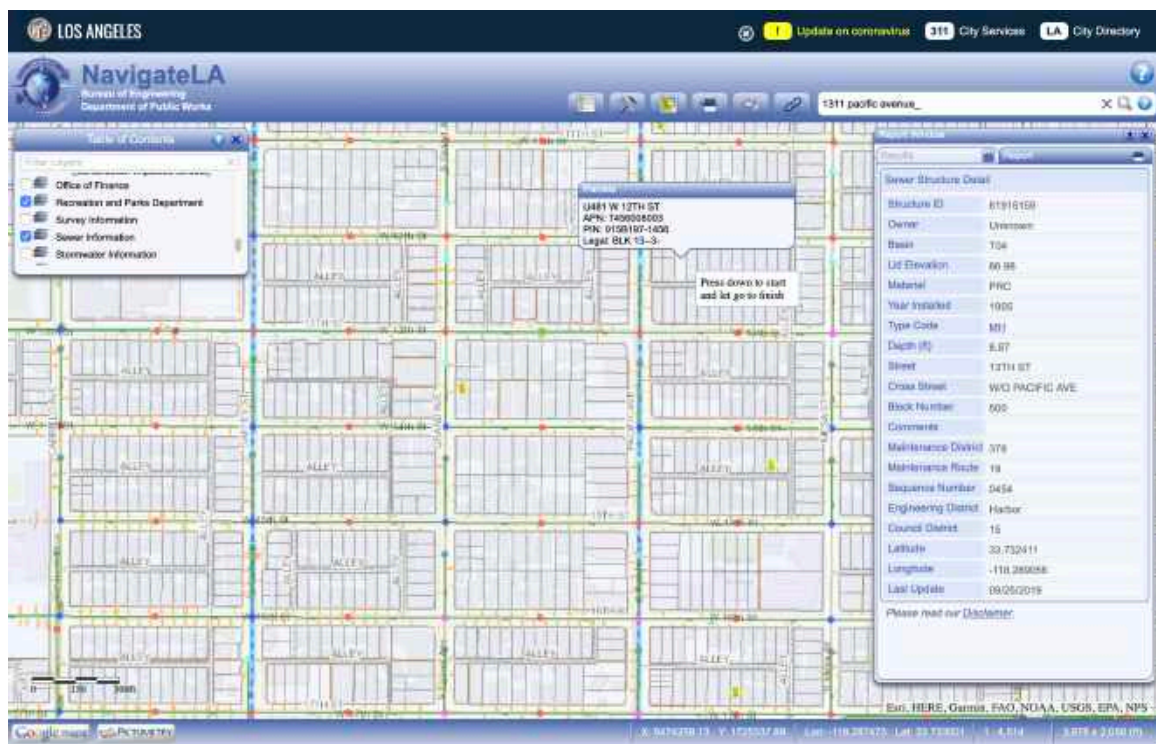
The project site is located in an area served by aging infrastructure. The sewer line on 14th Street, just south of the project site was constructed in 1926, as shown in **Figure 19**.



Source: NavigateLA: <https://navigate.lacity.org/navigate/>

FIGURE 19 – AGE OF SEWER LINE ON 14TH STREET (data point indicated by green dot)

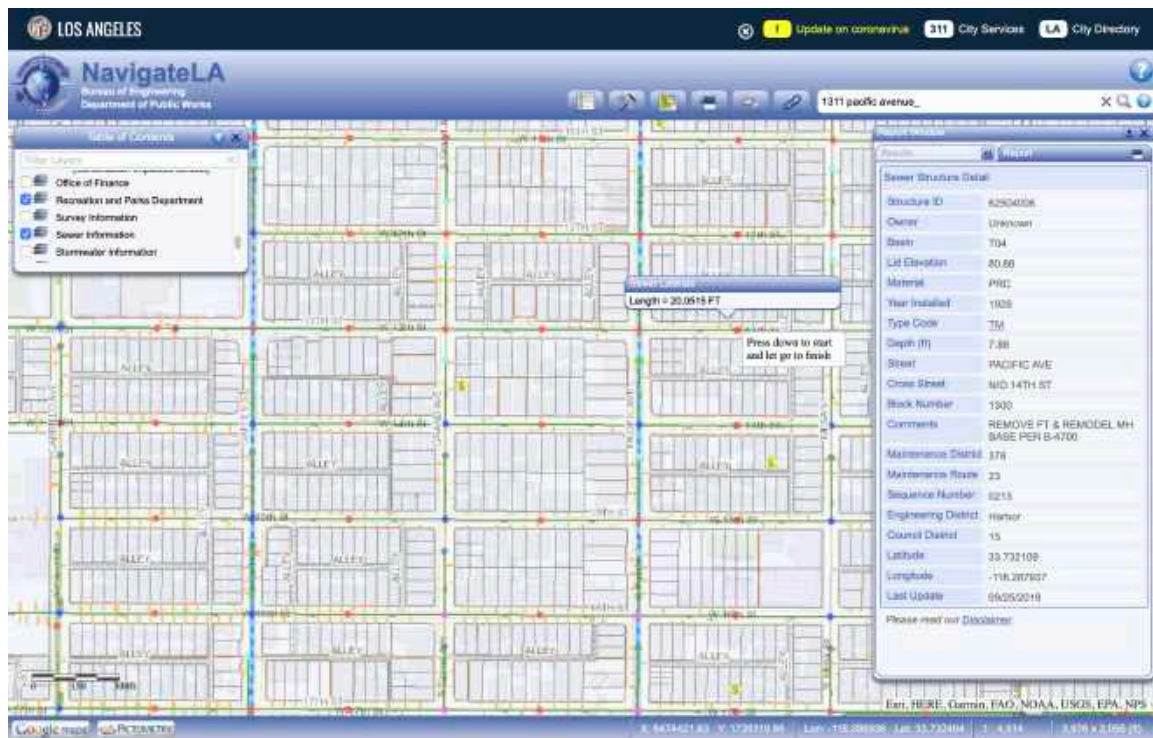
The sewer line in 13th Street was constructed in 1905, as shown on the mapping in NavigateLA, as shown on **Figure 20**.



Source: NavigateLA: <https://navigate.lacity.org/navigate/>

FIGURE 20 – AGE OF SEWER LINE ON 13TH STREET (data point indicated by green dot)

And, the sewer line on Pacific Avenue was constructed in 1926, as shown in the NavigateLA records for the area and **Figure 21**.



Source: NavigateLA: <https://navigatela.lacity.org/navigatela/>

FIGURE 21 – AGE OF SEWER LINE ON PACIFIC AVENUE BETWEEN 13TH AND 14TH STREET (data point indicated by green dot)

Potential For Significant Sewer Line Impacts

The proposed project includes a change in land use limitations, which could allow greater average daily flows than could be produced based on the current land use limitations.³³ Based on the sewage generation rates on page M.2-5 of the City's Complete CEQA Thresholds Guide, the project is estimated to generate 13,440 gallons per day of wastewater. Project construction, including excavation for two levels of parking, has the potential to impact aging sewer lines as a result of truck traffic on these streets and construction activity. In addition, the proposed project, with its higher density, would place additional burdens on the aging pipes than anticipated when the pipes were installed. This may increase the potential for sewer line breaks, leaks or blockages. This would be a potential impact of the project resulting from the unusual circumstance of the age of sewer lines in the project area.

³³ The proposed project thus meets one of the screening criteria necessitating further study on page M.2-2 of the City's Complete CEQA Thresholds Guide.

VI. FAILURE TO MEET 153002(B) – POTENTIAL FOR CUMULATIVE IMPACTS

As detailed in this letter, the proposed project has the potential to result in significant construction air quality impacts and significant impacts associated with air toxic emissions. Given existing air quality and health hazards in the project vicinity, the proposed project will result in significant air quality, air toxic emissions and associated public health cumulative impacts.

As noted in the State of California’s Department of Justice’s Guidance on Environmental Justice:³⁴

CEQA requires a lead agency to consider whether a project’s effects, while they might appear limited on their own, are “cumulatively considerable” and therefore significant. (Pub. Res. Code, § 21083, subd. (b)(3).) “[C]umulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” (*Id.*) This requires a local lead agency to determine whether pollution from a proposed project will have significant effects on any nearby communities, when considered together with any pollution burdens those communities already are bearing, or may bear from probable future projects. Accordingly, the fact that an area already is polluted makes it *more likely* that any additional, unmitigated pollution will be significant. Where there already is a high pollution burden on a community, the “relevant question” is “whether any additional amount” of pollution “should be considered significant in light of the serious nature” of the existing problem. (*Hanford, supra*, 221 Cal.App.3d at 661; see also *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025 [holding that “the relevant issue ... is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature of the traffic noise problem already existing around the schools.”])

The South Coast Air Quality District similarly defines a cumulative impact for purposes of determining air quality impacts. As noted on page 35 of the Air Quality Analysis included as Attachment D5 to the Notice of Exemption: “According to the SCAQMD, individual projects that exceed the SCAQMD’s recommended daily

³⁴ California Department of Justice, Environmental Justice at the Local and Regional Level – Legal Background, available at: https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf

thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment.”

Significant Cumulative Construction Air Quality Impacts

As detailed in the SWAPE report included in **Attachment C**, the proposed project would result in construction emissions that exceed the SCAQMD’s thresholds for VOC/ROG and NOx. This would be a cumulative impact of the proposed project.

Significant Cumulative Air Toxics Emissions Impacts and Cancer Risk

As detailed in SWAPE’s report summarized above, and included in **Attachment C**, the proposed project may result in a significant cancer risk to nearby sensitive receptors. Given existing air quality and cancer risk in the area, the additional air toxic emissions and cancer risk would contribute to cumulative health impacts in the project area.

Significant Cumulative Greenhouse Gas Impacts

As detailed in SWAPE’s report included in **Attachment C**, the proposed project would result in a significant Greenhouse Gas impact. As detailed more fully in their report, SWAPE:

In an effort to determine the significance of the Project’s GHG impacts, conducted an analysis of the Project’s GHG emissions utilizing SWAPE’s updated CalEEMod model, as previously described. The SCAQMD provides an updated Tier 4 service population efficiency target goal of 3.0 MTCO₂e/SP/year for target year 2035. The CalEEMod output files, modeled by SWAPE with Project-specific information, disclose the Project’s mitigated emissions, which include approximately 452 MT CO₂e of total construction emissions and approximately 1,471 MT CO₂e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). Furthermore, according to CAPCOA’s *CEQA & Climate Change* report, service population is defined as “the sum of the number of residents and the number of jobs supported by the project.” The Project’s CalEEMod output files indicate that the Project would house 312 residents. As the Project does not contain any nonresidential land uses, we assumed the Project would not employ any workers. Thus, we estimate a service population of 312 people. When dividing the Project’s GHG emission (amortized construction + operation) by the service population, we find that the Project would emit approximately 4.8 MT CO₂e/SP/yr. When we compare the Project’s service population efficiency of 4.8 MT CO₂e/SP/year to the SCAQMD’s updated Tier 4 service population efficiency target goal, we find a potentially significant GHG impact.

Greenhouse Gas impacts are essentially cumulative impacts, since the impact derives from project emissions in combination with State-wide emissions.

Significant Cumulative Traffic Impact – Increase Pedestrian and Bicyclist Accident Risk

As detailed in **Section V**, given that Pacific Avenue is located on the High Injury Network and is both part an identified pedestrian district and bicycle network, the additional project-generated traffic through this intersection has the potential to increase accident risk at this location. This is also a potentially significant cumulative project impact, resulting from a project that is not consistent with the intended land use and density for the site, specified in the San Pedro Community Plan.

Significant Cumulative Infrastructure Impacts

Given the aging infrastructure in the area, additional construction and the additional densification in the area has the potential to impact local infrastructure, both directly as a result of the nature and magnitude of construction activity and indirectly as a result of the additional demand generated by the significant up-zoning that is part of density bonus program. (A list of cumulative projects in the area is included in **Attachment E**, which supplements the list included in the Traffic Analysis attached to the Notice of Exemption). These potential impacts have not been assessed in an environmental document for the San Pedro Community Plan area or the TOC program. The San Pedro Community Plan and its environmental review³⁵ were based on the existing zoning, not the substantial up-zoning that is allowed under the City's and State's various density bonus programs. The potential for cumulative infrastructure impacts, particularly sewer infrastructure impacts, as discussed in **Section V**, therefore exists. The project would contribute to these potentially significant cumulative infrastructure impacts.

VII. SIGNIFICANT UNMITIGATED IMPACTS

As detailed in **Sections III, IV, and VI**, there is the potential for this project to result in a number of significant environmental impacts. In the absence of appropriate mitigation, these impacts will occur. No mitigation has been provided for potentially significant air toxics, cancer risk, neighborhood intrusion and Greenhouse Gas impacts. No Mitigation Monitoring and Reporting Program has been prepared for the proposed project. Air toxics, cancer risk and neighborhood intrusion impacts are likely to be significant and unavoidable without modification of the project to reduce density. The potential for the proposed project to result in significant unmitigated impacts and to contribute to significant cumulative impacts remains. The proposed project is therefore not eligible for either a Class 32 Exemption of a Waiver of Development Standards.

³⁵ Final San Pedro Community Plan EIR, April 2017, available at: <https://planning.lacity.org/eir/SanPedro/SanPedroCoverPg.html>

IX. USE OF A CATEGORICAL EXEMPTION IS NOT APPROPRIATE FOR THE PROPOSED PROJECT; ADDITIONAL CEQA REVIEW IS REQUIRED

As detailed in **Section III** of the letter, the proposed project is not consistent with the applicable general plan designation and **all** applicable general plan policies as well as with the applicable zoning designation and regulations, and therefore does not comply with CEQA Guidelines Section 15332(a). In addition, as detailed in **Section IV and Section V** of this letter, the proposed project would result in significant traffic and air quality impacts requiring mitigation, and therefore does not comply with CEQA Guidelines Section 15332(d), which precludes use of a Class 32 Exemption for projects that would result in significant effects relating to traffic³⁶, noise, air quality, or water quality.

In addition, as detailed in **Section V and Section VI** of this letter, the proposed project is not eligible for a Categorical Exemption pursuant to CEQA Guidelines Sections 15332(b) and 15332(c) due to both impacts associated with unusual circumstances and the potential for cumulative impacts. The City cannot act on the project until the appropriate environmental documentation has been prepared for the project.

I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jamie T. Hall', written in a cursive style.

Jamie T. Hall

ATTACHMENTS

- A. LAND USE (Attachments A1-A6)
- B. PROJECT DESCRIPTION ISSUES – PACIFIC CORRIDOR REDEVELOPMENT PLAN PROJECT (Attachments B1-B6)
- C. AIR QUALITY (Attachments C1-C3)
- D. TRAFFIC (Attachments D1-D4)
- E. CUMULATIVE PROJECTS (Attachments E1-E4)

³⁶ See discussion in Section VI regarding the project's potential to result in neighborhood traffic impacts.

Attachment A 1



City of Los Angeles Department of City Planning

10/28/2020 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

None

ZIP CODES

None

RECENT ACTIVITY

DIR-2020-5031-RDP

CASE NUMBERS

CPC-2019-4908-DB-SPR

CPC-2018-6005-CA

CPC-2013-3169

CPC-2009-1557-CPU

CPC-2005-8252-CA

CPC-2000-199-CRA

CPC-19XX-30669

CPC-1990-190-ZC

ORD-185541-SA150

ORD-185539

ORD-170032-SA5200

ORD-159098

ENV-2019-4909-CE

ENV-2019-4121-ND

ENV-2018-6006-CE

ENV-2017-2502-CE

ENV-2013-3170-CE

ENV-2009-1558-EIR

ENV-2005-8253-ND

ND-88-473-ZC

ND-90-83-ZC-HD

Address/Legal Information

PIN Number	012B197 188
Lot/Parcel Area (Calculated)	9,005.7 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026014
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	14
Arb (Lot Cut Reference)	None
Map Sheet	012B197

Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area
	ZI-2478 Community Plan Implementation Overlay: San Pedro
	ZI-2130 State Enterprise Zone: Harbor Gateway
	ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	Active: 15th Street Elementary School
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	7454026014
APN Area (Co. Public Works)*	0.207 (ac)
Use Code	2700 - Commercial - Parking Lot (Commercial Use Property) - Lots - Patron or Employee - One Story
Assessed Land Val.	\$544,807
Assessed Improvement Val.	\$1,267
Last Owner Change	03/20/2020
Last Sale Amount	\$2,000,020
Tax Rate Area	13245
Deed Ref No. (City Clerk)	5-910
	35457
	318050
	1867317
	1852616
Building 1	
Year Built	1959
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	9,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026014]

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.84410096

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 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 7454026014]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Public Safety	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Batallion	6
District / Fire Station	48
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND
Required Action(s):	ND-NEGATIVE DECLARATION

Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-185541-SA150
ORD-185539
ORD-170032-SA5200
ORD-159098

ZIMAS PUBLIC

Generalized Zoning

10/28/2020

City of Los Angeles
Department of City Planning



Address: undefined
APN: 7454026014
PIN #: 012B197 188

Tract: RUDECINDA TRACT
Block: 13
Lot: 14
Arb: None

Zoning: C2-1XL-CPIO
General Plan: Neighborhood Commercial



LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street

- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

Existing School/Park Site

Planned School/Park Site

Inside 500 Ft. Buffer

Aquatic Facilities

Beaches

Child Care Centers

Dog Parks

Golf Course

Historic Sites

Horticulture/Gardens

Skate Parks

Other Facilities

Park / Recreation Centers

Parks

Performing / Visual Arts Centers

Recreation Centers

Senior Citizen Centers

Opportunity School

Charter School

Elementary School

Span School

Special Education School

High School

Middle School

Early Education Center

COASTAL ZONE

Coastal Zone Commission Authority

Calvo Exclusion Area

Not in Coastal Zone

Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

Tier 1

Tier 2

Tier 3

Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

Public Work Approval (PWA)

Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

Lot Line

Tract Line

Lot Cut

Easement

Zone Boundary

Building Line

Lot Split

Community Driveway

Building Outlines 2014

Building Outlines 2008

Airport Hazard Zone

Census Tract

Coastal Zone

Council District

LADBS District Office

Downtown Parking

Fault Zone

Fire District No. 1

Tract Map

Parcel Map

Flood Zone

Hazardous Waste

High Wind Zone

Hillside Grading

Historic Preservation Overlay Zone

Specific Plan Area

Very High Fire Hazard Severity Zone

Wells



City of Los Angeles Department of City Planning

10/28/2020 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1321 S PACIFIC AVE
1319 S PACIFIC AVE
1323 S PACIFIC AVE

ZIP CODES

90731

RECENT ACTIVITY

DIR-2020-5031-RDP

CASE NUMBERS

CPC-2019-4908-DB-SPR
CPC-2018-6005-CA
CPC-2013-3169
CPC-2009-1557-CPU
CPC-2005-8252-CA
CPC-2000-199-CRA
CPC-19XX-30669
CPC-1990-190-ZC
CPC-1988-29-ZC
ORD-185541-SA150
ORD-185539
ORD-170032-SA5200
ORD-159098
ENV-2019-4909-CE
ENV-2019-4121-ND
ENV-2018-6006-CE
ENV-2017-2502-CE
ENV-2013-3170-CE
ENV-2009-1558-EIR
ENV-2005-8253-ND
ND-88-473-ZC
ND-90-83-ZC-HD

Address/Legal Information

PIN Number	012B197 107
Lot/Parcel Area (Calculated)	7,505.4 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026012
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	12
Arb (Lot Cut Reference)	None
Map Sheet	012B197

Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area ZI-2478 Community Plan Implementation Overlay: San Pedro ZI-2130 State Enterprise Zone: Harbor Gateway ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	7454026012
APN Area (Co. Public Works)*	0.172 (ac)
Use Code	1700 - Commercial - Office Building - One Story
Assessed Land Val.	\$238,370
Assessed Improvement Val.	\$175,596
Last Owner Change	05/02/2003
Last Sale Amount	\$310,003
Tax Rate Area	13245
Deed Ref No. (City Clerk)	919450
	862265
	845396
	6-120
	244903
	1666931
	1257758
Building 1	
Year Built	1924
Building Class	C45A
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026012]

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

Seismic Hazards

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Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.82706264
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 7454026012]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Public Safety	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Battalion	6
District / Fire Station	48
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	CPC-1988-29-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE FROM C2-1XL, C2-1VL, IQIC2-1XL & C2-1 TO IQIC2-1XL, IQIC2-1VL, & IQIC2-1 LOCATION IS ALONG PACIFIC AVE. FROM OLIVER ST. ON THE NORTH TO HAMILTON AVE. ON THE SOUTH.
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND

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Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-185541-SA150
ORD-185539
ORD-170032-SA5200
ORD-159098

City of Los Angeles
Department of City Planning

Arb: None



LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

 Existing School/Park Site

 Planned School/Park Site

 Inside 500 Ft. Buffer

 Aquatic Facilities

 Beaches

 Child Care Centers

 Dog Parks

 Golf Course

 Historic Sites

 Horticulture/Gardens

 Skate Parks

 Other Facilities

 Park / Recreation Centers

 Parks

 Performing / Visual Arts Centers

 Recreation Centers

 Senior Citizen Centers

 Opportunity School

 Charter School

 Elementary School

 Span School

 Special Education School

 High School

 Middle School

 Early Education Center

COASTAL ZONE

 Coastal Zone Commission Authority

 Calvo Exclusion Area

 Not in Coastal Zone

 Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

 Tier 1

 Tier 2

 Tier 3

 Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)

 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

 Lot Line

 Tract Line

 Lot Cut

 Easement

 Zone Boundary

 Building Line

 Lot Split

 Community Driveway

 Building Outlines 2014

 Building Outlines 2008

 Airport Hazard Zone

 Census Tract

 Coastal Zone

 Council District

 LADBS District Office

 Downtown Parking

 Fault Zone

 Fire District No. 1

 Tract Map

 Parcel Map

 Flood Zone

 Hazardous Waste

 High Wind Zone

 Hillside Grading

 Historic Preservation Overlay Zone

 Specific Plan Area

 Very High Fire Hazard Severity Zone

 Wells



City of Los Angeles Department of City Planning

10/28/2020 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1311 S PACIFIC AVE
1309 S PACIFIC AVE
1311 1/2 S PACIFIC AVE

ZIP CODES

90731

RECENT ACTIVITY

DIR-2020-5031-RDP

CASE NUMBERS

CPC-2019-4908-DB-SPR
CPC-2018-6005-CA
CPC-2013-3169
CPC-2009-1557-CPU
CPC-2005-8252-CA
CPC-2000-199-CRA
CPC-19XX-30669
CPC-1990-190-ZC
CPC-1988-29-ZC
ORD-185541-SA150
ORD-185539
ORD-170032-SA5200
ORD-159098
ENV-2019-4909-CE
ENV-2019-4121-ND
ENV-2018-6006-CE
ENV-2017-2502-CE
ENV-2013-3170-CE
ENV-2009-1558-EIR
ENV-2005-8253-ND
ND-88-473-ZC
ND-90-83-ZC-HD

Address/Legal Information

PIN Number	012B197 93
Lot/Parcel Area (Calculated)	7,505.4 (sq ft)
Thomas Brothers Grid	PAGE 824 - GRID B6
Assessor Parcel No. (APN)	7454026011
Tract	RUDECINDA TRACT
Map Reference	L S 4-43
Block	13
Lot	11
Arb (Lot Cut Reference)	None
Map Sheet	012B197

Jurisdictional Information

Community Plan Area	San Pedro
Area Planning Commission	Harbor
Neighborhood Council	Central San Pedro
Council District	CD 15 - Joe Buscaino
Census Tract #	2969.01
LADBS District Office	San Pedro

Planning and Zoning Information

Special Notes	None
Zoning	C2-1XL-CPIO
Zoning Information (ZI)	ZI-1117 MTA Right-of-Way (ROW) Project Area ZI-2478 Community Plan Implementation Overlay: San Pedro ZI-2130 State Enterprise Zone: Harbor Gateway ZI-2488 Redevelopment Project Area: Pacific Corridor
General Plan Land Use	Neighborhood Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	San Pedro
Subarea	Coastal Commercial A
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
Streetscape	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Low
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Tier 1
RPA: Redevelopment Project Area	Pacific Corridor
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	7454026011
APN Area (Co. Public Works)*	0.172 (ac)
Use Code	1100 - Commercial - Store - One Story
Assessed Land Val.	\$203,924
Assessed Improvement Val.	\$208,002
Last Owner Change	11/06/2013
Last Sale Amount	\$9
Tax Rate Area	13245
Deed Ref No. (City Clerk)	988162
	988161
	988160
	564934
	2424997-8
	181483
	1128
Building 1	
Year Built	1932
Building Class	C4A
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,000.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 7454026011]

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None

Seismic Hazards

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Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	1.81855872
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	HARBOR GATEWAY STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 7454026011]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Public Safety	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	563
Fire Information	
Bureau	South
Battalion	6
District / Fire Station	48
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2019-4908-DB-SPR
Required Action(s):	DB-DENSITY BONUS SPR-SITE PLAN REVIEW
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	CPC-2018-6005-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	CPC-2013-3169
Required Action(s):	Data Not Available
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	CPC-2009-1557-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2000-199-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PACIFIC CORRIDOR REDEVELOPMENT PLAN
Case Number:	CPC-19XX-30669
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	CPC-1990-190-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	PROCEEDINGS RE-INITIATED TO CHANGE THE ZONE ON ALL COMMERCIAL ZONES TO IQIC2 AND IQIC1 AND ALL OTHER ZONES TO IQIRD1.5 GENERALLY ON PROPERTIES WITHIN 150 FT EAST AND WEST OF PACIFIC AVE. FROM OLIVER ST. TO HAMILTON AVE. TO RESTRICT USES, DENSITIES, INTENSITIES AND DESIGN; AND PLAN AMENDMENT AND ZONE CHANGES FOR THE SAN PEDRO COMMUNITY AS REQUIRED BY ORDINANCE NO. 165,352
Case Number:	CPC-1988-29-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	ZONE CHANGE FROM C2-1XL, C2-1VL, IQIC2-1XL & C2-1 TO IQIC2-1XL, IQIC2-1VL, & IQIC2-1 LOCATION IS ALONG PACIFIC AVE. FROM OLIVER ST. ON THE NORTH TO HAMILTON AVE. ON THE SOUTH.
Case Number:	ENV-2019-4909-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	PURSUANT TO LAMC SECTION 12.24-U26, A CONDITIONAL USE TO ALLOW A 37.5% DENSITY BONUS FOR 97 MARKET RATE UNITS AND 12 VERY LOW INCOME UNITS IN LIEU OF THE MAXIMUM DENSITY BONUS ALLOWABLE UNDER LAMC SECTION 12.25-A25. PURSUANT TO LAMC SECTION 12.22-A25, A DENSITY BONUS FOR AN ON-MENU INCENTIVE FOR HEIGHT INCREASE OF 14.5 FEET, AN OFF-MENU INCENTIVE FOR FAR INCREASE TO 2.75, AND AN OFF-MENU INCENTIVE FOR A REAR YARD SETBACK REDUCTION TO 5 FEET. PURSUANT TO LAMC SECTION 16.05, SITE PLAN REVIEW FOR A PROJECT WITH MORE THAN 50 UNITS.
Case Number:	ENV-2019-4121-ND

This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
 (*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2018-6006-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	RESOLUTION TO TRANSFER THE LAND USE AUTHORITY FROM THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, DESIGNATED LOCAL AUTHORITY (CRA/LA-DLA) TO THE CITY OF LOS ANGELES AND CODE AMENDMENT TO ESTABLISH PROCEDURES FOR THE IMPLEMENTATION OF UNEXPIRED REDEVELOPMENT PLANS AND UPDATE OTHER RELEVANT CODE PROVISIONS IN THE LOS ANGELES MUNICIPAL CODE TO FACILITATE THE TRANSFER OF LAND USE AUTHORITY FROM THE CRA/LA-DLA TO THE CITY OF LOS ANGELES.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2013-3170-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED PROJECT CONSISTS OF: (1) A TECHNICAL MODIFICATION TO SECTIONS 12.03, 12.04, 12.21, 12.22, 12.24, 13.11, 14.5, 16.05 AND 16.11 OF THE LOS ANGELES MUNICIPAL CODE (LAMC) TO REMOVE OR AMEND REFERENCES TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (CRA); (2) TECHNICAL CORRECTIONS TO CLARIFY EXISTING REGULATIONS IN THE LAMC THAT ARE IMPACTED BY THE TRANSFER OF LAND USE AUTHORITY; AND (3) A RESOLUTION REQUESTING THAT ALL LAND USE RELATED PLANS AND FUNCTIONS OF THE CRA/LA BE TRANSFERRED TO THE DEPARTMENT OF CITY PLANNING
Case Number:	ENV-2009-1558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	SAN PEDRO COMMUNITY PLAN UPDATE
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ND-88-473-ZC
Required Action(s):	ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available
Case Number:	ND-90-83-ZC-HD
Required Action(s):	HD-HEIGHT DISTRICT ZC-ZONE CHANGE
Project Descriptions(s):	Data Not Available

DATA NOT AVAILABLE

ORD-185541-SA150
ORD-185539
ORD-170032-SA5200
ORD-159098



Address: 1309 S PACIFIC AVE
APN: 7454026011
PIN #: 012B197 93

Tract: RUDECINDA TRACT

Zoning: C2-1XL-CP10

Block: 13

General Plan: Neighborhood Commercial

PIN #: 012B197 93

Lot: 11

Arb: None



LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)

- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street

- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

 Alternative Youth Hostel (Proposed)	 Horticultural Center	 Public Elementary School
 Animal Shelter	 Hospital	 Public Elementary School (Proposed)
 Area Library	 Hospital (Proposed)	 Public Golf Course
 Area Library (Proposed)	 House of Worship	 Public Golf Course (Proposed)
 Bridge	 Important Ecological Area	 Public Housing
 Campground	 Important Ecological Area (Proposed)	 Public Housing (Proposed Expansion)
 Campground (Proposed)	 Interpretive Center (Proposed)	 Public Junior High School
 Cemetery	 Junior College	 Public Junior High School (Proposed)
 Church	 MTA / Metrolink Station	 Public Middle School
 City Hall	 MTA Station	 Public Senior High School
 Community Center	 MTA Stop	 Public Senior High School (Proposed)
 Community Library	 MWD Headquarters	 Pumping Station
 Community Library (Proposed Expansion)	 Maintenance Yard	 Pumping Station (Proposed)
 Community Library (Proposed)	 Municipal Office Building	 Refuse Collection Center
 Community Park	 Municipal Parking lot	 Regional Library
 Community Park (Proposed Expansion)	 Neighborhood Park	 Regional Library (Proposed Expansion)
 Community Park (Proposed)	 Neighborhood Park (Proposed Expansion)	 Regional Library (Proposed)
 Community Transit Center	 Neighborhood Park (Proposed)	 Regional Park
 Convalescent Hospital	 Oil Collection Center	 Regional Park (Proposed)
 Correctional Facility	 Parking Enforcement	 Residential Plan Development
 Cultural / Historic Site (Proposed)	 Police Headquarters	 Scenic View Site
 Cultural / Historical Site	 Police Station	 Scenic View Site (Proposed)
 Cultural Arts Center	 Police Station (Proposed Expansion)	 School District Headquarters
 DMV Office	 Police Station (Proposed)	 School Unspecified Loc/Type (Proposed)
 DWP	 Police Training site	 Skill Center
 DWP Pumping Station	 Post Office	 Social Services
 Equestrian Center	 Power Distribution Station	 Special Feature
 Fire Department Headquarters	 Power Distribution Station (Proposed)	 Special Recreation (a)
 Fire Station	 Power Receiving Station	 Special School Facility
 Fire Station (Proposed Expansion)	 Power Receiving Station (Proposed)	 Special School Facility (Proposed)
 Fire Station (Proposed)	 Private College	 Steam Plant
 Fire Supply & Maintenance	 Private Elementary School	 Surface Mining
 Fire Training Site	 Private Golf Course	 Trail & Assembly Area
 Fireboat Station	 Private Golf Course (Proposed)	 Trail & Assembly Area (Proposed)
 Health Center / Medical Facility	 Private Junior High School	 Utility Yard
 Helistop	 Private Pre-School	 Water Tank Reservoir
 Historic Monument	 Private Recreation & Cultural Facility	 Wildlife Migration Corridor
 Historical / Cultural Monument	 Private Senior High School	 Wildlife Preserve Gate
 Horsekeeping Area	 Private Special School	
 Horsekeeping Area (Proposed)	 Public Elementary (Proposed Expansion)	

SCHOOLS/PARKS WITH 500 FT. BUFFER

 Existing School/Park Site

 Planned School/Park Site

 Inside 500 Ft. Buffer

 Aquatic Facilities

 Beaches

 Child Care Centers

 Dog Parks

 Golf Course

 Historic Sites

 Horticulture/Gardens

 Skate Parks

 Other Facilities

 Park / Recreation Centers

 Parks

 Performing / Visual Arts Centers

 Recreation Centers

 Senior Citizen Centers

 Opportunity School

 Charter School

 Elementary School

 Span School

 Special Education School

 High School

 Middle School

 Early Education Center

COASTAL ZONE

 Coastal Zone Commission Authority

 Calvo Exclusion Area

 Not in Coastal Zone

 Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

 Tier 1

 Tier 2

 Tier 3

 Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

 Public Work Approval (PWA)

 Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

 Lot Line

 Tract Line

 Lot Cut

 Easement

 Zone Boundary

 Building Line

 Lot Split

 Community Driveway

 Building Outlines 2014

 Building Outlines 2008

 Airport Hazard Zone

 Census Tract

 Coastal Zone

 Council District

 LADBS District Office

 Downtown Parking

 Fault Zone

 Fire District No. 1

 Tract Map

 Parcel Map

 Flood Zone

 Hazardous Waste

 High Wind Zone

 Hillside Grading

 Historic Preservation Overlay Zone

 Specific Plan Area

 Very High Fire Hazard Severity Zone

 Wells

Attachment A 2



FINDINGS / SPECIALIZED REQUIREMENTS:

HOUSING INCENTIVES

Density Bonus (DB) - Conditional Use (CU) – Public Benefit (PUB)

RELATED CODE SECTIONS: The Department of City Planning (DCP) offers several processes intended to facilitate affordable housing in the City of Los Angeles. Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC) authorizes the Director of Planning to approve applications for Density Bonus requesting up to three (3) on-menu incentive items; and the City Planning Commission to approve applications for Density Bonus requesting any off-menu items. Section 12.24 U.26 of the LAMC authorizes the City Planning Commission to approve a Conditional Use Permit for applications requesting a density bonus increase greater than the maximum permitted in Section 12.22 A.25. Section 14.00 A.2 authorizes the Director to approve Public Benefit Projects where otherwise not permitted by right or by Conditional Use and which meet specific performance standards or alternative compliance measures. Check which entitlement you are requesting below:

- ☐ - Density Bonus Filing with On-Menu Incentive Items
- ☐ - Density Bonus Filing with Off-Menu Items*
- ☐ - Conditional Use Permit for greater than 35% Density Bonus*
- ☐ - Public Benefit Project*

* These entitlement requests may be applied for following consultation with DCP Project Planning staff only. All applications require an Affordable Housing Referral Form from the Metro DSC Housing Services Unit.

PRIORITY HOUSING PROJECT PROCESSING: In accordance with the Mayor's Executive Directive No. 13 (ED13), issued on October 23, 2015, DCP has implemented a policy to prioritize case processing for projects that contribute to the new construction or rehabilitation of housing developments that meet the criteria set forth in ED 13. Please complete the following regarding your project:

The project contains a minimum of 10 or more units; and ☐ - YES ☐ - NO

At least 20% of on-site rental units have rents that are restricted so as to be affordable to and occupied by low income households; or ☐ - YES ☐ - NO

At least 30% of on-site for sale units have sales prices that are restricted so as to be affordable to and occupied by low- or moderate-income households ☐ - YES ☐ - NO

PUBLIC HEARING AND NOTICE: A request for a Density Bonus with on-menu incentives *does not* require a public hearing. However, mailing labels and a copy of labels for abutting property owners of all contiguously owned properties of the subject site will be required for mailing of the determination letter. A map keyed to the labels is also required. Abutting owners include those across the street or alley or having a common corner with the subject property (i.e., every parcel that would touch the subject property if all rights-of-way were removed from the map).

A request for Density Bonus with off-menu incentives, a Conditional Use, or a Public Benefit application *does* require a public hearing. Notification includes mailings to property owners and occupants within a 500-foot radius of all contiguously owned properties of the subject site as well as on-site posting of the hearing notice. Applications reviewed at Planning Commission level also require on-site posting of the Commission Meeting Agenda. Refer to DCP's *Mailing Procedures* ([CP-2074](#)) and *On-Site Posting* ([CP-7762](#)) handouts for further instructions.

SPECIALIZED REQUIREMENTS: When filing any of the above applications, the following items are required in addition to those specified in the *Master Filing Instructions* form ([CP-7810](#)).

1. **Affordable Housing Referral Form (AHRF):** Provide the original *Affordable Housing Referral Form* ([CP-4043](#)) reviewed and signed by City Planning's Metro DSC Housing Services Unit staff prior to case filing. DCP's current Assignment List and Staff Directory, with contact information, can be found at <http://planning.lacity.org> under the "About" tab.
2. **Proof of Filing with HCIDLA:** As part of AB2222, effective January 1, 2015, the Housing and Community Investment Department (HCIDLA) must evaluate properties on which there is a proposed Density Bonus case and determine whether replacement units are required. Include proof of filing with HCIDLA via Housing Application Forms that are stamped by said department.
3. **Pre-Filing Review:** Requests for a Density Bonus with off-menu incentives, a Conditional Use Permit for >35% Density Bonus, or a Public Benefit Project require consultation with staff assigned to the geographic area in which the project is located prior to the filing of your application. An appointment is required for this review. DCP's current Assignment List and Staff Directory, with contact information, can be found on City Planning's website.
4. **Color Elevations:** Color elevations are mandatory for all Density Bonus cases. These shall include specifications and a legend for all materials and colors proposed for the street facing façade. Refer to DCP's *Elevation Instructions* ([CP-7817](#)) for technical requirements. Provide as many copies as plans required per the *Master Filing Instructions*.
5. **Color Renderings:** Color renderings are mandatory for all Density Bonus cases that include a Site Plan Review filing and/or are reviewed at the City Planning Commission level. Provide as many copies as plans required per the *Master Filing Instructions*.
6. **Citywide Design Guidelines Checklist:** If your project involves the construction of, addition to, or exterior alteration to any building or structure, please complete the Residential or Mixed-Use Design Guidelines (as applicable to your project), available on DCP's website. This does not apply to projects located within a Specific Plan or Overlay that contains its own design regulations.

GENERAL FINDINGS: Each of the following requests requires findings for approval. Include the applicable finding(s) separately for every item checked in the previous REQUESTED ACTION(S) section. On a separate page, copy each finding stated below and provide a detailed justification/explanation of how the proposed project conforms to the finding.

- **Density Bonus with On-Menu Incentive Items:** LAMC 12.22 A.25(g)(2) – To be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse project) shall comply with the following:
 1. The façade 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 façade is not a flat surface. Indicate the sheet number on your plans which shows compliance with this requirement: _____
 2. 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. Indicate the sheet number on your plans which shows compliance with this requirement: _____

3. 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. Please check the "Planning and Zoning" tab under the property profile in ZIMAS at <http://zimas.lacity.org>
 4. 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 57.4908 of the Municipal Code. To verify whether a project is located on a substandard street, obtain a Hillside Referral Form from the Bureau of Engineering; to verify whether a project is located within a Very High Fire Hazard Severity Zone, check the "Additional" tab under the property profile in ZIMAS.
- **Density Bonus with Off-Menu Incentive Items:** LAMC 12.22 A.25(g)(3) – Provide a pro forma or other documentation to show that the waiver or modification is needed in order to make the Restricted Affordable Units economically feasible in addition to the items listed above. A third-party peer review of the pro-forma is also required.
 - **Conditional Use Permit for Greater than 35% Density Bonus:** LAMC 12.24 U.26 – Density Bonus requests for Housing Development Projects in which the density increase is greater than the maximum permitted in LAMC Section 12.22 A.25 shall also find that:
 1. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region;
 2. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety;
 3. The project substantially conforms with the purpose, intent and provision of the General Plan, the applicable community plan, and any applicable specific plan.
 4. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan;
 5. The project contains the requisite number of affordable and/or senior citizen units as set forth in California Government Code Section 65915(b); and
 6. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.
 - **Public Benefit Project:** LAMC 14.00 A.2 – Density increase requests for a Housing Development Project to provide for additional density in excess of that permitted in LAMC Section 12.22 A.25 shall find that the proposed project substantially meets the purposes of the performance standards set forth in LAMC Section 14.00 A.2. If utilizing this process, also complete the *Public Benefit Projects* form ([CP-7766](#)).

Attachment A 3

SEC. 12.22. EXCEPTIONS.

A. Use.

1. **Private Garage Not Required – Topography** – Where a lot abuts upon a street or place which due to topographic conditions or excessive grades is not accessible by automobile, and such lot is to be occupied by not more than a one-family dwelling, no private garage shall be required.

2. **Public Utilities and Public Services** – The provisions of this article shall not be so construed as to limit or interfere with the construction, installation, operation and maintenance for public utility purposes of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, telephone and telegraph lines, oil pipe lines, sewers and sewer mains, and incidental appurtenances.

3. **Family Day Care Homes. (Title and Subdiv. Amended by Ord. No. 173,085, Eff. 3/19/00.)** Notwithstanding any other provisions of this article to the contrary, and in all zones wherein residential uses are permitted by right the following shall apply:

(a) **Small Family Day Care Homes:** Any dwelling unit may be used as a small family day care home, with up to eight children, as defined in Section 12.03, if it is licensed by the State of California as a small family day care home. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

(b) **Large Family Day Care Homes:** Any dwelling unit may be used as a large family day care home, with up to 14 children, as defined in Section 12.03, if it is licensed by the State of California as a large family day care home, and if it complies with the conditions set forth in Subparagraph (1) below. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

(1) **Conditions.** A large family day care home shall comply with the following conditions:

(i) Provide drop-off facilities, such as curb spaces or driveway area, which are necessary to avoid interference with traffic and promote the safety of the children;

(ii) Comply with any standards adopted by the State Fire Marshal pursuant to Subdivision (d) of Section 1597.46 of the California Health and Safety Code relating to large family day care homes;

(iii) Comply with all provisions of the Los Angeles Municipal Code relating to large family day care homes and dwelling units;

(iv) The use shall not create an unreasonable level of disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties;

(v) Name plates and signs shall conform to the provisions of Section 12.21 A.7.;

(vi) Play equipment, swings, sandboxes, or structures shall be located in the rear yard only;

(vii) No loud speaker or public address system shall be installed or operated on any open portion of the premises, and any phonograph, radio or other recorded music used in connection with any activity shall be sufficiently modulated to ensure that the use does not disturb the adjoining and neighboring residents;

(viii) The existing residential character of the building and site shall be maintained, including the exterior facade, landscaping, fences, walls, lawn area, and driveways;

(ix) The floor space of any dwelling unit used for the operation of a large family day care home shall not be increased for such use, and the floor space shall not be altered to reasonably preclude its continued use as a dwelling unit; and

(x) There shall be at least 300 feet between the lot containing the building where the proposed large family day care home will be located and the building housing any existing large family day care home. This distance is to be measured along the shortest street route between the two lots as determined by the Department of Recreation and Parks. **(Second Sentence Amended by Ord. No. 181,192, Eff. 7/27/10.)**

(2) Notice of Intention to Operate Large Family Day Care Home. (Amended by Ord. No. 173,492, Eff. 10/10/00.) A Notice of Intention to Operate a Large Family Day Care Home shall be filed in the public office of the Department of City Planning, on forms provided by the Department. The forms shall be accompanied by all information deemed necessary by the Department. The notice shall include verification provided by the Department of Recreation and Parks that the large family day care home is in compliance with the concentration and spacing condition set forth in Section 12.22 A.3.(b)(1)(x) above. **(Sentence Amended by Ord. No. 181,192, Eff. 7/27/10.)** No fee shall be charged and no public hearing shall be required in connection with the filing of the notice.

(3) Exemption from Concentration and Spacing Condition. If a proposed Large Family Day Care Home is not in compliance with the concentration and spacing condition set forth in Section 12.22 A.3.(b)(1)(x) above, then the operator may apply to the Zoning Administrator for an exemption from this condition pursuant to Section 12.24 X.25. **(Amended by Ord. No. 176,545, Eff. 5/2/05.)**

(4) Violation of Conditions - Authority of Zoning Administrator to Require Modification of Conditions of Operation or Discontinuance of Large Family Day Care Homes. Notwithstanding any other provision of this Code, the Zoning Administrator may require a modification of the conditions of operation or the discontinuance of a large family day care home if the Zoning Administrator finds that as operated or maintained there has been a violation of any of the conditions or standards set forth in Subparagraph (1) of Paragraph (b) of this subdivision, or that such use:

(i) jeopardizes or endangers the public health or safety of persons residing in, working on, or occupying the premises; or

(ii) constitutes a public nuisance; or

(iii) violates any provision of this chapter or any other city, state or federal regulations, ordinance or statute.

The procedure for the modification of the conditions of operation or discontinuance of a large family day care home shall be as provided for in Section 12.27.1 of this Code.

4. Sale of Christmas Trees – Notwithstanding any provisions of this article to the contrary, the annual retail sale, including sales by philanthropic, political, patriotic, and charitable associations, of Christmas trees and ornaments shall be permitted in all zones, except the RE, RS, R1, RU, RZ, and RMP Zones,

between December first and twenty-fifth, inclusive, and the necessary permits and licenses may be issued provided that: **(Amended by Ord. No. 164,904, Eff. 7/6/89.)**

(a) Any lights used to illuminate the site shall be arranged to reflect the light away from any adjacent residentially-zoned property except that this restriction does not apply to frosted light bulbs of 100 watts or less; and

(b) There shall be no use of any sound equipment in the residential zone in conjunction with the retail sale of Christmas trees; and

(c) The operator of such a sale of Christmas trees shall post a Two Hundred Dollar (\$200.00) cleanup deposit with the Office of the City Clerk prior to any lot preparation or sales; and

(d) The operator of such a sale of Christmas trees shall comply with all other applicable provisions of the Los Angeles Municipal Code.

5. (Title and First Para. Deleted by Ord. No. 172,489, Eff. 4/16/99.)

(a) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** Notwithstanding any other provisions of Articles 2 and 3 of this chapter to the contrary, no oil well, controlled drill site or temporary geological exploratory hole may be permitted in an A, R, P or C Zone within the area located between the mean high tide line of the City's shoreline and a line 1,000 yards landward from that line. This prohibition shall not be construed or interpreted as affecting:

(1) any shore line areas within the Los Angeles Harbor except for Cabrillo Beach;

(2) any oil well, controlled drill site or a facility for the production of oil gases or other hydrocarbon substances in existence on the effective date of this subdivision;

(3) any connected subterranean gas holding areas and facilities that are operated as a public utility pursuant to Section 14.00; and

(4) subsurface drilling and producing operations more than 500 feet below the surface of this area.

(b) Ordinances 159,607, 159,608 and 159,609, which created Oil Drilling Districts U-171-A, U-172-A and U-173-A, respectively, to allow exploration and production of oil within 1,000 yards of the mean high tide in the City of Los Angeles, are hereby repealed.

(c) This subdivision shall apply to all supplemental use districts within this area for which a vested right for production of oil has not accrued as of the effective date of this subdivision

(d) If any provision or clause of this Ordinance or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Ordinance provisions thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and causes of this ordinance are declared to be severable.

[Subdivision 5(a) - (d) adopted by the voters as Initiative Ordinance "O" on November 8, 1988, Eff. 11/30/88.]

6. Infrequent Helicopter Landings.(Amended by Ord. No. 150,623, Eff. 4/13/78.) – Notwithstanding any provision of this article to the contrary, helicopters may land and take off in any zone except RA, R, C1 and CR Zones, provided that a permit therefore has first been obtained from the

Fire Department under the provisions of Division 5, Article 7 of Chapter 5 of this Code. Such helicopter landings and takeoffs shall not exceed three per day in or upon any single location or premises except that the Fire Department may permit as many such landings and takeoffs in or upon any single location or premises in a day as it determines are required by the individual nature of each such helicopter use, including occasions of civic interest, and are consistent with the public health, safety, general welfare and intent of this article. In the RA, R, C1 or CR Zones helicopters may land and take off in or upon any single location not more than two times per calendar year in a park, school ground or other similar type of public open space, for educational programs sponsored by the Los Angeles Police Department or the Los Angeles City Unified School District, provided that the Fire Department permit referred to above has first been obtained. Nothing herein shall prevent nor curtail the operation of emergency helicopter landing facilities as required in Section 57.4705 of the Los Angeles Municipal Code.

The provisions of this subdivision shall not be construed or interpreted as permitting the establishment of a regularly operating airport, aircraft landing field, heliport or helistop.

7. Temporary Operations of Carnivals and Rides. (Added by Ord. No. 130,076, Eff. 5/26/65.) – Notwithstanding any provisions of this article to the contrary, carnival shows and amusement enterprises of a similar type may be operated in the P Zone for a period of not to exceed five consecutive days in any 30 day period in or upon any single location, provided that:

- (1) All such operations are conducted at least 200 feet from any school or adjoining occupied property classified in any A or R Zone.
- (2) Such operations do not cause or produce any dust, gas, smoke, noise, fumes, odors, or vibrations detrimental to other property in the neighborhood or to the welfare of the occupants thereof.
- (3) Any lights used to illuminate the event are arranged so as to reflect the light away from any adjacent residentially used premises.
- (4) No public address system in connection with the event is installed on the property unless it is modulated so as not to be disturbing to occupants of any nearby dwelling units.
- (5) All structures, apparatus and appurtenances shall be removed from the premises the next day following the closing of the carnival.
- (6) The hours of such operation to be limited between the hours of 10:00 a.m. and 10:00 p.m.

8. Occasional Use of Private Homes for Adult Education Classes. (Added by Ord. No. 132,573, Eff. 8/5/66.) – Notwithstanding any provision of this article to the contrary, adult education classes shall be permitted in homes in the RA or R Zones and no additional off-street parking shall be required in conjunction therewith, provided that:

- (a) Classes are held not more than one day a week for a period not to exceed three hours per day and each class does not meet for more than fifteen weeks in any one semester.
- (b) Classes are purely incidental to the use of the property as a home and no more than thirty persons are permitted to attend each class.
- (c) Classes primarily involve oral discussions and no laboratory equipment, heavy machinery, or large tools are used in connection therewith, except small record players, slide projectors and other similar audiovisual teaching aids.
- (d) All classes are scheduled on the first floor of the building.

For the purpose of this subdivision “**adult education classes**” shall mean any educational programs conducted by University Extension of University of California or any other comparable university.

No certificate of occupancy shall be required in connection with the use authorized by this ordinance.

9. Maintenance of Accessory Structures. (Amended by Ord. No. 172,839, Eff. 11/1/99.) Notwithstanding any provisions of this article to the contrary, an accessory building or structure may be maintained on a lot without a main building and a residential building may be maintained on a lot without the required off-street parking for the periods of time as authorized by the Advisory Agency in conformance with Article 7 of Chapter 1 of this Code.

10. Model. (Amended by Ord. No. 174,999, Eff. 1/15/03.) Notwithstanding any other provision of this article, a model or models, as defined in Article 7 of Chapter 1 of this Code, may be erected and maintained on any lot or site designated by the Advisory Agency as a site for a model or models on an approved or conditionally approved tentative map, in the A, RE, RS, R1, RU, RZ, RMP, or RW1 Zones with respect to one-family homes, and in the R2, RD, RW2, R3, RAS3, R4, RAS4, or R5 Zones with respect to multiple unit structures, i.e., buildings containing more than one dwelling unit, for a period of time as determined by the Advisory Agency, provided that:

(a) In an “**H**” hillside or mountainous area, a grading plan for the entire approved or conditionally approved subdivision or any final map unit thereof has been approved by the Grading Division of the Department of Building and Safety and a Grading Certificate has been issued for the property involved or that the grading is being carried on under the authorization of a valid grading permit.

(b) Necessary easements for the installation of water system facilities and underground utilities have been dedicated and the developer has guaranteed the cost of relocation or future adjustment of these facilities to the satisfaction of the Department of Water and Power.

(c) The owner assumes liability for any damage caused to water system facilities and underground utilities prior to final street improvements in a manner satisfactory to the Department of Water and Power.

(d) Adequate fire protection facilities are provided to the satisfaction of the Fire Department.

(e) Adequate sewer facilities are provided to the satisfaction of the Bureau of Engineering and the Los Angeles County Health Department.

(f) A paved access roadway at least 20 feet in width is provided which is satisfactory to the Department of Building and Safety.

(g) Off-street parking be provided as follows:

(1) For multiple unit structures, the numbers and location of the off-street parking facilities shall be determined by the Advisory Agency;

(2) For one-family detached structures, one lot for each six model dwellings or fraction thereof shall be located contiguous to the model dwelling sites. All off-street parking facilities and driveways shall be dust-proofed with asphaltic surfacing or with decomposed granite which is sprinkled at sufficient intervals to prevent dust, or by an alternate method of dust control satisfactory to the Department of Building and Safety.

(h) The model dwelling sites are attractively maintained and, with respect to one-family detached structures, attractively landscaped.

(i) Not more than one sign is placed on each designated model dwelling. Said sign shall not exceed 12 square feet in area and shall be used only for identification or directional purposes. Prohibited are banners, posters, pennants, ribbons, streamers, string of light bulbs, spinners, or other similarly moving devices.

(j) Any furnishings placed in the model dwelling are maintained solely for purposes accessory to the display of the model dwelling and in no way are used to sell or promote the sale of such furnishings.

(k) Prior to the issuance of any building permit for a model dwelling, the property owner shall first execute and file with the Superintendent of Building a notarized agreement assuming all risks and agreeing to all of the conditions set forth in this Subdivision 10. With respect to one-family detached structures, the agreement shall further provide that in the event that a final map which includes the property whereon the model dwelling is located is not recorded, all buildings or structures authorized by said permit shall be removed, within 90 days from the expiration of the tentative tract, and that if all buildings and structures are not completely removed as required above, they may be confiscated and removed or demolished by the City without further notice. Prior to the erection of any model dwelling that is a one-family detached structure, authorized pursuant to the approval of any subdivision and contingent thereon, the property owner shall post in the Department of Building and Safety a bond in favor of the City of Los Angeles (to be approved by the City Attorney and duplicates to be furnished to him) in an amount satisfactory to the Department of Building and Safety sufficient to defray any expense incurred by the City in the removal or demolition of the model dwelling or dwellings. The bond shall be released to the property owner or person legally entitled thereto either upon recordation of the subdivision tract map or upon removal of the concerned structures or buildings, as the case may be, to the satisfaction of the Superintendent of Building. **(Amended by Ord. No. 158,561. Eff. 1/14/84.)**

(l) This subdivision shall apply to approved or conditionally approved tentative tract maps which include model dwelling units and which have not been recorded as of the effective date of this ordinance. **(Added by Ord. No. 158,561, Eff. 1/14/84.)**

11. **(Amended by Ord. No. 145,410, Eff. 2/16/74.)** Notwithstanding any other provisions of this article, a real estate tract sales office may be established and maintained in one model dwelling approved in accordance with the provisions of Section 12.22 A.10. or in a dwelling constructed on a recorded lot previously designated as a model dwelling site by the Advisory Agency and temporarily serving as an example of houses or units built or to be built in the same subdivision, provided that:

(a) No general real estate brokerage business is conducted on the premises, and any business transacted thereon is limited to the original sale of vacant or improved land shown on the tentative map or units of airspace shown on the condominium plan.

(b) All name plates and signs conform to the provisions of Section 12.21 A.7.

(c) The tract sales office is attractively maintained and, where located in a one-family detached structure, is attractively landscaped.

(d) The property owner has first executed and filed with the Superintendent of Building a notarized agreement agreeing to comply with all other provisions of this Subdivision and, further, agreeing that after all dwelling units in the development are initially sold or rented, all tract sales being conducted within the structure will cease; all signs will be entirely removed from the

premises; any residential type of sliding glass door in a private garage doorway will be replaced with a conventional private garage door, and any sales office activity located in a private garage will be discontinued and this area reconverted for the storage of private vehicles. **(Amended by Ord. No. 158,561, Eff. 1/14/84.)**

12. **(Added by Ord. No. 149,472, Eff. 5/14/77.)** Notwithstanding any other provision of this article, equipment and material storage yards used exclusively in connection with public facilities projects may be located in the A, R and C Zones, provided the following conditions are complied with.

(a) That such storage activities not be commenced prior to the execution of the construction contract with the governmental entity authorizing such work, and such storage activity be terminated within 30 days of the expiration of the contract or 30 days after completion of the construction, whichever comes first.

(b) That no storage or related activities be located closer than 25 feet to any residential improvement unless a solid 8 foot high fence be constructed along the entire property line adjoining such improvement, except at parking of employees' personal vehicles shall be permitted within the 25 foot buffer area, and such parking area need not comply with the requirements of Section 12.21 A.6. of this article.

(c) That the premises and grounds be frequently sprinkled and watered to prevent dust from becoming a nuisance to the neighboring residents.

(d) That there be no stockpiling of materials above 8 feet.

(e) That hours of operation including servicing and maintenance of all stored equipment be only between 7:00 a.m. and 6:00 p.m., and at no time on Saturdays, Sundays or holidays except in emergencies.

Prior to the use of any land for equipment and material storage activities pursuant to this Subdivision, the operator or operators of such storage yard shall obtain a certificate of occupancy of land as provided for in Section 12.26 E. of the Los Angeles Municipal Code. Where it can be shown to the satisfaction of the Superintendent of Building that the conditions of this Subdivision are not being complied with, the Superintendent may revoke the certificate of occupancy. Such revocation may be appealed to the Board of Building and Safety Commissioners pursuant to the provisions of Section 98.0403 of this Code.

13. **Infrequent Use of Property for Commercial Filming. (Amended by Ord. No. 170,516, Eff. 6/18/95.)** Notwithstanding any of the provisions of this article to the contrary, property in all zones may be used for the purpose of infrequent filming of commercial motion pictures and still photographs, provided that a permit therefor has first been obtained from the City Council, or whomever the Council by order, resolution or ordinance may delegate such authority. The City Council, or whomever the Council by order, resolution or ordinance may delegate such authority shall adopt such rules and regulations concerning the issuance of said permits as may be necessary to assure that filming will be conducted at such times and in such a manner as to cause a minimum of interference with the enjoyment and use of adjacent property, and consistent with public health, safety and general welfare.

14. **(None)**

15. **Parking Requirements For Showcase Theaters. (Added by Ord No 148,910, Eff. 11/18/76.)** Notwithstanding any provision of this article to the contrary, the parking for showcase theaters required under Section 12.21 A.4.(e) (g) (i) (m); Section 12.21 A.5.; and Section 12.26 C. and 12.26 E.5. may be provided on the site, or off the site under a written agreement approved by the City Attorney and the Superintendent of Building. Where off-site parking is provided under any written agreement other than a Parking Covenant, such agreement shall be for a minimum of one year and shall be signed by the theater

operator and the lessee or owner of the property upon which the required parking spaces shall be located. This agreement shall remain in effect for the duration of the existence of the showcase theater. Such agreement shall be filed with the Department of Building and Safety.

Where the parking covenant or other written agreement provides for parking on a lot which does not meet the design standards set forth in Section 12.21 A.5. and 12.21 A.6., but which parking area met the applicable Municipal Code design standard when originally established, such spaces shall be accepted for purposes of this Subdivision without compliance with the provisions of Section 12.21 A.5. and 12.21 A.6.

16. Outside Automobile Hoists. (Amended by Ord. No. 172,468, Eff. 4/1/99.) Any type of outside automobile hoist in the C2, C4, C5, CM or M1 Zones is prohibited.

17. Temporary Residency in Residential Vehicle Pending Reconstruction of Disaster – Destroyed Dwelling. (Added by Ord. No. 153,144, Eff. 12/28/79.)

(a) **Use of Land Permit.** Notwithstanding any other provision of this Code to the contrary, the Department of Building and Safety may issue a use of land permit to any resident-owner of a single-family dwelling destroyed by disaster to temporarily place and reside in a residential vehicle upon the subject property. Such use of land permit shall be limited to a period of one year from the date of the subject disaster, during which period a building permit for the reconstruction of the subject dwelling unit must be obtained. When such a building permit is obtained the use of land permit shall be valid for an additional period to total no more than two years from the date of the subject disaster or until the dwelling unit is complete, whichever occurs first. No other extension of time shall be granted for such use of land permit.

(b) **Fence Requirement.** Where a residential vehicle is placed within a required yard area, such residential vehicle shall be screened from public view by a fence constructed to the specifications of Section 91.4401 (c) of this Code; on corner lots, the restrictions of Section 62.200 of this Code shall also apply. Such fence shall be maintained in good condition and appearance.

(c) **Yard Area Requirements.** Such residential vehicle must observe five-foot front, side and rear yards and adequate access shall be assured to permit the removal of such residential vehicle after reconstruction of the disaster-destroyed dwelling unit.

(d) **Site Restoration.** Within thirty (30) days of the removal of the residential vehicle, all equipment and utilities accessory to such residential vehicle and any nonconforming fence constructed pursuant to this section shall be removed and the site restored to permitted use and condition.

18. Developments Combining Residential and Commercial Uses. Except where the provisions of Section 12.24.1 of this Code apply, notwithstanding any other provision of this chapter to the contrary, the following uses shall be permitted in the following zones subject to the following limitations: **(Amended by Ord. No. 163,679, Eff. 7/18/88.)**

(a) Any use permitted in the R5 Zone on any lot in the CR, C1, C1.5, C2, C4 or C5 Zones provided that such lot is located within the Central City Community Plan Area or within an area designated on an adopted community plan as "Regional Center" or "Regional Commercial". Any combination of R5 uses and the uses permitted in the underlying commercial zone shall also be permitted on such lot. **(Amended by Ord. No. 182,452, Eff. 4/4/13.)**

(b) Any use permitted in the CR, C1, C1.5, C2, C4 or C5 Zones on any lot in the R5 Zone provided that the lot is located within the Central City Community Plan Area. Any combination

of these commercial and residential uses shall also be permitted on the lot. Commercial uses or any combination of commercial and residential uses may be permitted on any lot in the R5 Zone by conditional use pursuant to Section 12.24 W.15. outside the Central City Community Plan Area. **(Amended by Ord. No. 182,452, Eff. 4/4/13.)**

(c) **Yards.** Except as provided herein, the yard requirements of the zone in which the lot is located shall apply.

(1) The yard requirements of the C2 Zone shall apply to buildings located on lots in the R5 Zone in a redevelopment project area approved by the City Council if such buildings are used exclusively for commercial uses.

(2) The following yard requirements shall apply to buildings located on lots in the R5 Zone which are used for any combination of commercial and residential uses:

(i) The yard requirements of the C2 Zone shall apply to the portions of such buildings used exclusively for commercial uses.

(ii) No yard requirements shall apply to the portions of such buildings which are used exclusively for residential uses and which abut a street, private street or alley, if the first floor of such buildings at ground level is used for commercial uses or access to the residential portions of such buildings.

(3) No yard requirements shall apply to the residential portions of buildings located on lots in the CR, C1, C1.5, C2, C4, and C5 Zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings.

(4) No yards shall be required along air space lot boundaries within the interior of buildings.

(d) The residential and commercial density, maximum floor area or height otherwise permitted for any lot shall not be increased by reason of the existence of one or more air space lots.

(e) **Pedestrian Bridges.** Residential uses in a building combining residential and commercial uses shall be limited to the floors above the level of a connecting pedway or pedestrian bridge except that the Director of Planning may modify or waive this requirement if the Director finds unusual topography or other special circumstances justify such modification or waiver.

(f) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** In the event of a conflict between the terms of this subdivision and the terms of a specific plan enacted prior to December 31, 1981, the terms of the specific plan shall prevail. The terms of this subdivision shall not apply within the boundaries of the Century City North Specific Plan.

19. **Dwelling Adjacent to An Equinekeeping Use. (Amended by Ord. No. 173,492, Eff. 10/10/00.)** Notwithstanding any provision of this Code to the contrary, the City shall not issue a building permit for a residential building (excluding non-habitable rooms) that is less than 35 feet from a legally established equine use, unless the Zoning Administrator makes an exception in accordance with Section 12.24 X.5.

20. **Adult Entertainment Businesses. (Amended by Ord. No. 161,111, Eff. 5/18/86.)**

(a) **Exceptions from Section 12.70 C.**

(i) A person may establish and maintain, or continue to operate, an adult entertainment business on a lot within 500 feet of an “A” or “R” Zone, or within the “CR”, “C1” or “C1.5” Zones, if a site consistent with Section 12.70 C. is not reasonably available elsewhere in the City for the establishment or relocation of the subject adult entertainment business. This exception shall only apply to an adult entertainment business which is otherwise in compliance with all other provisions of this chapter including Section 12.70 C.

A site is “**reasonably available**” elsewhere in the City if it meets all of the following criteria:

- (1) Its use as the proposed adult entertainment business is consistent with all applicable zoning regulations, including Section 12.70 C.
- (2) It is available for use, purchase, or rental as an adult entertainment business.
- (3) It has adequate street access, street lighting, and sidewalks.
- (4) It is at least 500 feet away from any uses which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas, fumes, cinders, refuse matter or water carried waste.

This exception shall not apply to massage parlors or sexual encounter establishments.

(ii) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** To apply for an exception, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, identifying the present or proposed location of the adult entertainment business, and accompanied by data supporting the proposed exception and the fee provided for in Section 19.01 of this Code.

The procedures described in Section 12.24 shall be followed to the extent applicable. However, a hearing shall be held and a decision made within 60 days from the date of filing of an application. This time limit may be extended by mutual written consent of the applicant and the Zoning Administrator. An exception shall be approved if it meets the requirements of Subparagraph (i) above.

An appeal from the determination of the Zoning Administrator on whether a proposed exception meets the requirements of Subparagraph (i) may be taken to the Area Planning Commission in the same manner as prescribed in Section 12.24 I. The Area Planning Commission’s decision may be appealed to the City Council. The appeal to the Council shall follow the procedures set forth in Section 12.24 I. However, a decision on any appeal shall be made within 30 days of the expiration of the appeal period. This time limit may be extended by mutual written consent of the applicant and the Area Planning Commission or Council, whichever then has jurisdiction over the appeal.

If the Zoning Administrator, Area Planning Commission or Council disapproves an exception, then it shall make findings of fact showing how a site consistent with Section 12.70 C. is reasonably available elsewhere in the City for the establishment or relocation of the subject adult entertainment business.

(b) Extensions of the Section 12.70 C. Amortization Period.

(i) An adult entertainment business existing on March 6, 1986 and operating within 500 feet of a lot in an “A” Zone or “R” Zone or, within the “CR”, “C1”, or “C1.5” Zones may

be continued, as specified below:

(1) If the adult entertainment business is otherwise in compliance with all other provisions of this chapter including Section 12.70 C.; and

(2) If the adult entertainment business is subject to a written lease, entered into prior to March 6, 1986, with a termination date extending beyond March 6, 1988, then the adult entertainment business may continue until the expiration of the present term of the lease but no later than March 6, 1991; or

(3) If the adult entertainment business invokes the investment of money in real property, improvements, or stocks in trade such that a termination date beyond March 6, 1988 is necessary to prevent undue financial hardship, then it may be continued until March 6, 1991.

(ii) **(Amended by Ord. No. 173,492, Eff. 10/10/00.)** To apply for an extension of time, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, identifying the present or proposed location of the adult entertainment business, and accompanied by data supporting the extension request and the fee provided for in Section 19.01 of this Code. An extension shall be approved if it meets the requirements of Subparagraph (i) above.

The procedures described in Section 12.24 shall be followed to the extent applicable. However, a hearing shall be held and a decision made within 60 days from the date of filing. This time limit may be extended by mutual written consent of the applicant and the Zoning Administrator.

An appeal from the determination of the Zoning Administrator on whether a proposed exception meets the requirements of Subparagraph (i) may be taken to the Area Planning Commission in the same manner as prescribed in Section 12.24I. The Area Planning Commission's decision may be appealed to the City Council. The appeal to the Council shall follow the procedures set forth in Section 12.24I. However, a decision on any appeal shall be made within 30 days of the expiration of the appeal period. This time limit may be extended by mutual written consent of the applicant and the Area Planning Commission or Council, whichever then has jurisdiction over the appeal.

If the Zoning Administrator, Area Planning Commission or Council disapproves an extension, then it shall make findings of fact showing how the proposed extension fails to meet the requirements of Subparagraph (i).

21. **(Deleted by Ord. No. 171,687, Eff. 8/19/97.)**

22. **(Deleted by Ord. No. 170,752, Eff. 12/14/95.)**

23. **Mini-Shopping Centers and Commercial Corner Development. (Amended by Ord. No. 175,223, Eff. 6/30/03.)** If the requirements set forth in Paragraph (a) and the conditions set forth in Paragraph (b) of this subdivision are met, and the proposed use or uses are not enumerated in Section 12.24 W.27., then a conditional use approval pursuant to Section 12.24 W.27. shall not be required for any new use, change of use or addition of floor area to a Mini-Shopping Center or a Commercial Corner Development.

(a) **Development Standards.**

(1) **Height.** Buildings or structures located in Height District Nos. 1 and 1-L shall not exceed a maximum height of 45 feet. However, buildings or structures shall comply with the provisions of Section 12.21.1 A.10., “Transitional Height,” of this Code.

(2) **Front Yard.** The front yard requirements set forth in Sections 12.12.2 C., 12.13 C.1. and 12.13.5 B.1. of this Code shall not apply to Mini-Shopping Centers or Commercial Corner Developments.

(3) **Windows.** The exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets shall consist of at least fifty percent transparent windows, unless otherwise prohibited by law.

(4) **Parking.**

(i) Notwithstanding Section 12.21 A.5.(h) of this Code to the contrary, no tandem parking shall be permitted, except those spaces reserved exclusively for residential use.

(ii) Bicycle parking shall be provided as required by Section 12.21 A.16. of this Code.

(iii) Parking in the Downtown Business District shall be provided as required by Section 12.21 A.4.(i) of this Code.

(5) **Lighting.** All public areas of the lot or lots not covered by a building shall have night lighting for safety and security. All other open exterior areas, such as walkways and trash areas, shall have low-level, security-type lighting. All exterior lighting shall be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties. All parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement.

(6) **Signs.**

(i) In addition to the requirements set forth in Division 62 of this Code, no person shall erect on the lot or lots the following signs, as defined in Section 91.6203 of this Code without first obtaining a conditional use permit: pole signs; projecting signs; or roof signs.

(ii) Monument signs and information signs shall be located only within the landscape-planted areas of the lot or lots.

(7) **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service.

(8) **Walls and Trash Storage.** A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any residential zone or use, except for that portion of the lot line where an access driveway is required by the City. Trash storage bins shall be located within a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building.

(9) **Recycling Area or Room.** Every Mini-Shopping Center or Commercial Corner Development shall conform to the requirements of Section 12.21 A.19.(c) of this Code.

(10) **Landscaping.** All landscaping shall comply with Sections 12.41, 12.42 and 12.43 of this Code and the following requirements:

(i) **Landscaping - Setback. (Amended by Ord. No. 177,103, Eff. 12/18/05.)**

A landscaped, planted area having a minimum inside width of five feet shall be required along all street frontages of the lot and on the perimeters of all parking areas of the lot or lots which abut a residential zone or use.

Notwithstanding the above, in the Downtown Business District as defined in Section 12.21 A.4.(i) of this Code, a landscape (planted) area having a minimum inside width of five feet shall be required on the perimeters of all parking areas of the lot which abut a residential zone or use.

(ii) **Irrigation System.** An automatic irrigation system shall be provided for all landscaped areas. This system shall be installed prior to the issuance of any certificate of occupancy.

(b) **Conditions of Operation.** A Mini-Shopping Center or a Commercial Corner Development shall comply with the following conditions:

(1) **Maintenance.** The condition of the lot or lots, including but not limited to parking areas, exterior walls, required lighting, and landscaped areas, shall at all times be maintained in a safe and sanitary condition and in a state of good repair. Exterior wall surfaces shall at all times be kept free from graffiti and any marks of vandalism.

(2) **Debris Removal.** The lot or lots shall at all times be kept clear of weeds, rubbish, and all types of litter and combustible materials. Trash receptacles shall be located throughout the open areas of the lot or lots.

(3) **Hours.** Parking lot cleaning and sweeping, and trash collections from and deliveries to a Mini-Shopping Center or Commercial Corner Development, shall occur no earlier than 7 a.m., nor later than 8 p.m., Monday through Friday, and no earlier than 10 a.m., nor later than 4 p.m., on Saturdays and Sundays.

(4) **Landscape Maintenance.** Maintenance of landscaped areas shall include continuous operations of watering, removal of weeds, mowing, trimming, edging, cultivation, reseeding, plant replacement, fertilization, spraying, control of pests, insects, and rodents, or other operations necessary to assure normal plant growth. All trees, shrubs and ground cover shall be maintained as healthy and vigorous at all times. Irrigation systems, installed pursuant to the requirements in Subsubparagraph (a)(10)(ii) above shall be continuously maintained in accordance with Section 12.41 B.5. of this Code.

(5) **Covenant.** Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in Paragraph (b) of this subdivision, and shall not permit the erection of any of the signs enumerated in Paragraph (a)(6) of this subdivision or the establishment of any uses enumerated in Section 12.24 W.27. of this Code without first obtaining a conditional use approval. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

(c) Existing Building Changed to Mini-Shopping Center or Commercial Corner Development.

(1) An existing building or buildings may be converted to a Mini-Shopping Center or to a Commercial Corner Development without first obtaining a conditional use approval if all of the following requirements are met:

(i) all alterations result in no more than a twenty percent increase in the existing floor area of all of the buildings on a lot or lots;

(ii) the proposed Mini-Shopping Center or the Commercial Corner Development use or uses are not enumerated in Section 12.24 W.27.;

(iii) no sign identified in Paragraph (a)(6) of this subdivision shall be erected on the site; and

(iv) the proposed Mini-Shopping Center or the Commercial Corner Development complies with the conditions of operation of Paragraph (b) of this subdivision.

(2) For an existing Mini-Shopping Center, or existing Commercial Corner Development use, no person shall establish as a new use, any of the uses enumerated in Section 12.24 W.27. of this subdivision without first obtaining a conditional use approval.

(d) Exemptions. The following Projects shall not be subject to this subdivision:

(1) A Mixed Use Project as defined in Section 13.09 B.3. that consists of predominantly residential uses and does not contain commercial uses enumerated in Section 12.24 W.27.;

(2) Adaptive Reuse Projects as defined in Section 12.22 A.26.; and

(3) Libraries, governmental offices, police stations, fire stations, and other government owned related facilities or uses.

(e) Specific Plan Compliance. If, as determined by the Director of Planning or his/her designee, the provisions of this Section conflict with those of an adopted Specific Plan, then the provisions of the Specific Plan shall prevail.

24. Mobile Medical Facilities and Bloodmobiles. (Added by Ord. No. 166,045, Eff. 8/17/90.)

(a) Notwithstanding any provision of this article to the contrary, any mobile medical facility may operate once a month for no more than 72 consecutive hours, in any single established parking area, in the P, PB, CR, C1, C1.5, C2, C4, CM, M1, M2 and M3 Zones, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the facility does not obstruct any driveway access aisle or required parking space.

(b) Notwithstanding any provision of the article to the contrary, any bloodmobile may operate once a month for no more than 72 consecutive hours, in any single established parking area in any zone, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the bloodmobile does not obstruct any driveway access aisle or required parking space.

(c) Notwithstanding any provision of this article to the contrary, any mobile medical facility may operate once a week for no more than 72 consecutive hours, in any single established hospital parking area, in the P, PB, CR, C1, C1.5, C2, C4, CM, M1, M2 and M3 zones, provided the parking area meets all requirements of the Municipal Code for a parking area and the operation of the facility does not obstruct any driveway access aisle or required parking space. **(Added by Ord. No. 170,161, Eff. 1/16/95.)**

25. Affordable Housing Incentives - Density Bonus. (Amended by Ord. No. 179,681, Eff. 4/15/08.)

(a) **Purpose.** The purpose of this subdivision is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies.

(b) **Definitions.** Notwithstanding any provision of this Code to the contrary, the following definitions shall apply to this subdivision:

Affordable Housing Incentives Guidelines - the guidelines approved by the City Planning Commission under which Housing Development Projects for which a Density Bonus has been requested are evaluated for compliance with the requirements of this subdivision.

Area Median Income (AMI) - the median income in Los Angeles County as determined annually by the California Department of Housing and Community Development (HCD) or any successor agency, adjusted for household size.

Density Bonus - a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan granted pursuant to this subdivision.

Density Bonus Procedures - procedures to implement the City's Density Bonus program developed by the Departments of Building and Safety, City Planning and Housing.

Disabled Person - a person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of an impairment or, anyone who has a record of having that type of an impairment.

Floor Area Ratio - the multiplier applied to the total buildable area of the lot to determine the total floor area of all buildings on a lot.

Housing Development Project - the construction of five or more new residential dwelling units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development in which the residential floor area occupies at least fifty percent of the total floor area of the building or buildings. For the purpose of establishing the minimum number of five dwelling units, Restricted Affordable Units shall be included and density bonus units shall be excluded.

Incentive - a modification to a City development standard or requirement of Chapter I of this Code (zoning).

Income, Very Low, Low or Moderate - annual income of a household that does not exceed the amounts designated for each income category as determined by HCD or any

successor agency.

Residential Hotel - any building containing six or more Guest Rooms or Efficiency Dwelling Units, which are intended or designed to be used, or are used, rented, or hired out to be occupied, or are occupied for sleeping purposes by guests, so long as the Guest Rooms or Efficiency Dwelling Units are also the primary residence of those guests, but not including any building containing six or more Guest Rooms or Efficiency Dwelling Units, which is primarily used by transient guests who do not occupy that building as their primary residence.

Residential Unit - a dwelling unit or joint living and work quarters; a mobilehome, as defined in California Health and Safety Code Section 18008; a mobile home lot in a mobilehome park, as defined in California Health and Safety Code Section 18214; or a Guest Room or Efficiency Dwelling Unit in a Residential Hotel.

Restricted Affordable Unit - a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Very Low, Low or Moderate Income households, as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

Senior Citizens - individuals who are at least 62 years of age, except that for projects of at least 35 units that are subject to this subdivision, a threshold of 55 years of age may be used, provided all applicable City, state and federal regulations are met.

Senior Citizen Housing Development - a Housing Development Project for senior citizens that has at least 35 units.

Specific Adverse Impact - a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

Transit Stop/Major Employment Center - any one of the following:

(1) A station stop for a fixed transit guideway or a fixed rail system that is currently in use or whose location is proposed and for which a full funding contract has been signed by all funding partners, or one for which a resolution to fund a preferred alignment has been adopted by the Los Angeles County Metropolitan Transportation Authority or its successor agency; or

(2) A Metro Rapid Bus stop located along a Metro Rapid Bus route; or, for a Housing Development Project consisting entirely of Restricted Affordable Units, any bus stop located along a Metro Rapid Bus route; or

(3) The boundaries of the following three major economic activity areas, identified in the General Plan Framework Element: Downtown, LAX and the Port of Los Angeles; or

(4) The boundaries of a college or university campus with an enrollment exceeding 10,000 students.

(c) **Density Bonus.** Notwithstanding any provision of this Code to the contrary, the following provisions shall apply to the grant of a Density Bonus for a Housing Development Project:

(1) **For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units.** A Housing Development Project that includes 10% of the total units of the project for Low Income households or 5% of the total units of the project for Very Low Income households, either in rental units or for sale units, shall be granted a minimum Density Bonus of 20%, which may be applied to any part of the Housing Development Project. The bonus may be increased according to the percentage of affordable housing units provided, as follows, but shall not exceed 35%:

**Percentage
Low Income Units**

10
11
12
13
14
15
16
17
18
19
20

**Percentage
Density Bonus**

20
21.5
23
24.5
26
27.5
29
30.5
32
33.5
35

**Percentage
Very Low Income Units**

5
6
7
8
9
10
11

**Percentage
Density Bonus**

20
22.5
25
27.5
30
32.5
35

(2) **For Sale or Rental Senior Citizen Housing (Market Rate).** A Senior Citizen Housing Development or a mobile-home park that limits residency based on age requirements for housing for older persons pursuant to California Civil Code Sections 798.76 or 799.5 shall be granted a minimum Density Bonus of 20%.

(3) **(Deleted by Ord. No. 181,142, Eff. 6/1/10.)**

(4) **A Common Interest Development That Includes Moderate Income Restricted Affordable Units. (Amended by Ord. No. 181,142, Eff. 6/1/10.)** A common interest development as defined in Section 1351 of the Civil Code that includes at least 10% of its units for Moderate Income households shall be granted a minimum Density Bonus of 5%. The bonus may be increased according to the percentage of affordable housing units provided, as follows, but shall not exceed 35%:

Percentage**Moderate Income Units****Percentage****Density Bonus**

10	5
11	6
12	7
13	8
14	9
15	10
16	11
17	12
18	13
19	14
20	15
21	16
22	17
23	18
24	19
25	20
26	21
27	22
28	23
29	24
30	25
31	26
32	27
33	28
34	29
35	30
36	31
37	32
38	33
39	34
40	35

(5) **Land Donation.** An applicant for a subdivision, parcel map or other residential development approval that donates land for housing to the City of Los Angeles satisfying the criteria of California Government Code Section 65915(h)(2), as verified by the Department of City Planning, shall be granted a minimum Density Bonus of 15%.

(6) **Child Care.** A Housing Development Project that conforms to the requirements of Subparagraphs (1), (2), (3), (4) or (5) of this paragraph and includes a child care facility located on the premises of, as part of, or adjacent to, the project, shall be granted either of the following:

(i) an additional Density Bonus that is, for purposes of calculating residential density, an increase in the floor area of the project equal to the floor area of the child care facility included in the project.

(ii) An additional Incentive that contributes significantly to the economic feasibility of the construction of the child care facility.

(7) **Fractional Units.** In calculating Density Bonus and Restricted Affordable units, any number resulting in a fraction shall be rounded up to the next whole number.

(8) **Other Discretionary Approval.** Approval of Density Bonus units shall not, in and of itself, trigger other discretionary approvals required by the Code.

(9) **Other Affordable Housing Subsidies.** Approval of Density Bonus units does not, in and of itself, preclude projects from receipt of other government subsidies for affordable housing.

(10) **Additional Option for Restricted Affordable Units located near Transit Stop/Major Employment Center.** In lieu of providing the requisite number of Restricted Affordable Units in a Housing Development Project located in or within 1,500 feet of a Transit Stop/Major Employment Center that would otherwise be required under this subdivision, an applicant may opt to provide a greater number of smaller units, provided that:

(i) the total number of units in the Housing Development Project including Density Bonus units does not exceed the maximum permitted by this subdivision;

(ii) the square footage of the aggregate smaller Restricted Affordable units is equal to or greater than the square footage of the aggregate Restricted Affordable Units that would otherwise be required under this subdivision;

(iii) the smaller Restricted Affordable units are distributed throughout the building and have proportionally the same number of bedrooms as the market rate units; and

(iv) the smaller Restricted Affordable Units meet the minimum unit size requirements established by the Low Income Housing Tax Credit Program as administered by the California Tax Credit Allocation Committee (TCAC).

(11) **Common Interest Development with Low or Very Low Income restricted Affordable Units for Rent.** In a common interest development as defined in California Government Code Section 1351, such as a condominium, Restricted Affordable Units may be for sale or for rent.

(12) **Condominium Conversion.** A Housing Development Project that involves the conversion of apartments into condominiums and that includes 33 percent of its units restricted to households of Low or Moderate income or 15 percent of its units restricted to households of Very Low Income shall be granted a Density Bonus of 25 percent or up to three incentives as provided in Paragraph (e) of this subdivision.

(d) **Parking in a Housing Development Project.** Required parking spaces for a Housing Development Project that is for sale or for rent and qualifies for a Density Bonus and complies with this subdivision may be provided by complying with whichever of the following options requires the least amount of parking: applicable parking provisions of Section 12.21 A.4. of this

Code, or Parking Option 1 or Parking Option 2, below. Required parking in a Housing Development Project that qualifies for a Density Bonus may be sold or rented separately from the dwelling units, so that buyers and tenants have the option of purchasing or renting a unit without a parking space. The separate sale or rental of a dwelling unit and a parking space shall not cause the rent or purchase price of a Restricted Affordable Unit (or the parking space) to be greater than it would otherwise have been.

(1) **Parking Option 1.** Required parking for all residential units in the Housing Development Project (not just the restricted units), inclusive of handicapped and guest parking, shall be reduced to the following requirements:

(i) For each Residential Unit of 0-1 bedroom: 1 on-site parking space.

(ii) For each Residential Unit of 2-3 bedrooms: 2 on-site parking spaces.

(iii) For each Residential Unit of 4 or more bedrooms: 2-1/2 on-site parking spaces.

(2) **Parking Option 2.** Required parking for the Restricted Affordable Units only shall be reduced as set forth in Subparagraphs (i) and (ii) below. Required parking for all other non-restricted units in the Housing Development Project shall comply with applicable provisions of Section 12.21 of this Code.

(i) One parking space per Restricted Affordable Unit, except:

a. 0.5 parking space for each dwelling unit restricted to Low or Very Low Income Senior Citizens or Disabled Persons; and/or

b. 0.25 parking space for each Restricted Affordable Unit in a Residential Hotel.

(ii) Up to 40% of the required parking for the Restricted Affordable Units may be provided by compact stalls.

(e) **Incentives.**

(1) In addition to the Density Bonus and parking options identified in Paragraphs (c) and (d) of this subdivision, a Housing Development Project that qualifies for a Density Bonus shall be granted the number of Incentives set forth in the table below.

Number of Incentiv.es	Required Percentage* of Units Restricted for Very Low Income Households	Required Percentage* of Units Restricted for Low Income Households	Required Percentage* of Units Restricted for Moderate Income Households (For Sale Only)
One Incentive	5% or	10% or	10%
Two Incentives	10% or	20% or	20%
Three Incentives	15% or	30% or	30%

* Excluding Density Bonus units.

(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 57.4908 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.

(5) **Height.** A percentage increase in the height requirement in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. This percentage increase in height shall be applicable over the entire parcel regardless of the number of underlying height limits. For purposes of this subparagraph, Section 12.21.1 A.10. of this Code shall not apply.

(i) In any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units.

(a) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within fifteen feet of a lot classified in the R2 Zone.

(b) For each foot of additional height the building shall be set back one horizontal foot.

(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

(iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.

(6) **Open Space.** Up to 20% decrease from an open space 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".

(7) **Density Calculation.** The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located.

(8) **Averaging of Floor Area Ratio, Density, Parking or Open Space, and permitting Vehicular Access.** A Housing Development Project that is located on two or more contiguous parcels may average the floor area, density, open space and parking over the project site, and permit vehicular access from a less restrictive zone to a more restrictive zone, provided that:

(i) the Housing Development Project includes 11% or more of the units as Restricted Affordable Units for Very Low Income households, or 20% of the units for Low Income households, or 30% of the units for Moderate Income households; and

(ii) the proposed use is permitted by the underlying zone(s) of each parcel; and

(iii) no further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant shall be permitted.

(g) Procedures.

(1) **Density Bonus and Parking.** Housing Development Projects requesting a Density Bonus without any Incentives (which includes a Density Bonus with only parking requirements in accordance with Paragraphs (c) and (d) of this subdivision) shall be considered ministerial and follow the Affordable Housing Incentives Guidelines and the Density Bonus Procedures. No application for these projects need be filed with the City Planning Department.

(2) Requests for Incentives on the Menu.

(i) The applicant for Housing Development Projects that qualify for a Density Bonus and that request up to three Incentives on the Menu of Incentives in Paragraph (f) of this subdivision, and which require no other discretionary actions, the following procedures shall apply:

a. **Application.** The request shall be made on a form provided by the Department of City Planning, as set forth in Section 11.5.7 B.2.(a) of this Code, accompanied by applicable fees.

b. **Authority. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** The Director shall be the initial decision maker for applications seeking on Menu incentives.

EXCEPTION: When the application is filed as part of a project requiring multiple approvals, the initial decision maker shall be as set forth in Section 12.36 of this Code; and when the application is filed in conjunction with a subdivision and no other approval, the Advisory Agency shall be the initial decision-maker.

c. **Action.** The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:

(i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units; or

(ii) The Incentive will have a Specific Adverse Impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

d. **Transmittal of Written Decision.** Within three business days of making a decision, the Director shall transmit a copy by First Class Mail to the applicant and to all owners of properties abutting, across the street or alley from, or having a common corner with the subject property, and to the local Certified Neighborhood Council.

e. **Effective Date of Initial Decision.** The Director's decision shall become effective after an elapsed period of 15 calendar days from the date of the mailing of the written decision unless an appeal is filed to the City Planning Commission.

f. **Appeals. (Amended by Ord. No. 182,106, Eff. 5/20/12.)** An applicant or any owner or tenant of a property abutting, across the street or alley from, or having a common corner with the subject property aggrieved by the Director's decision may appeal the decision to the City Planning Commission pursuant to applicable procedures set forth in Section 11.5.7 C.6. of this Code that are not in conflict with the provisions of this paragraph (g)(2)(i). The appeal shall include a filing fee pursuant to Section 19.01 B. of this Code. Before acting on any appeal, the City Planning Commission shall set the matter for hearing, with written notice of the hearing sent by First Class Mail at least ten days prior to the meeting date to: the applicant; the owner(s) of the property involved; and the interested parties who have requested notice in writing. The appeal shall be placed on the agenda for the first available meeting date of the City Planning Commission and acted upon within 60 days from the last day of the appeal period. The City Planning Commission may reverse or modify, in whole or in part, a decision of the Director. The City Planning Commission shall make the same findings required to be made by the Director, supported by facts in the record, and indicate why the Director erred making the determination.

EXCEPTION: When the application is filed as part of a project requiring multiple approvals, the appeals procedures set forth in Section 12.36 of this Code shall govern. When the application is filed in conjunction with a Parcel Map and no other approval, the appeals procedures set forth in Section 17.54 of this Code shall govern. When the application is filed in conjunction with a tentative map and no other approval, the appeals procedures set forth in Section 17.06 A.3. of this Code shall govern, provided that such applications shall only be appealable to the Appeal Board, as defined in Section 17.02 of this Code, and shall not be subject to further appeal to the City's legislative body.

(ii) For Housing Development Projects that qualify for a Density Bonus and for which the applicant requests up to three Incentives listed in Paragraph (f), above, and that require other discretionary actions, the applicable procedures set forth in Section 12.36 of this Code shall apply.

a. The decision must include a separate section clearly labeled “Density Bonus/ Affordable Housing Incentives Program Determination”.

b. The decision-maker shall approve a Density Bonus and requested Incentive(s) unless the decision-maker, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (2)(i)(c), above.

(3) Requests for Waiver or Modification of any Development Standard(s) Not on the Menu.

(i) For Housing Development Projects that qualify for a Density Bonus and for which the applicant request a waiver or modification of any development standard(s) that is not included on the Menu of Incentives in Paragraph (f), above, and that are not subject to other discretionary applications, the following shall apply:

a. The request shall be made on a form provided by the Department of City Planning, accompanied by applicable fees, and shall include a pro forma or other documentation to show that the waiver or modification of any development standard(s) are needed in order to make the Restricted Affordable Units economically feasible.

b. **Notice and Hearing.** The application shall follow the procedures for conditional uses set forth in Section 12.24 D. of this Code. A public hearing shall be held by the City Planning Commission or its designee. The decision of the City Planning Commission shall be final.

c. The City Planning Commission shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the Commission, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (g)(2)(i)c., above.

(ii) For Housing Development Projects requesting waiver or modification of any development standard(s) not included on the Menu of Incentives in Paragraph (f) above, and which include other discretionary applications, the following shall apply:

a. The applicable procedures set forth in Section 12.36 of this Code shall apply.

b. The decision must include a separate section clearly labeled “Density Bonus/ Affordable Housing Incentives Program Determination”.

c. The decision-maker shall approve a Density Bonus and requested waiver or modification of any development standard(s) unless the decision-maker, based upon substantial evidence, makes either of the two findings set forth in Subparagraph (g)(2)(i)c., above.

(h) **Covenant.** Prior to issuance of a Building Permit, the following shall apply:

(1) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Senior Citizens, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to Senior Citizens shall be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(2) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Low or Very Low Income households, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(3) For any Housing Development Project qualifying for a Density Bonus and that contains housing for Moderate Income households for sale, a covenant acceptable to the Housing and Community Investment Department and consistent with the for sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder guaranteeing that the affordability criteria will be observed for at least ten years from the issuance of the Certificate of Occupancy. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(4) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

(5) Any covenant described in this paragraph must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.

(i) **Fee Deferral.** At the option of the applicant, payment of fees may be deferred pursuant to Sections 19.01 O. and 19.05 A.1. of this Code.

(j) **Applicability.** To the extent permitted under applicable State law, if a conflict arises between the terms of this subdivision and the terms of the City’s Mello Act Settlement Agreement, Interim Administrative Procedures for Complying with the Mello Act or any subsequent permanent Mello Ordinance, Procedures or Regulations (collectively “Mello Terms”), the Mello Terms preempt this subdivision.

26. **Downtown Adaptive Reuse Projects. (Amended by Ord. No. 174,315, Eff. 12/20/01.)**

(a) **Purpose.** The purpose of this Subdivision is to revitalize the Greater Downtown Los Angeles Area and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

(b) **Application.** If the provisions of Subparagraph (2) of Paragraph (h) and of Subparagraphs (1), (2) or (3) of Paragraph (j) of this subdivision conflict with those of any specific plan, supplemental use district, "Q" condition, "D" limitation, or citywide regulation, any of which were adopted or imposed by City action prior to the effective date of this ordinance, then this Subdivision shall prevail.

(c) **Definition of Adaptive Reuse Project.** Notwithstanding any other provisions of this chapter to the contrary, for the purposes of this subdivision, an Adaptive Reuse Project is any change of use to dwelling units, guest rooms, or joint living and work quarters in all or any portion of any eligible building.

(d) **Eligible Buildings.** The provisions of this subdivision shall apply to Adaptive Reuse Projects in all or any portion of the following buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones in the Downtown Project Area:

(1) Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

(2) Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if:

(i) Five years have elapsed since the date of issuance of final Certificates of Occupancy; and

(ii) A Zoning Administrator finds that the building is no longer economically viable in its current use or uses, pursuant to Section 12.24 X.1.(c). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**

(3) Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Section 12.20.3 of this Code are also eligible buildings.

(e) **M Zones.** The Zoning Administrator may, upon application, permit Adaptive Reuse Projects in all or any portion of any eligible building in the MR1, MR2, M1, M2 and M3 Zones in the Downtown Project Area, pursuant to Section 12.24 X.1.(b). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**

(f) **Floor Area Averaging.** The Zoning Administrator may, upon application, permit floor area averaging in unified Adaptive Reuse Projects, pursuant to Section 12.24 X.1.(d). **(Amended by Ord. No. 175,588, Eff. 12/1/03.)**

(g) **Downtown Project Area.** The Downtown Project Area includes the following areas:

(1) The Central City Community Plan Area as shown on the General Plan of the City of Los Angeles; and

(2) All that real property in the City of Los Angeles, described by the following boundary lines: Bounded northerly by the centerline of Freeway Number 10 (commonly called the Santa Monica Freeway); bounded southerly by the centerline of Vernon Avenue; bounded easterly and southeasterly by the following centerline courses: beginning at the intersection of the Santa Monica Freeway and Grand Avenue, then southerly along Grand Avenue to the most easterly line of Freeway Number 110 (commonly called the Harbor Freeway), then southerly along that right of way to the centerline of Martin Luther King, Jr. Boulevard, then easterly along Martin Luther King, Jr. Boulevard to the centerline of Grand Avenue, then southerly along Grand Avenue to the centerline of Vernon Avenue. Bounded westerly and northwesterly by the following centerline courses: beginning at the intersection of Vermont Avenue and Vernon Avenue, then northerly along Vermont Avenue to Jefferson Boulevard, then easterly along Jefferson Boulevard to University Avenue, then northerly along University Avenue to 28th Street, then westerly along 28th Street to Severance Street, then northerly along Severance Street to Adams Boulevard, then westerly along Adams Boulevard to Scarff Street, then northerly along Scarff Street to 23rd Street, then southerly along 23rd Street to Bonsallo Avenue, then northerly along Bonsallo Avenue to Washington Boulevard, then westerly along Washington Boulevard to Oak Street, then northerly along Oak Street and its northerly prolongation to the Santa Monica Freeway.

(h) **Incentives.** Notwithstanding any other provisions of this chapter to the contrary, Adaptive Reuse Projects shall be entitled to the incentives set forth below. Except for the provision concerning mezzanines set forth in Subparagraph (1) below, these incentives shall not apply to any new floor area that is added to an Adaptive Reuse Project.

(1) **Mezzanines.** Loft spaces in joint living and work quarters, dwelling units and guest rooms which do not exceed more than 33 percent of the floor area of the space below shall not be considered new floor area. Mezzanines may be included in the calculation of floor area for the purpose of determining compliance with the standards set forth in Paragraph (i) of this subdivision.

(2) **Density.** Dwelling units, joint living and work quarters and guest rooms shall not be subject to the lot area requirements of the zone or height district.

(3) **Off-Street Automobile Parking.** The required number of parking spaces shall be the same as the number of spaces that existed on the site on June 3, 1999, and shall be maintained and not reduced. Adaptive Reuse Projects shall otherwise be exempt from the provisions of Section 12.21 A.4.(m) of this Code.

(4) **Mini-Shopping Center and Commercial Corner Development Regulations.** Adaptive Reuse Projects shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A.23.

(5) **Site Plan Review.** Adaptive Reuse Projects shall be exempt from the requirements for Site Plan Review set forth in Section 16.05.

(6) **Loading Space.** Where an existing loading space is provided, the provisions of Section 12.21 C.6.(h) shall apply. If no loading spaces exist, then a loading space shall not be required in conjunction with the development of an Adaptive Reuse Project.

(i) **Standards.** Adaptive Reuse Projects permitted pursuant to this subdivision shall be developed in compliance with the following standards:

(1) **Dwelling Units and Joint Living and Work Quarters. (Amended by Ord. No. 175,588, Eff. 12/1/03.)** The minimum floor area for new dwelling units and joint living and work quarters shall be 450 square feet, provided however, that the average floor area of all such units and quarters in a single eligible building, including those that existed prior to June 3, 1999, shall be at least 750 square feet. That minimum average size shall be maintained and not reduced.

Floor area, as defined in Section 12.03 of the Code, shall also not include hallways or other common areas. The floor area of both the living space and the work space shall be combined to determine the size of joint living and work quarters.

(2) **Guest Rooms.** Guest rooms shall include a toilet and bathing facilities.

(j) **Exceptions.** Notwithstanding the nonconforming provisions of Section 12.23, the following exceptions shall apply to the buildings in which Adaptive Reuse Projects are located. These exceptions shall also apply to any building in which new floor area or height was added or observed yards changed on or after July 1, 1974, as evidenced by a valid Certificate of Occupancy.

(1) **Floor Area.** Existing floor area which exceeds that permitted by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(2) **Height.** Existing height which exceeds that permitted by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(3) **Yards.** Existing observed yards which do not meet the yards required by the zone, height district, specific plan, supplemental use district, or any other land use regulation shall be permitted.

(k) **Uses.** Notwithstanding the nonconforming provisions of Section 12.23, dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the underlying zone.

27. Reasonable Accommodation - Fair Housing Protections for Individuals with Disabilities. (Added by Ord. No. 177,325, Eff. 3/18/06.)

(a) **Purpose.** The purpose of this provision is to establish a formal procedure for an Individual with a Disability seeking equal access to housing to request a reasonable accommodation as provided by the federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act, and to establish criteria to be used when considering these requests. Reasonable accommodation means providing an Individual with a Disability or developers of housing for an Individual with a Disability, flexibility in the application of land use and zoning regulations or policies (including the modification or waiver of certain requirements), when it is necessary to eliminate barriers to housing opportunities.

(b) **Definitions.**

Acts - the Federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act.

Individual with a Disability - As defined under the Acts, a person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of impairment or, anyone who has a record of that type of impairment.

(c) **Procedures.**

(1) A written request for reasonable accommodation from a land use or zoning regulation or policy shall be made on a form provided by the Department of City Planning by any Individual with a Disability, his or her representative or a developer or provider of housing for an Individual with a Disability.

(2) A request for reasonable accommodation shall state the basis of the request including but not limited to a modification or exception to the regulations, standards and practices for the siting, development and use of housing or housing related facilities that would eliminate regulatory barriers and provide an Individual with a Disability equal opportunity to housing of his or her choice.

(3) The Director may request additional information necessary for making a determination on the request for reasonable accommodation that complies with the fair housing law protections and the privacy rights of the Individual with a Disability to use the specified housing. If additional information is requested, the 45-day time period for making a determination on the request stops running until the additional information is provided.

(4) Prior to the issuance of any permits relative to an approved reasonable accommodation, the Director may require the applicant to record a covenant in the County Recorder's Office acknowledging and agreeing to comply with the terms and conditions established in the determination. The covenant shall be required only if the Director finds that a covenant is necessary to provide notice to future owners that a reasonable accommodation has been approved.

(d) **Time to Act.**

(1) The Director shall issue a written determination to either grant, grant with modifications, or deny a request for reasonable accommodation within 45 days of the date the application is deemed complete, or within an extended period as mutually agreed upon in writing by the applicant and the Director.

(2) While a request for reasonable accommodation is pending, all laws and regulations otherwise applicable to the property that is the subject of the request shall remain in full force and effect.

(e) **Findings.** The written decision to grant, grant with modifications or deny a request for reasonable accommodation shall include the following findings:

(1) that the housing, which is the subject of the request for reasonable accommodation, will be used by an Individual with a Disability protected under the Acts;

(2) that the requested accommodation is necessary to make housing available to an Individual with a Disability protected under the Acts;

(3) that the requested accommodation would not impose an undue financial or administrative burden on the City; and

(4) that the requested accommodation would not require a fundamental alteration in the nature of the City's land use and zoning program.

(f) **Applicability.** If the Director grants the request, the request shall be granted to an individual and shall not run with the land unless the Director determines that (1) the modification is physically integrated into the residential structure and cannot easily be removed or altered to comply with the Code or (2) the accommodation is to be used by another Individual with a Disability.

(g) **Notice.** Notice of the determination shall be provided to the applicant and to abutting owners of the property, which is the subject of the request for reasonable accommodation. All written decisions shall give notice of the right to appeal and to request reasonable accommodation in the appeals process as set forth in Subsection (h), below.

(h) **Appeal of Determination.**

(1) A determination by the Director shall be final unless appealed to the City Council within 15 calendar days of the date of mailing of the determination.

(2) Only the aggrieved applicant and abutting owners who received notice of the reasonable accommodation determination have a right to appeal the decision.

(3) An appeal shall be made in writing, pursuant to procedures established in Section 12.24 I.2. through 5. of this Code.

(i) **Coastal Zone Properties.** For housing located in the Coastal Zone, a request for reasonable accommodation under this section shall be approved by the City if it is consistent with the requisite findings above, with Chapter 3 of the California Coastal Act of 1976, and with the Interpretative Guidelines for Coastal Planning and Permits as established by the California Coastal Commission dated February 11, 1977, and any subsequent amendments, and, within the Venice Community Plan, with the certified Local Coastal Program Land Use Plan.

Where a request for reasonable accommodation is not consistent with the regulations identified in the paragraph above, the City may waive compliance with an otherwise applicable provision of these regulations and approve the request for reasonable accommodation if the City finds:

(1) that the requested reasonable accommodation is consistent, to the maximum extent feasible, with the regulations identified in this subsection; and,

(2) that there are no feasible alternative means for providing an accommodation at the property that would provide greater consistency with the regulations identified in this subsection.

28. **Automotive Use. (Added by Ord. No. 178,382, Eff. 3/24/07.)** In the C2 or less restrictive zones, a new automotive use, change of use or addition of floor area to an existing automotive use may be established without first obtaining an approval pursuant to Section 12.24 W.4. of this Code if the development standards set forth in Paragraph (a) and the operating conditions set forth in Paragraph (b)

of this subdivision are met. Notwithstanding the above, new automobile dealership franchises, and their associated activities, are exempt from the requirements of this subdivision.

(a) **Development Standards.**

(1) **Windows.** The exterior walls and doors of any building, excluding bay doors and/or security grills, housing an automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.

(2) **Bay Doors.** Bay doors or vehicle entrances, exits and openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone that is within 100-feet from the face of the building containing the bay door, vehicle entrance, exit or opening.

(3) **Wash Rack.** Every wash rack shall be constructed or arranged so that entrances, exits and openings shall not face any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone within 100-feet of the side of the building containing the bay door, vehicle entrance, exit or opening.

(4) **Fences.** Fences or walls erected along the front lot line shall not exceed 36-inches in height.

(5) **Automotive hoists.** Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

(6) **Signs.**

(i) In addition to the requirements set forth in Sections 91.6201 et seq. of this Code, no person shall erect a pole sign or projecting sign, as defined in Section 91.6203 of this Code, on the lot or lots without first obtaining a conditional use permit pursuant to Section 12.24 W.4. of this Code.

(ii) Monument signs and information signs may only be located within the landscape-planted areas of the lot or lots.

(7) **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

(8) **Walls and Trash Storage.** A solid masonry wall at least six feet in height shall be erected along the lot lines of the lot or lots where the lot or lots abut or are across an alley from any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, or A or R zone, except for that portion of the lot line where an access driveway is required by the City as determined by the Department of Building and Safety. Trash storage bins shall be located within a gated enclosure constructed of solid masonry and finished to match the exterior wall materials of the main building.

(9) **Landscaping.** All landscaping shall comply with Sections 12.41, 12.42 and 12.43 of this Code and the following requirements:

(i) **Landscaping - Setback.** A landscaped, planted area having a minimum width of five feet shall be required along all street frontages of the lot or lots, except for that portion of the lot line where an access driveway is required by the City as determined by the Department of Building and Safety, and on the perimeters of all parking areas of the lot or lots that abut a residential zone or use.

(ii) **Irrigation System.** An automatic irrigation system shall be provided for all landscaped, planted areas. The system shall be installed and operational prior to the issuance of any certificate of occupancy.

(10) **Lighting.** All exterior and flood lighting shall be directed onto the lot or lots and shall be designed to eliminate any glare to adjoining properties.

(b) Operating Conditions.

(1) Spray painting shall not be conducted.

(2) Junkyard or automobile dismantling activities shall not be conducted.

(3) Public address system shall not be permitted.

(4) Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours: Monday through Friday, 7:00 AM to 7:00 PM and Saturday and Sunday 8:00 AM to 5:00 PM. Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

(5) Hours of operation shall be limited to: Monday through Friday, 7:00 AM to 7:00 PM; Saturday, 9:00 AM to 8:00 PM; and Sunday, 11:00 AM to 8:00 PM.

(6) All loading, including those of vehicles, shall occur on-site.

(7) Vehicles being repaired shall be stored on-site. Any off-site parking shall comply with Section 12.21 A.6. of this Code.

(8) Accessory sales activities shall not occur outside a fully enclosed building.

(9) Trailers and/or temporary modular buildings shall not be permitted as a work area.

(10) Arcades or game machines shall not be permitted.

(11) Temporary canopy tents shall not be permitted when the tents are visible from the street.

(12) The site where the automotive use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacles shall be located for every 200 square feet of open space and shall be uniformly distributed throughout the open areas of the site.

(13) Any automotive laundry or wash rack, in which power driven or steam cleaning machinery is used, shall maintain noise levels below the levels provided in Table II of Section 111.03 of this Code. The comparison between the noise emanating from the automotive laundry or wash rack and from Table II shall be made in the manner set forth in Section 111.02(a) of this Code.

(14) Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully enclosed building. No portion of the building or its associated parking area shall be within 50 feet of any school, lot with a Certificate of Occupancy for a one-family dwelling, multiple-family dwelling, or mixed use project containing a residential use, A or R zoned lot.

(15) All operational conditions imposed by the Department of Building and Safety in its annual inspections of automotive repair and used vehicle sales area pursuant to Section 12.26 I. of this Code shall be followed.

(16) On-site pennants, banners, ribbons, streamers, spinners, balloons and supergraphic signs are prohibited.

(17) All windows and glass doors shall be maintained free of any signs.

(18) **Covenant.** Prior to the issuance of a building permit or land use permit, the owner of the lot or lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in this paragraph, and shall not permit the establishment of any uses enumerated in Section 12.24 W.4. of this Code without first obtaining a conditional use approval. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

(c) **Existing Building Changed to Automotive Use and/or an Existing Automotive Use Being Expanded or Remodeled.** An existing building or buildings may be converted or an existing automotive use may be expanded without first obtaining a conditional use approval if all of the following requirements are met:

(1) All alterations result in no more than a 20 percent increase in the existing floor area of all of the buildings on a lot or lots cumulatively over the previous five years.

(2) The proposed automotive use complies with all the conditions of operation of Paragraph (b) above.

(3) Any reuse of an existing structure that is required to go through a CUP process shall have all standards established by the Zoning Administrator.

(d) **Specific Plan Compliance.** Notwithstanding any other provision of this Code to the contrary, if the Director determines that the provisions of this subdivision conflict with those of an adopted Specific Plan, pedestrian oriented, commercial and artcraft, community design overlay, historic preservation overlay or transit-oriented district, area or zone, then the provisions of that Specific Plan, district, area or zone shall prevail.

29. Floor Area Bonus for the Greater Downtown Housing Incentive Area. (Added by Ord. No. 179,076, Eff. 9/23/07.)

(a) **Definitions.**

Area Median Income (AMI) - the median income in the Los Angeles County as determined annually by the United States Department of Housing and Urban Development (HUD), or any successor agency, adjusted for household size.

Floor Area Bonus - an increase in floor area greater than the otherwise maximum allowable floor area, as set forth in Section 12.21.1 of the Code.

Income, Very Low, Low or Moderate - annual income of a household that does not exceed amounts designated for each income category as determined by HUD, or any successor agency.

Income, Workforce - the annual income of a household that does not exceed 150% of the Area Median Income as determined by HUD, or any successor agency.

Restricted Affordable Unit - a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Very Low, Low, Moderate or Workforce Income households, as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(b) **Eligibility for Floor Area Bonus.** A residential (including Apartment Hotel and mixed-use) building in the Greater Downtown Housing Incentive Area containing the requisite number of Restricted Affordable Units as determined by the Department of City Planning and as set forth in Subparagraphs (1), (2) and (3) below shall be granted the following incentives in accordance with Paragraph (c) below:

(1) 5% of the total number of dwelling units shall be provided for Very Low Income households; and

(2) One of the following shall be provided:

(i) 10% of the total number of dwelling units for Low Income households; or

(ii) 15% of the total number of dwelling units for Moderate Income households;
or

(iii) 20% of the total number of dwelling units for Workforce Income households.

(3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

(4) Fractional Units. In calculating Restricted Affordable Units, any number resulting in a fraction shall be rounded up to the next whole number.

(c) **Incentives.**

(1) A 35% increase in total floor area. In computing the total floor area of a residential building or residential portion of a building, any public area accessible to all residents, including public common areas that serve both residential and commercial uses, and any unenclosed architectural features and areas of a building shall not be considered part of the total floor area of a residential or residential portion of a building. The floor area shall be measured to the center line of partitions separating public and non-public common areas.

(2) The open space required by Section 12.21 G. of this chapter shall be reduced by one-half, provided that a fee equivalent to the amount of the relevant park fee, pursuant to Section 19.17, shall be paid for all dwelling units, with the following exception: units qualifying under Section 12.33 C.3.(d) shall be allowed to reduce the open space

requirement by one-half without payment of such fee. The in-lieu fee shall be placed in a trust fund with the Department of Recreation and Parks for the purpose of acquisition, development and maintenance of open space and/or streetscape amenities within the Greater Downtown Housing Incentive Area, and within the Community Plan Area in which the project is located. The in-lieu fee is independent of any required park and recreation impact fee. **(Amended by Ord. No. 184,505, Eff. 1/11/17.)**

(3) No parking space shall be required for dwelling units or guest rooms dedicated to or set-aside for households that earn less than 50% of the Area Median Income as determined by the Housing and Community Investment Department. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(4) No more than one parking space (including spaces allocated for guest parking) shall be required for each dwelling unit.

(d) **Covenant.** Prior to issuance of a building permit to create a residential or mixed-use building or an Apartment Hotel, the following shall apply:

(1) For any project qualifying for a Floor Area Bonus that contains rental housing for Low, Very Low, Moderate or Workforce Income households, a covenant acceptable to the Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 30 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(2) For any project qualifying for a Floor Area Bonus that contains for-sale housing for Moderate or Workforce Income households, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder. **(Amended by Ord. No. 182,718, Eff. 10/30/13.)**

(3) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

30. **Downtown Design Guide.** **(Added by Ord. No. 181,557, Eff. 3/15/11.)**

(a) **Purpose.** The purpose of this Subdivision is to implement the standards and guidelines in the Downtown Design Guide (the "Design Guide"), adopted by the City Planning Commission and incorporated as part of the Central City Community Plan, an element of the General Plan of the City of Los Angeles. Given the importance of Downtown Los Angeles as the civic, cultural, institutional, governmental, social and economic center of the region, the urban form is critical to its continued vitality and economic viability and the preservation and enhancement of its historic fabric. The Downtown Design Guide regulates projects that have the potential to affect the urban form, pedestrian orientation and street-level activity, and its implementation will ensure a quality built environment.

(b) **Definition of Project.** **(Amended by Ord. No. 186,325, Eff. 11/11/19.)** For the purposes of this Subdivision, a Project is the construction, erection, addition to or alteration, of any building or structure, or a use of land or change of use on a lot located in whole or in part within the Downtown Design Guide Project Area, as defined in Section 12.03 and shown on the adopted ordinance map, which requires the issuance of a grading permit, foundation permit, building permit, sign permit or use of land permit.

A Project does not include any of the following: (1) demolition; (2) adaptive reuse of an existing building which conforms to Section 12.22 A.26. of this Code; (3) remodeling of designated historic resources; (4) alterations of or additions to any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50% of the Building or Structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety; and (5) interior remodeling of any other existing Building, unless the interior alterations are to the ground floor and will result in the alteration of windows, display windows, entrances, storefronts or otherwise minimize ground floor transparency.

(c) **Downtown Design Guide.** Every project within the Project Area must comply with the Downtown Design Guide standards and guidelines. The Director shall have the authority to review projects for compliance with the Downtown Design Guide prior to the issuance of a building permit in the Project Area.

(1) **Exception.** Projects conforming to the Downtown Design Guide shall be exempt from the mini-shopping center and commercial corner development regulations set forth in Section 12.22 A.23. of this Code.

(d) **Administrative Clearance - Authority of the Director for Sign Off.**

(1) **Application, Form and Contents.** To apply for an Administrative Clearance, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application and any additional submission requirements. The Director shall determine if the application qualifies for Administrative Clearance and whether the Project complies with all applicable District regulations.

(2) **Application Fees.** The application fee for an Administrative Clearance shall be as set forth in Section 19.01 E. or 19.01 I. of this Code. The fee in Section 19.01 E. shall be charged for administrative clearance of new construction permits only. The fee in Section 19.01 I. shall be charged for all other building permit sign-offs.

(3) **Procedures.** Applicants for Projects that comply with the provisions of the Downtown Design Guide shall submit plans to the Director for conformance review and administrative sign off. The Director or his/her designee shall review the Project for compliance with the standards and guidelines in the Downtown Design Guide. Projects that fail to demonstrate compliance with the Downtown Design Guide shall follow relief procedures set forth below.

(e) **Adjustment - Authority of the Director with Appeals to the Area Planning Commission.** If an application fails to conform to the provisions of the Downtown Design Guide, the Director or the Director's designee shall have initial decision-making authority to grant an Adjustment in accordance with Section 11.5.7 E.1.(a) and with the procedures set forth in Section 11.5.7 C.4. - 6. of this Code.

(1) **Limitations.** An Adjustment shall be limited to deviations from regulations which do not substantially alter the execution or intent of those regulations as applicable to a proposed Project.

(2) **Findings.** The determination by the Director shall include written findings in support of the determination. In order to approve a proposed project pursuant to this subsection, the Director must find that:

- (a) There are special circumstances applicable to the project or project site which make the strict application of the Design Guide regulations impractical;
- (b) In granting the adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all Design Guide regulations;
- (c) In granting the adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public rights-of-way;
- (d) The project incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible; and
- (e) The project is compatible with the neighborhood character of the surrounding district.

31. Transit Oriented Communities Affordable Housing Incentive Program. (Added by Ord. No. 184,745, Eff. 12/13/16.)

(a) **Application of TOC Affordable Housing Incentive Program.** This Transit Oriented Communities Affordable Housing Incentive Program, and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines, shall apply to all Housing Developments that are located within a one-half mile radius of a Major Transit Stop, as defined in subdivision (b) of Section 21155 of the California Public Resources Code. Each one-half mile radius around a Major Transit Stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area.

(b) **Preparation and Content of TOC Incentive Guidelines.** Within 90 days of enactment of this Ordinance, the Director of Planning shall prepare TOC Affordable Housing Incentive Program Guidelines ("TOC Guidelines") that provide the eligibility standards, incentives, and other necessary components of this TOC Incentive Program described herein. Nothing in the TOC Guidelines shall restrict any right authorized in the underlying zone or height district. The TOC Guidelines shall be drafted consistent with the purposes of this Subdivision and shall include the following:

(1) **Eligibility for TOC Incentives.** A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it provides minimum required percentages of On-Site Restricted Affordable Units, meets any applicable replacement requirements of California Government Code Section 65915(c)(3), and is not seeking and receiving a density or development bonus under the provisions of California Government Code Section 65915 or any other State or local program that provides development bonuses. Minimum required percentages of On-Site Restricted Affordable Units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to Very Low income households; or 20% of the total number of dwelling units affordable to Lower Income households. The Department of City Planning shall also establish an option for a Developer to qualify for the TOC Incentives by providing a minimum percentage of units for Extremely Low Income Households, which shall be set at no less than 7%. In calculating the required Restricted Affordable Units, the percentage shall be based on the total final project unit count, and any number resulting in a fraction shall be rounded up to the next whole number. In creating the TOC Guidelines, the

Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Section 5 of this Ordinance provided, that no such incentives will be created that have the effect of undermining the affordable housing incentives contained herein or in Government Code Section 65915.

(2) **TOC Incentives.** An Eligible Housing Development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

(i) **Residential Density increase.** An Eligible Housing Development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to minimum square feet per dwelling unit, floor area ratio, or both, and may allow different levels of density increase depending on the Project's base zone and density.

(ii) **Parking.** An Eligible Housing Development shall be granted parking reductions consistent with California Government Code Section 65915(p).

(iii) **Incentives and Concessions.** An Eligible Housing Development may be granted up to either two or three incentives or concessions based upon the requirements set forth in California Government Code Section 65915(d)(2).

(c) **Approval of TOC Guidelines and Incentives.** The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines.

(d) **Process for Changing TOC Incentives and Eligibility.** The TOC Incentives and the required percentages for On-Site Restricted Affordable Units may be adjusted for an individual TOC Affordable Housing Incentive Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for On-Site Restricted Affordable Units may not be reduced below the percentages set forth in subdivision (b).

(e) **Procedures.** Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in Los Angeles Municipal Code Section 12.22 A.25.(g).

(f) **Covenant.** Prior to issuance of a building permit to create a Housing Development, the following shall apply:

(1) For any Housing Development qualifying for a TOC Incentive that contains rental housing for Extremely Low, Very Low, or Lower Income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 55 years or longer.

(2) For any Housing Development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Housing and Community Investment Department and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

(3) If the duration of affordability covenants provided for in this subdivision conflicts with the duration for any other government requirement, the longest duration shall control.

(g) **Definitions.**

"Eligible Housing Development" shall mean a Housing Development that includes On-Site Restricted Affordable Units at a rate that meets or exceeds the minimum requirements to satisfy the TOC Incentives, as determined by the Department of City Planning and as set forth in paragraph (b)(1) above.

"Extremely Low-Income Households" is defined in Section 50106 of the Health and Safety Code.

"Housing Development" shall mean the construction of five or more new residential dwellings units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development containing residential dwelling units.

"Lower Income Households" is defined in Section 50079.5 of the Health and Safety Code.

"On-Site Restricted Unit" shall mean a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Extremely Low, Very Low, or Lower income households, as determined by the Housing and Community Investment Department.

"Very Low-Income Households" is defined in Section 50105 of the Health and Safety Code.

32. **Home-Sharing. (Added by Ord. No. 185,931, Eff. 7/1/19.)** In all zones wherein residential uses are permitted by right, the following shall apply:

(a) **Purpose.** The purpose of this subdivision is to allow for the efficient use and sharing of a residential structure which is a Host's Primary Residence, without detracting from the surrounding residential character or the City's available housing stock.

(b) **Definitions.** The following definitions shall apply to this subdivision:

(1) **Administrative Guidelines.** The Department of City Planning or Office of Finance may promulgate regulations, which may include, but are not limited to, application requirements, interpretations, conditions, reporting requirements, enforcement procedures, and disclosure requirements, to implement the provisions, and consistent with the intent, of this subdivision.

(2) **Booking Service.** Any reservation and/or payment service provided by a Person that facilitates a Short-Term Rental transaction between a Person and a prospective guest or Transient user, and for which the Person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation and/or payment of services provided for the transaction.

(3) **Citation.** Includes any enforcement citation, order, ticket or similar notice of violation, relating to the condition of or activities at a Person's Primary Residence or property, issued by the Los Angeles Department of Building and Safety, Los Angeles Housing and Community Investment Department, Los Angeles Police Department or Los

Angeles Fire Department, including an Administrative Citation issued pursuant to Article 1.2 of the Los Angeles Municipal Code.

(4) **Extended Home-Sharing.** Home-Sharing that is permitted for an unlimited number of days in a calendar year.

(5) **Hosting Platform.** A Person that participates in Short-Term Rental business by collecting or receiving a fee, directly or indirectly through an agent or intermediary, for conducting a Booking Service transaction using any medium of facilitation.

(6) **Host.** An individual who is registered for Home-Sharing as the term is defined in Section 12.03 of this Code.

(7) **Person.** Shall have the same meaning as that term is defined in Section 21.7.2 of this Code.

(8) **Platform Agreement.** A signed agreement between a Home-Sharing Hosting Platform (Platform) and the City, which, among other things, provides that the Platform will collect and submit the Transient Occupancy Tax to the City on behalf of Hosts and Persons listed for Short Term Rentals.

(9) **Primary Residence.** The sole residence from which the Host conducts Home-Sharing and in which the Host resides for more than 6 months of the calendar year.

(10) **Rental Unit.** A Dwelling Unit, Guest Room, Accessory Living Quarters, other residential structure, or portion thereof.

(11) **Short-Term Rental.** A Rental Unit, rented in whole or in part, to any Person(s) for transient use of 30 consecutive days or less. Rental Units within City-approved Hotels, motels, Transient Occupancy Residential Structures and Bed and Breakfasts shall not be considered a Short-Term Rental.

(12) **Transient.** Shall have the same meaning as that term is defined in Section 21.7.2 of this Code.

(c) **Home-Sharing Registration.**

(1) **Application.** To register for Home-Sharing, an applicant shall file an application with the Department of City Planning in a manner provided by the Department, and shall include: information needed to verify the Host's identification and Primary Residence; identification of a local responsible contact person; a list of all Hosting Platforms to be used; whether Home-Sharing is for an entire Rental Unit or a portion thereof; and any other information required by the instructions on the application and/or by the guidelines promulgated by the Director of Planning. Payment of any filing fee required under Section 19.01 E. shall be included with the application. If the required information for registration, including any filing fee, is not received within 45 days of submittal of the application, the Home-Sharing registration will be considered withdrawn.

(2) **Eligibility Requirements.** The following requirements must be met at the time of submitting an application for Home-Sharing registration:

(i) The applicant has obtained a Transient Occupancy Registration Certificate from the Office of Finance pursuant to Section 21.7.6 of this Code, unless the

applicant exclusively lists his or her Primary Residence on Hosting Platforms that have a Platform Agreement with the City of Los Angeles.

(ii) The proposed Home-Sharing is consistent with the provisions of this subdivision and is limited to the Host's Primary Residence.

a. A renter or lessee shall not engage in Home-Sharing without prior written approval of the landlord. A renter or lessee shall provide copies of the landlord's written approval to the City at the time of filing the application for registration. A landlord may proactively prohibit Home-Sharing by tenants at any or all of the owner's properties by submitting a notification in writing to the Department of City Planning.

b. A Primary Residence that is subject to affordable housing covenants, and/or Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance"), and/or are income-restricted under City, state or federal law, is not eligible for Home-Sharing.

c. No Primary Residence which is the subject of any pending Citation may be registered for Home-Sharing.

d. No Person may apply for or obtain more than one Home-Sharing registration or otherwise operate more than one Home-Sharing Rental Unit at a time in the City of Los Angeles.

(3) **Expiration and Renewal.** A Home-Sharing registration is valid for one year from the date of issuance. It may not be transferred or assigned and is valid only at the Host's Primary Residence. A Home-Sharing registration may be renewed annually if the Host: (1) pays the renewal fee; (2) has complied with the provisions of this subdivision for the past year; (3) provides information concerning any changes to the previous application for, or renewal of, the Home-Sharing registration; and (4) submits Home-Sharing records described in Subparagraph (e)(2) for the last year to demonstrate compliance with this subdivision, unless the Host lists exclusively on a Hosting Platform with a Platform Agreement that includes a provision for pass-through registration for applicants for a Home-Sharing registration. The records described in Subparagraph (e)(2) shall be made public to the extent required by law.

(4) **Suspensions and Revocations.** Notwithstanding any other provision of this Code to the contrary, the Director may require the suspension, modification, discontinuance or revocation of any Home-Sharing registration if it is found that the Host has violated this subdivision or any other city, state, or federal regulation, ordinance or statute.

(i) **Suspension.** If a Host receives two Citations, the Host's Home-Sharing registration shall be suspended for 30 days or as long as at least one Citation is open, whichever is longer. The suspension shall become effective 15 days after the mailing of a Notice of Intent to Suspend the Host. If a Host initiates an appeal of either Citation, the suspension will take effect only if the appeal is not resolved entirely in the Host's favor.

a. A Host may challenge a Citation by submitting an appeal to the City department that issued the Citation and providing notice to the Department of Planning as described in the Administrative Guidelines.

b. Where no process is described in the Citation, a Host may challenge a Citation by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z. of this Code, with no further appeal to a Commission or City Council.

(ii) **Revocation.** If three Citations have been issued to the Host and have been sustained (after exhaustion of any related remedies, including appeals) within a registration year, the Host's Home-Sharing registration shall be revoked. The revocation of a Host's Home-Sharing registration shall become effective 15 days after the mailing of a Notice of Intent to Revoke to the Host.

a. A Host may challenge a Notice of Intent to Revoke by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z. of this Code, with no further appeal to a Commission or City Council.

b. Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for one year from the effective date of the Notice of Intent to Revoke.

(iii) **Modification.** The Director may modify, discontinue or revoke any Home-Sharing registration based upon an order to show cause, pursuant to Section 12.27.1 B. of this Code, why any proposed modifications, discontinuances or revocations of any Home-Sharing registration should not be issued. The Director shall provide notice to the Host and/or recorded owner and lessee(s) of the Host's Primary Residence to appear at a public hearing at a time and place fixed by the Director to respond to the Director's order to show cause.

(d) **Prohibitions.**

(1) No Person shall offer, advertise, book, facilitate or engage in Home Sharing or Short-Term Rental activity in a manner that does not comply with this subdivision.

(2) A Host may not participate in Home-Sharing unless all advertisements clearly list the City-issued Home Sharing registration number or pending registration status number.

(3) No Host shall engage in Home-Sharing for more than 120 days in any calendar year unless the City has issued the Host an Extended Home-Sharing registration pursuant to Paragraph (h).

(4) Accessory Dwelling Units for which a complete building permit application was submitted on or after January 1, 2017, to the Department of Building and Safety pursuant to Section 12.26 A.3. may not be used for Home-Sharing, unless an applicant demonstrates the Accessory Dwelling Unit is the applicant's Primary Residence.

(5) No Host shall offer, advertise, or engage in Home-Sharing in a non-Residential Building, including but not limited to, a vehicle parked on the property, a storage shed, trailer or any temporary structure, including, but not limited to, a tent.

(6) If a Host lists a Primary Residence on multiple listings on multiple Hosting Platforms, only one listing may be booked at any given time.

(7) A Host may not rent all or a portion of his Primary Residence for the purposes of Home-Sharing to more than one group of guests or under more than one booking, at any

given time.

(8) Home Sharing is not permitted in buildings that have been converted from units subject to Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance") to single family homes until five years after the date of conversion.

(9) Except for allowable Home Occupations, non-residential uses including, but not limited to, sales or exchange of products, events that charge a fee, or the promotion, display or servicing of any product shall not be permitted during Home-Sharing activity.

(10) A Host shall only advertise on a Hosting Platform that was listed on the Host's Home-Sharing application form, unless the Host has submitted a written request and received written approval from the Department of City Planning to use another Hosting Platform.

(11) No more than 2 overnight guests (not including children) are allowed per habitable room, not including kitchens, during Home-Sharing activities.

(12) There shall be no use of sound amplifying equipment, as that term is defined in Section 111.01(j) of this Code after 10:00 pm and no evening outdoor congregations of more than 8 people (excluding children) during Home-Sharing activities. Home-Sharing activities are subject to the noise regulations in the Los Angeles Municipal Code.

(13) A Host whose Home-Sharing registration has been suspended is prohibited from participating in Home-Sharing for the duration of the suspension.

(14) A Host whose Home-Sharing registration has been revoked may not participate in Home-Sharing unless and until a new registration is authorized.

(e) Host Requirements.

(1) A Host may be responsible for any nuisance violations, as described in Section 12.27.1 B. of this Code, arising at the Host's Primary Residence during Home-Sharing activities. The Host, or owner of the Host's Primary Residence if the Host does not own it, may be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection.

(2) The Host shall keep and preserve, for a minimum period of three years, all records regarding each Home-Sharing stay, including the length of stay and the price paid for each stay, and any other records required by Administrative Guidelines promulgated by the Director.

(3) On the Home-Sharing registration application, a Host shall acknowledge and consent to Office of Finance and other City agencies' inspection of records at all reasonable times and places for purposes of enforcement of this Subdivision.

(4) The Host shall fully comply with all the requirements of Article 1.7 of the Los Angeles Municipal Code (establishing the Transient Occupancy Tax) and successor Sections.

(5) The Host shall pay a per-night fee for each night of Home-Sharing, which will be deposited into the Short Term Rental Enforcement Fund per the requirements in Section 5.576 of the Los Angeles Administrative Code. The City Council shall adopt, by

resolution, a per-night fee based on an analysis of the cost of implementing, maintaining, and enforcing this subdivision.

(6) Every Host shall provide and maintain working fire extinguishers, smoke detectors, and carbon monoxide detectors, in compliance with fire, life and safety codes; information related to emergency exit routes on the property and contact information, including the contact information of the Host or a designated responsible agent of the Host.

(7) Every Host that lists a Primary Residence located in a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 shall include in all Host listings and post written notices on any patio or deck that smoking is not permitted in any exterior of the property.

(8) Every Host shall provide a code of conduct to guests that includes the relevant provisions of this Subdivision and other information to address behavioral, safety, security, and other matters, as required in the Department's Administrative Guidelines.

(9) Every Host shall authorize any Hosting Platform on which his or her Primary Residence is listed to provide to the City the Host listing and other information described in in Subsection (f)(4).

(10) Every Host must consent to receive all City notices and citations regarding their Home-Sharing registration by U.S. mail.

(f) Hosting Platform Responsibilities.

(1) Hosting Platforms shall not process or complete any Booking Service transaction for any Person unless the Person has a valid Home-Sharing registration number issued by the City or a pending registration status number.

(2) Hosting Platforms shall not process or complete any Booking Service transaction for any Host listing that has exceeded the authorized 120-day limit in one calendar year unless the Host has obtained an Extended Home-Sharing approval.

(3) Within 45 days of the effective date of this Ordinance, Hosting Platforms with listings located in the City shall provide to the Department of City Planning contact information for an employee or representative responsible for responding to requests for information, including requests related to possible violations of this Subdivision. Hosting Platforms that commence listings in the City after the effective date must provide this information prior to facilitating Home-Sharing activity or providing Booking Services within the City.

(4) Subject to applicable laws, a Hosting Platform with listings in the City shall provide to the Department of City Planning, on at least a monthly basis, in a format as specified by the City, the Home-Sharing registration number of each listing, the name of the person responsible for each listing, the street address of each listing and, for each booking that occurs within the reporting period, the number of days booked.

(5) In the event a Hosting Platform has entered into an agreement with the Office of Finance to collect and remit Transient Occupancy Tax pursuant to Los Angeles Municipal Code Section 21.7.1 et seq., and a Host has assigned the responsibilities for the collection and remittance of the Transient Occupancy Tax to the Hosting Platform, then the Hosting Platform and the Host shall have the same duties and liabilities, including but not limited to the collection and remittance of the tax to the City on a monthly basis.

(6) **Exception.** The provisions of this paragraph shall not apply to a Hosting Platform whenever it (a) complies with the Administrative Guidelines, issued by DCP and approved by resolution of the City Council, that describe how the Platform shall satisfy the Hosting Platform responsibilities in this paragraph, or (b) enters into a Platform Agreement, the terms of which shall be set forth in a master Platform Agreement approved by the City Council, that establishes the manner in which the Hosting Platform supports the City's enforcement of this subdivision and meets the purposes of the Platform responsibilities in this paragraph. Each individual Platform Agreement shall be approved by the City Council.

(g) **Enforcement of Violations.**

(1) The provisions in this Subsection shall be in addition to any criminal, civil or other legal remedy established by law that may be pursued to address violations of this Subdivision.

(2) Any Person who has failed to comply with the provisions of this Subdivision may be subject to the provisions of Section 11.00 of this Code. The owner and/or operator of any property used for Short Term Rentals, including the Host or owner of any Host Primary Residence, may be assessed a minimum inspection fee, as specified in Section 98.0412 of this Code for each site inspection.

(3) The Director may, at any time, require the modification, discontinuance, or revocation of any Home-Sharing registration in the manner prescribed in Subparagraph (c) (4).

(4) The ACE program in Article 1.2 of this Chapter may be utilized to issue administrative citations and impose fines pursuant to this Subdivision. The citation shall be served by personal service or by depositing in the mail for delivery by the United States Postal Service, in a sealed envelope, postage prepaid, addressed to the operator of the Short Term Rental, the Host, and/or the property owner, if different than the operator or Host, shown on the County's last equalized property tax assessment roll. Fines for violations of this subdivision shall be as follows:

(i) Hosting Platform: a \$1,000 fine per day shall be imposed for any of the following violations:

a. Completing a Booking Service transaction for each listing without a valid City Home-Sharing registration number or pending registration status number.

b. Completing a Booking Service transaction for each listing where more than one property is affiliated with a single Host, or each listing where the Host's home address does not match the listing location.

c. Completing a Booking Service transaction for any listing for a Rental Unit where the Host's Home-Sharing or Extended Home-Sharing registration has been revoked or suspended by the City.

d. Completing a Booking Service transaction for any Rental Unit lacking Extended Home-Sharing approval that has exceeded the authorized 120-day limit for hosting Short-Term Rentals in one calendar year.

(ii) **Owner of Primary Residence and/or Host and/or Person:**

a. A daily fine of \$500, or two times the nightly rate charged, whichever is greater, for advertising a Rental Unit for the purposes of Short-Term Rental in violation of this Subdivision.

b. A daily fine of \$2,000, or two times the nightly Rent charged, whichever is greater, for each day of Home-Sharing activity beyond the 120 day limit in a calendar year, unless the Host has a valid Extended Home-Sharing Registration.

c. For all other violations of this subdivision, the administrative fine shall be levied according to the amounts described in Section 11.2.04(a)(2) of this Code. The square footage for the use in calculating the fine shall be the amount of indoor space to which the Transient guest has access. If the square footage is unable to be ascertained, it shall be deemed to be between 500 and 2,499 square feet.

(iii) The fine amounts listed above shall be updated annually, from the date of effective date of this ordinance, according to the Consumer Price Index for All Urban Consumers (CPI-U).

(h) **Extended Home-Sharing.** For Hosts who participate in Extended Home-Sharing, the following shall apply:

(1) **Application and Eligibility Requirements.**

(i) **Ministerial Approval.** Extended Home-Sharing may be approved by the Director if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met:

a. The Host maintains a current Home-Sharing registration and has maintained a Home-Sharing registration for at least six months or has hosted for at least 60 days based on substantial evidence provided by the Host or Hosting Platform;

b. No more than one Citation was issued within the prior three years; and

c. The Host provides proof of mailing of a notification concerning commencement of Extended Home-Sharing, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department.

(ii) **Discretionary Approval.** A discretionary review of an Extended Home-Sharing application is required if the Host complies with Subparagraph (h)(1)(i)a., but two Citations have been issued within the prior three years.

a. If the Director finds that the matter may have a significant effect on neighboring properties, the Director may set the matter for public hearing. Written notice of the hearing shall be sent by First Class Mail at least 21 days prior to the hearing to the applicant, owners and tenants of the property involved, owners and tenants of all properties adjacent and abutting the proposed Extended Home-Sharing activity, the City

Councilmember representing the area in which the property is located, and the applicable Neighborhood Council. If the Director determines that the matter will not have a significant effect on neighboring properties, no hearing shall be held.

b. The Extended Home-Sharing application may only be approved if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met, to the satisfaction of the Director of Planning:

1. The Host provides proof of mailing of a notification, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department;

2. In consideration of any comments received by the public on the application, the Director finds the use is in substantial conformance with the following findings:

- A. That the Extended Home-Sharing will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region;

- B. That the Extended Home-Sharing operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, the availability of housing, or the public health, welfare, and safety;

- C. That the Extended Home-Sharing substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable specific plan; and

- D. That there is no substantial evidence of continued nuisance behavior from the location.

c. If no appeal is filed within 15 days from the date of the Director's determination approving or denying an Extended Home-Sharing application, the Director's decision is final. An appeal to the Area Planning Commission may be filed by the applicant or any adjacent and abutting owner and occupant. An appeal shall be filed at the public counter of the Planning Department within 15 days of the date of the Director's decision. The appeal shall set forth specifically how the appellant believes the Director's findings and decision are in error. The Area Planning

Commission may grant, conditionally grant or deny the appeal. The failure of the Commission to act upon an appeal within 75 days after the expiration of the appeal period, or within an additional period as may be agreed upon by the applicant and the Director, shall be deemed a denial of the appeal and the original action on the matter shall become final.

(2) **Ineligibility.** If the Host's Home-Sharing registration has been suspended or revoked, the Host is not eligible to apply for Extended Home-Sharing for two years from the effective date of the revocation or suspension or as long as a Citation remains open or unresolved, whichever is later.

(3) **Expiration and Renewal.** An Extended Home-Sharing registration is valid for one year from the date of issuance. An Extended Home-Sharing registration is subject to the same expiration and renewal terms described in Subparagraph (c)(3) and may be renewed annually if the Host meets the same renewal requirements in that subparagraph.

(4) **Revocations.** An Extended Home Sharing approval shall be revoked if there are two Citations within a registration year in accordance with the process set forth in Paragraph (c)(4). Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for two years from the effective date of the Notice of Revocation or as long as a Citation remains open or unresolved, whichever is later.

(i) **Administration and Regulations.** No Person shall fail to comply with the Administrative Guidelines.

(j) **Effective Date.** This ordinance shall take effect on July 1, 2019.

(k) **Severability.** If any provision of this Subdivision is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Subdivision which can be implemented without the invalidated provisions, and to this end, the invalid provisions of this Subdivision are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would subsequently be declared invalid or unconstitutional.

33. Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU). (Added by Ord. No. 186,481, Eff. 12/19/19.)

(a) **Purpose.** The purpose of this subdivision is to provide for the creation of ADUs and JADUs consistent with California Government Code Sections 65852.2 and 65852.22, as amended from time to time.

(b) **Applicability.** The following development standards shall apply:

(1) A detached ADU shall be approved if in compliance with all of the provisions provided in Paragraphs (c) and (d).

(2) An attached ADU shall be approved if in compliance with all of the provisions provided in Paragraphs (c) and (e).

(3) A Movable Tiny House (MTH) shall be approved if in compliance with all of the provisions in Paragraph (c), except for those provisions in Paragraph (c) which apply solely to buildings and structures; and all of the provisions in Paragraph (f).

(4) A JADU shall be approved if in compliance with all of the provisions provided in Sections 65852.2(e)(1)(A) and 65852.22 of the Government Code.

(5) An ADU described by Section 65852.2(e)(1)(A) or (C) of the Government Code shall be approved if in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code.

(6) An ADU described by Section 65852.2(e)(1)(B) or (D) of the Government Code shall be approved if in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code; and all of the applicable provisions of Paragraphs (c), (d) and (e) of this subdivision, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in Section 65852.2(e) of the Government Code; and all of the provisions provided in Paragraph (g).

(c) Development Standards.

(1) Comply with all applicable objective provisions required pursuant to Chapter 1 of this Code, including provisions stated in the underlying applicable zone and height district, Specific Plan, Historic Preservation Overlay Zone, Community Planning Implementation Overlay and other applicable zoning ordinances, policies or other documents established pursuant to Chapter 1, Article 3 of this Code. In any instance where there is conflict, this subdivision shall govern. Notwithstanding the prior two sentences and notwithstanding anything to the contrary in this Subdivision 33:

(i) No minimum lot size requirement shall apply to an ADU;

(ii) No minimum square footage requirement for either an attached or detached ADU shall apply that prohibits an efficiency unit;

(iii) No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling, or limits on lot coverage, floor area ratio, open space, and minimum lot size, shall apply for either attached or detached dwellings that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side and rear yard setbacks to be constructed in compliance with all other local development standards.

(2) An ADU which complies with this subdivision shall not require a discretionary planning approval. The ADU project shall be reviewed in a ministerial and administrative manner, limited to only considering the project's compliance with the applicable objective standards. An application to create an ADU shall be acted upon within 60 days from the date the City receives a completed application if there is an existing single-family or multifamily dwelling on the lot. If the permit application to create an ADU unit is submitted with a permit application to create a new single-family dwelling on the lot, the City may delay acting on the permit application for the ADU until the City acts on the permit application to create the new single-family dwelling. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay.

(3) Except where otherwise prohibited by this subdivision, an ADU is permitted in all zones where residential uses are permitted by right.

(4) No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 and a Hillside Area as defined by the Hillside Area Map pursuant to Section 12.03 of this Code, unless it meets one of the following exceptions:

(i) The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake - Echo Park - Elysian Valley Community Plan Area; or

(ii) The ADU complies with all of the following requirements:

a. Notwithstanding Subparagraph (c)(10) below, the ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;

b. Notwithstanding Subparagraph (c)(12) below, one off-street parking space is provided for the ADU; and

c. The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a Through Lot or a Corner Lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.

(5) Except as otherwise permitted by this subdivision, only one ADU is permitted per lot.

(6) An ADU may only be created on a lot that contains a proposed or existing dwelling. Other non-residential uses and accessory residential uses may be permitted on the lot, consistent with the uses permitted by the zone.

(7) No passageway for an ADU, nor space between buildings, as per LAMC 12.21 C.2. and LAMC 12.21 C.5.(d), is required in conjunction with the construction of an ADU. Building Code separation requirements still apply.

(8) No additional setbacks shall be required for an existing living area or accessory structure, or a structure constructed in the same location and to the same dimensions as an existing structure, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side and rear lot lines shall be required for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure.

(9) ADUs are required to comply with all applicable Building and Residential Codes for the proposed use.

(10) ADUs are not required to provide fire sprinklers if they are not required for the primary residence.

(11) ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

(12) Parking Requirements:

(i) **ADU Parking.** One parking space is required for an ADU, except that no parking is required for an ADU that is:

a. Located within one-half mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or

b. Located within one block of a designated pick-up and drop-off location of a car share vehicle; or

c. Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation Overlay Zone; or

d. Part of the proposed or existing primary residence or an accessory structure.

(ii) **ADU Parking Location.** ADU parking is allowed in any yard area or passageway. When located in a required front yard, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required front yard shall not be expanded to provide required parking. Other objective parking and driveway standards in the LAMC apply, including those found in Sections 12.21 A.5. and 12.21 A.6. However, Section 12.21 A.6.(d) of this Code shall not apply to parking required for an ADU.

(iii) **Replacement Parking.** No replacement parking shall be required when a garage, carport or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

(d) **Detached Accessory Dwelling Unit Requirements.** Detached ADUs, except those described in Paragraph (f), below, must comply with all provisions of Paragraph (c) and all of the following provisions provided in this Paragraph (d). In addition, Detached ADUs must comply with all applicable provisions of Section 12.21 C.5. that are not in conflict with these Paragraphs (c) and (d).

(1) The Floor Area for a detached ADU shall not exceed 1,200 square feet. Limits on Floor Area on a lot apply separately and may further limit allowable Detached ADU square footage, except as otherwise provided by this Subdivision 33.

(2) Structures containing a detached ADU shall not be greater than two stories.

(3) Detached ADUs shall not be located between a proposed or existing dwelling unit and the street adjoining the front yard, except in the following cases:

(i) Where the ADU is on a Through Lot and complies with LAMC Section 12.21 C.5.(k); or

(ii) Where the ADU is being added to a lawfully existing garage or accessory structure building.

(e) **Attached Accessory Dwelling Unit Requirements.** Attached ADUs can be either attached to or completely contained within an existing or proposed dwelling, and must comply

with all provisions in Paragraph (c) and all of the following provisions in this Paragraph (e):

- (1) If there is an existing primary dwelling, the Floor Area of an attached ADU may not exceed 50 percent of the existing primary dwelling.
- (2) Limits on Floor Area on a lot apply separately and may further limit allowable attached ADU square footage, except as otherwise provided by this Subdivision 33.
- (3) Nothing in this subdivision shall prohibit an attached ADU with a Floor Area of less than 850 square feet, or less than 1,000 square feet for an attached ADU that provides for more than one bedroom.

(f) **Requirements for Movable Tiny Houses as Accessory Dwelling Units.** A Movable Tiny House must comply with all of the provisions provided in Paragraph (c) except for any provisions in Paragraph (c) which apply solely to buildings and structures; and this Paragraph (f):

- (1) Only one Movable Tiny House is allowed to be located on a lot and no lot may be approved for more than one moveable tiny house in a twelve month period.
- (2) When sited on a lot, the undercarriage (wheels, axles, tongue and hitch) shall be hidden from view.
- (3) The wheels and leveling or support jacks must sit on a paved surface compliant with LAMC 12.21 A.6.(c).
- (4) Mechanical equipment shall be incorporated into the structure and not located on the roof.
- (5) Movable Tiny Houses shall be connected to water, sewer and electric utilities.
- (6) Moveable Tiny Houses are not required to have separate street addresses from the primary dwelling unit.
- (7) Movable Tiny Houses are not required to have sprinklers, but shall follow the ANSI A119.5 or NFPA 1192 standards relating to health, fire and life-safety.
- (8) Movable Tiny Houses shall have the following design elements:
 - (i) **Cladding and Trim.** Materials used on the exterior of a moveable tiny house shall exclude single piece composite, laminates, or interlocked metal sheathing.
 - (ii) **Windows and Doors.** Windows shall be at least double pane glass and labelled for building use, and shall include exterior trim. Windows and doors shall not have radius corners.
 - (iii) **Roofing.** Roofs shall have a minimum of a 12:2 pitch for greater than 50 percent of the roof area, and shall not be composed of wooden shingles.
 - (iv) **Extensions.** All exterior walls and roof of a moveable any tiny house used as an ADU shall be fixed with no slide-outs, tip-outs, nor other forms of mechanically articulating room area extensions.
- (9) Movable Tiny Houses shall not be greater than two stories.

(10) Movable Tiny Houses shall not be located between the proposed or existing single-family dwelling unit and the street adjoining the front yard, except where the Movable Tiny House is on a Through Lot and complies with LAMC 12.21 C.5.(k).

(g) **Accessory Dwelling Units Otherwise Required By State Law.** An application for a building permit shall be approved to create an ADU pursuant to Section 65852.2(e)(1)(B) or (D) of the Government Code within a residential or mixed-use zone, in compliance with all of the applicable provisions in Section 65852.2(e) of the Government Code; and all of the applicable provisions of Paragraphs (c), (d) and (e) of this subdivision, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in Section 65852.2(e) of the Government Code; and all of the following requirements:

(1) An ADU created pursuant to Section 65852.2(e)(1)(B) of the Government Code shall have a Floor Area of not more than 800 square feet and a height of no more than 16 feet; and

(2) An ADU created pursuant to Section 65852.2(e)(1)(B) or (D) of the Government Code shall not be located on any lot that is located in both a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 and a Hillside Area as defined by the Hillside Area Map pursuant to Section 12.03 of this Code, unless it meets one of the exceptions stated in Subparagraph (4) of Paragraph (c) of this subdivision.

(h) **General Provisions.** The following general provisions apply to all ADUs, JADUs, and lots where any ADU or JADU is located.

(1) In the event where an ADU or JADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU or JADU, and the rear lot line, shall not exceed 1,200 square feet.

(2) In cases where additional dwelling units are added to a lot after the creation of the ADU or JADU, an ADU and JADU will be counted towards the overall number of dwelling units as permitted by the zone.

(3) ADUs and JADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot. Movable Tiny Houses may be sold when removed from the lot.

(4) Applicants for ministerial approval of a permit application for the creation of an ADU or JADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

(5) A certificate of occupancy for an ADU or JADU shall not be issued before a certificate of occupancy for the primary dwelling.

(i) **Zoning Administrator Authority.** It is the intent of the City to retain all portions of this subdivision regarding ADUs and JADUs not in conflict with state law. The Zoning Administrator shall have authority to clarify, amend or revoke any provision of this subdivision as may be necessary to comply with any state law regarding ADUs or JADUs.

(j) **Interpretation Consistent with State Law.** This subdivision is not intended to conflict with state law. This subdivision shall be interpreted to be compatible with state enactments.

(k) **California Coastal Act.** Nothing in this subdivision shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 [Division 20 (commencing with Section 30000) of the Public Resources Code], except that the Department shall not be required to hold public hearings for coastal development permit applications for ADUs or JADUs.

(l) **Enforcement.** Enforcement of building standards pursuant to Article 1 (commencing with Section 17960) of Chapter 5 of Part 1.5 of Division 13 of the Health and Safety Code for an ADU described in paragraph (1) or (2) below, upon request of an owner of an ADU, shall be delayed subject to compliance with Section 17980.12 of the Health and Safety Code:

(1) The ADU unit was built before January 1, 2020.

(2) The ADU was built on or after January 1, 2020, in a local jurisdiction that, at the time the ADU was built, had a noncompliant ADU ordinance, but the ordinance is compliant at the time the request is made.

B. (None)

C. AREA.

1. **Building Lines** – Where a Building Line or Setback Line has been established by ordinance, the space between such Building or Setback Line and the front or side lot line may be used as the front or side yard, as the case may be, in lieu of the front or side yard required by this article.

2. **Side Yard Waived for First Story Garage** – Where a residential building is more than two stories or 28 feet in height and the first story is designed and used solely for automobile parking or other accessory purpose, the required side yard need not be increased in width for said first story; provided that the floor surface above such story is not more than seven feet above the adjacent ground elevation at any point, except that the floor surface may be eight feet above the adjacent ground elevation at the exits and entrances to the automobile parking area. **(Added by Ord. No. 109,714, Eff. 8/26/57.)**

3. **Incentives to Produce Housing in the Greater Downtown Housing Incentive Area. (Amended by Ord. No. 179,076, Eff. 9/23/07.)** Notwithstanding any other provision of this chapter to the contrary, for lots in the R4, RAS4, R5, CR, C2, C4, and C5 zones in the Greater Downtown Housing Incentive Area, the following shall apply:

(a) No yard requirements shall apply except as required by the Downtown Design Guide as approved by the City Planning Commission. The Director of Planning or his/her designee shall stamp and sign the plans showing the required yards. The applicant shall submit the stamped and signed plans to the Department of Building and Safety along with the plans submitted for a building permit. **(Amended by Ord. No. 186,325, Eff. 11/11/19.)**

(b) For the purpose of calculating the buildable area for residential (including Apartment Hotel or mixed-use) buildings, the buildable area shall be the same as the lot area.

(c) The maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions of this chapter so long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.

(d) Notwithstanding the provisions of Section 12.21 G.2. of this Code to the contrary, there shall be no prescribed percentage of the required open space that must be provided as either common open space or private open space.

4. **(Repealed by Ord. No. 181,076, Eff. 3/28/10.)**

5. **(Repealed by Ord. No. 181,076, Eff. 3/28/10.)**

6. **Front Yard – Sloping Lot** – Where the elevation of the ground at a point fifty (50) feet from the front lot line of a lot and midway between the side lot lines differs ten (10) feet or more from the curb level, the front yard need not exceed fifty (50) percent of that required in the zone.

7. **(None)**

8. **Front Yard – Unit Development** – Where all the lots in a frontage in an “R” Zone are developed as a unit with one-family dwellings, the required front yard may be reduced by not more than five feet on part of the lots, provided the average of the front yard depth for the entire frontage is not less than the minimum front yard required in the zone in which the property is located.

9. **Side Yards Reduced** – Where all the lots in a frontage are developed as a unit with residential buildings, the required side yard may be reduced on one side of each lot, provided that:

(a) The total combined width of the side yards on each lot is not less than the sum of the widths of the side yards required in the zone in which the property is located; and

(b) The buildings are so located that the narrow side yard on one lot adjoins the wide side yard on the adjoining lot; and

(c) No side yard is less than three feet in width for buildings two stories or less in height, nor less than three feet in width, plus the increased width for additional stories above two stories where required by the area regulations of the zone in which the property is located. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

Where lots comprising 50% or more of a frontage are developed with buildings having varying side yards conforming to the above regulations, or where all the lots in a frontage have deed restrictions requiring such varying side yards, all the lots in such frontage may be developed in the same manner.

10. **Rear Yard – Includes One-Half Alley.** Except in the RS, R1, RU, RZ, RMP, and R2 Zones, in computing the depth of a rear yard where the rear yard opens onto an alley or in the RW Zone onto a court of not more than 30 feet in width, one-half the width of the alley or court may be assumed to be a portion of the required rear yard. **(Amended by Ord. No. 177,103, Eff. 12/18/05.)**

11. **Rear Yard – Includes Loading Space** – Loading space provided in accordance with this article may occupy a required rear yard or portion thereof but in no case shall any portion of a street or alley be counted as part of the required loading space.

12. **Accessory Buildings in Yards.** Accessory buildings may be located in a required yard in conformance with the provisions of Section 12.21 C.5. **(Amended by Ord. No. 125,278, Eff. 9/16/63.)**

13. **Lots Affected by Acquisitions for Public Use.** **(Amended by Ord. No. 144,536, Eff. 5/3/73.)** Where a building or structure is located upon a lot portion of which is acquired for any public use, (by condemnation, purchase, dedication, or otherwise) by any governmental entity, or if all or a part of a separate off-street automobile parking area serving such building or structure is acquired for public use, such building or structure may be maintained, and may thereafter be used, maintained or repaired without relocating or altering the same to comply with the area regulations or off-street automobile parking requirements of this article. Further, if such building or structure is partially located upon the area being acquired for public use, it may be relocated upon the same lot or premises or remodeled or reconstructed

without observing the required yard space adjacent to the new lot line created by such acquisition, and without reducing the number of dwelling units to conform to the area regulations of the zone in which it is located and without observing the off-street automobile parking requirements of this article. The exemptions provided in this paragraph permit compliance only to the extent that such non-compliance is caused by an acquisition for public use.

If only a portion of an existing building or structure is acquired for public use, the repair, remodeling or reconstruction of the remainder of said building or structure which was made necessary by said acquisition, shall conform to the provisions of the building code. Any portion of the building or structure which is not required to be repaired, remodeled or reconstructed by reason of said acquisition shall not be required to be made to conform to the provisions of the building code, unless it would otherwise be required to conform thereto independently of and in the absence of said acquisition of only a portion of the building or structure.

If a lot resulting from the acquisition of all or a portion of a parcel for public use does not comply with the area requirements of the zone in which it is located, or if a legally existing nonconforming lot is further reduced in size because of such acquisition, said lot may be utilized and a building permit shall be issued for any purpose permitted in the zone, so long as the lot is not smaller in size or width than one-half (1/2) of the minimum area or width required for the zone. **(Amended by Ord. No. 150,362, Eff. 1/13/78.)**

14. **(None)**

15. **(None)**

16. **Lot Area – Includes One-Half Alley.** In computing the number of dwelling units allowed by the minimum lot area per dwelling unit requirements of this article on a lot abutting upon one or more alleys, one-half the width of such alley or alleys may be assumed to be a portion of the lot. **(Added by Ord. No. 121,925, Eff. 6/4/62.)**

17. **Lot Area Acreage – Includes One-Half Street.** In computing the lot area of a lot in the A1 and A2 Zones, that portion of the width of all abutting streets or highways, which would normally revert to the lot if the street were vacated, may be assumed to be a portion of the lot. **(Amended By Ord. No. 133,218, Eff. 11/19/66.)**

18. **Lot Area in Hillside Subdivisions** – On land located within an RA or RE Zone and also within the “H” Hillside or mountainous area, there may be lots having less than the minimum lot area specified within said zones and there may be a single-family dwelling on each lot if the lot is shown with a separate letter or lot number on a recorded Subdivision Tract Map or Parcel Map. **(Amended By Ord. No. 139,736, Eff. 1/31/70.)**

19. **Through Lot – May Be Two Building Site** – Where a through lot has a depth of 150 feet or more, each half of the lot may be improved as though it is a separate lot, with the rear line of each approximately equidistant from the front lot lines. The location of all buildings and the number of dwelling units therein shall comply with the requirements of the zone in which the through lot is located, except that in any case there may be at least one single-family dwelling on each half. **(Amended By Ord. No 116,389, Eff. 6/29/60.)**

The provisions of this subdivision shall not apply to lots in the RE Zone, or to lots in any zone that are also within the “H” Hillside or Mountainous Area. **(Amended by Ord. No. 127,777, Eff. 8/1/64.)**

20. **Projections Into Yards.**

(a) A canopy above an entrance and extending over a driveway which leads to a detached garage or a parking space not abutting a dwelling, for the temporary shelter of automobiles, commonly referred to as a porte-cochere, may project into a required side yard, but not nearer than 30 in to any lot line, provided such structure is not more than one story in height and 20 feet in length, and is entirely open on at least three sides except for the necessary supporting columns and customary architectural features. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(b) Cornices, belt courses, sills, or other similar architectural features (not including bay windows or vertical projections), may project into a required side yard, other than the side yard adjoining the street lot line of a corner lot, not more than two inches for each one foot of width of such yard, and may project into a required front yard, rear yard, side yard adjoining the street lot line of a corner lot, passageway, or other open space not more than 30 inches, except as provided in Section 12.08.5 C1.(c), provided the width of a side yard adjoining the street lot line of a corner lot is not reduced to less than three feet. Eaves may project into a required side yard, other than the side yard adjoining the street lot line of a corner lot, not more than four inches for each one foot of width of such side yard, provided the width of such side yard is not reduced to less than two and one-half feet. Eaves may also project into a required front yard, rear yard, side yard adjoining the street lot line of a corner lot, passageway, or other open space not more than 30 inches, provided the width of a side yard adjoining the street lot line of a corner lot is not reduced to less than two and one-half feet. Chimneys may project into a required passageway not more than one foot and may project into a required front yard, rear yard, side yard, or other required open space, except as provided in Section 12.08.5 C1.(c), not more than two feet, provided the width of any required side yard is not reduced to less than three feet. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(c) Fire escapes may extend or project into any front, side or rear yard not more than four (4) feet.

(d) **(Amended by Ord. No. 138,685, Eff. 7/10/69.)** Except in an RW Zone, where a required passage may not be reduced in any manner, open, unenclosed stairways or balconies, not covered by a roof or canopy, may extend or project into a required rear yard not more than four feet, and such balconies may extend into a required front yard, passageway, other open space, or the side yard adjoining the street lot line of a corner lot, not more than 30 inches, provided the width of a side yard adjoining the street lot line or a corner lot is not reduced to less than 30 inches.

(e) Open, unenclosed porches, platforms, or landing places (including access stairways thereto) not covered by a roof or canopy, which do not extend above the level of the first floor of the building, may extend or project into the required front yard, side yard, rear yard, passageway, or other open space, not more than six feet, provided that in no event shall any such porch, platform or landing space be more than six feet above the natural ground level adjacent thereto. **(Amended by Ord. No. 138,685, Eff. 7/10/69.)**

(f) **Fences and Walls in the A and R Zones. (Amended by Ord. No. 154,798, Eff. 2/20/81.)**

(1) **Fences and Walls.** For the purposes of Article 2 through 6 of this chapter, the terms “**fence**” and “**wall**” shall include latticework, ornamental fences, screen walls, hedges or thick growths of shrubs or trees. Fence and wall height shall be measured from the natural ground level adjacent thereto.

(2) **Front Yards. (Amended by Ord. No. 173,754, Eff. 3/5/01.)** In the R Zones, fences, walls, and landscape architectural features of guard railing around depressed ramps, not more than three and one-half feet in height above the natural ground level adjacent to the feature, railing or ramp, may be located and maintained in any required front yard. In the A Zones (including the RA Zone), a fence or wall not more than six feet

in height may be located and maintained in the required front yard. In both the A and R Zones, a fence or wall not more than eight feet in height may be located and maintained in the required front yard when authorized by a Zoning Administrator pursuant to Section 12.24 X.7.

In both the A and R zones, an unobstructed chainlink fence not more than ten feet in height may be located and maintained in all yards when required by the Department of Building and Safety pursuant to the provisions of Sections 91.3303 and 91.6103 and Division 89 of Article 1 of Chapter IX of this Code.

(3) Side Yards, Rear Yards and Other Spaces. (Amended by Ord. No. 173,492, Eff. 10/10/00.) A fence or wall not more than eight feet in height may be located and maintained within the required side yard, rear yard or other open space of any lot in an RW Zone and within the required side yard, rear yard or other open space of a lot within any other A or R zone which is 40 feet or more in width, provided the lot is not located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003 of this Code.

A fence or wall not more than six feet in height may be located and maintained within the required side yard, rear yard or other open space of any lot in an A or R Zone, other than an RW Zone, which is less than 40 feet in width or which is located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003 of this Code, except that in either case a fence or wall not more than eight feet in height may be located in the yards or other open space when authorized by a Zoning Administrator pursuant to Section 12.21A2.

In the A Zones (including the RA Zone), a fence or wall not more than eight feet in height may be located on the side street lot line of any reversed corner lot; provided, however, that if the lot is located within the boundary of a “**Hillside Area**”, as defined in Section 91.7003, the fence or wall shall not exceed six feet in height.

In the R Zones, other than the RW Zones, a fence or wall located within five feet of the side street lot line of a reversed corner lot may not exceed three and one-half feet in height. In the RW Zones, a fence or wall located within three feet of the side street lot line of either a corner lot or a reversed corner lot may not exceed three and one-half feet in height.

(4) Access Ways. Access ways shall be maintained in accordance with the provisions of Section 12.22C20(1).

(5) Maintenance of Fences and Walls. Fences shall be maintained in accordance with the provisions of Section 12.21A9.

(6) Masonry and Concrete Walls. (Amended by Ord. No. 173,492, Eff. 10/10/00.) A masonry or concrete fence or wall over three and one-half feet in height shall be built in accordance with the provisions of Section 91.106.1 of this Code.

(7) Fences and Walls Enclosing Parking Areas. Fences and walls enclosing parking areas shall be provided in accordance with the provisions of Section 12.21A6.

(8) Fences and Walls Around Pools. (Amended by Ord. No. 173,492, Eff. 10/10/00.) A fence or wall not exceeding four and one-half feet in height, as required by Section 91.6109 of this Code, may be erected and maintained to enclose a swimming pool, fish pond or other body of water existing in a required yard prior to June 1, 1956.

(9) **Fences and Walls Around Schools.** An open mesh type fence to enclose an elementary or high school site may be located and maintained in any required yard.

(10) **Fences and Walls Around Tennis Courts.** The provisions of Section 12.20 C 20(m) shall control with respect to tennis court fences.

(11) **Fences and Walls at Street Intersections.** Fences and Walls at street intersections shall comply with the provisions of 62.200 of this Code.

(g) **(None)**

(h) A one-story covered passageway, commonly referred to as a breezeway, not over five feet in width, extending from a main residential building to a private garage or other accessory building may be erected and maintained in a required rear yard. Such passageway shall be located not less than five feet from all lot lines and shall be unenclosed, except that on a corner lot there may be a wall or fence not over six feet in height along the street side of such passageway.

(i) Landscape features such as trees, shrubs, flowers or plants, shall be permitted in any required front, side, or rear yard, passageway or other open space, provided that they do not produce a hedge effect contrary to the provisions of Paragraphs (f) and (g) above. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

(j) Name plates, signs, and advertising matter, as permitted by this article, may be located in any required front yard, side yard, rear yard, passageway or other open space; provided that the total area of all identification signs in any required yard, shall not exceed 12 square feet, and any sign appertaining to the sale of farm products raised or produced on the premises shall be located at least ten feet from any side lot line. **(Amended by Ord. No. 107,884, Eff. 9/23/56.)**

(k) Awnings or canopies without enclosing walls or screening may be attached to the exterior walls of a Group R or Group H Occupancy, provided that: such awnings or canopies do not extend more than four feet into a required front yard or building line space at the front of a lot, and have no vertical support within said yard or space; such awnings or canopies do not extend more than 30 inches into a required side yard, rear yard, building line space at the side of a lot, passageway or other open space, but in no event nearer than 30 inches to an interior lot line; and where such awnings or canopies project into a required front or side yard, passageway or other open space, they may extend only over the windows or doors to be protected and for 12 inches on each side thereof. **(Amended by Ord. No. 121,925, Eff. 6/4/62.)**

(l) Notwithstanding the provisions of this subdivision, no architectural feature, fire escape, porch, balcony, or other projection permitted in a yard, passageway or other open space, shall be located and maintained so as to preclude complete access about and on each side of and in close proximity to main buildings and accessory living quarters at all times. Where a fence or wall is provided or maintained, a gate or other suitable opening at least two and one-half feet in width shall be deemed adequate for access through said fence or wall; provided further that where such fence or wall is located adjacent to an alley and is over six feet in height, adequate access shall be provided through such wall or fence onto the adjacent alley. At least five feet of clear and open space shall be maintained between any two main buildings, including the projections, on any one lot. **(Amended by Ord. No. 154,798, Eff. 2/20/81.)**

(m) **(Added by Ord. No. 151,466, Eff. 10/27/78.)** Tennis or paddle tennis courts, including fences and light which are accessory to a primary residential use on the same lot in the A or R Zones may extend into a portion of the required rear yard of such lot if such court and its appurtenances meet all of the following conditions:

- (i) The court surface is not more than 2 feet above the natural adjacent grade at any point.
- (ii) The court is enclosed with a fence no higher than 10 feet above the court surface and all portions of such fence above a height of six feet are an open chain link type fence.
- (iii) Any light standards and fixtures are no higher than 20 feet above the court surface.
- (iv) The court is located a distance from the rear lot line at least equal to the width of the side yard required for a one-story main building in the zone but in no event less than 5 feet.

21. Lot Widths and Yard Requirements for RE15-H Zones. Lot widths and yard area requirements for the R1 Zone shall apply to lots in the RE15-H Zone if said lots are shown as numbered lots on a tentative subdivision tract map or parcel map approved by the Advisory Agency or the Director of Planning for the City of Los Angeles prior to January 1, 1967 and recorded in the Office of the Los Angeles County Recorder prior to July 1, 1967. **(Added by Ord. No. 134,673, Eff. 7/31/67.)**

22. Width and Area Flag Lots in Mountainous Areas. Where a flag lot is situated in the "H" Hillside or the Very High Fire Hazard Severity Zone pursuant to Section 57.4908 of the Municipal Code, the lot width may be calculated by measuring the width of the main buildable portion of said flag lot on a straight line parallel to the general direction of the frontage street and midway between the rear and front lines of the main buildable portion of the flag lot provided, however, that the main buildable portion contains the lot width and not less than 90% of the lot area required for lots in the zone classification in which the flag lot is situated, said lot area to be calculated exclusive of the area contained within the access strip portion of the flag lot. **(Amended by Ord. No. 176,943, Eff. 10/5/05.)**

23. (Repealed by Ord. No. 164,145, Eff. 12/8/88.)

24. Zero Side Yard Lots – Remain Separate Lots. If several lots are developed with building crossing lot lines, as permitted by Section 12.08.3 B.1. of this Code, they shall remain separate lots, notwithstanding such construction across the lot lines. **(Added by Ord. No. 159,532, Eff. 1/3/85.)**

25. Zero Side and Rear Yard Development in Multiple Residential Zones. In the R2, RD, R3, RAS3, R4, RAS4, and R5 Zones, lots may be developed with either attached dwellings crossing lot lines or detached dwellings not crossing lot lines. These dwellings may contain one dwelling unit on a lot and may observe the lot width, yard, passageway and other requirements for development in the RZ Zone. Every lot so developed shall have a minimum lot area of 2,500 square feet. No lots may be developed in accordance with this subdivision unless the lots and uses are approved in connection with a preliminary parcel map, tentative tract map or modification approved subsequent to January 1, 1985. Development so approved shall meet the density requirement of the zone in which the lots are located. **(Amended by Ord. No. 174,999, Eff. 1/15/03.)**

26. Yards Required for Historically Significant Buildings. Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, in connection with any change of use in an historically significant building, the yards required shall be the same as the yards observed by the existing structures on the site. An historically significant building is defined as a structure that is designated on the National Register of Historic Places, including Contributing Buildings in National Register Historic Districts, the California Register of Historical Resources, the City of Los Angeles List of Historic-Cultural Monuments, or a Contributing Structure in an Historic Preservation Overlay Zone (HPOZ) established pursuant to Section 12.20.3 of this Code. **(Added by Ord. No. 172,792, Eff. 10/4/99.)**

27. Small Lot Subdivision. **(Amended by Ord. No. 185,462, Eff. 4/18/18.)** The purpose of this provision is to create alternative fee-simple home ownership within the multi-family and commercial

zones. A small lot subdivision shall be permitted in the RD, R3, R4, R5, RAS and the P and C zones pursuant to an approved tract or parcel map. A subdivision for the purposes of small lots enables the construction of new small lot homes and provides opportunities for the preservation of existing residential dwelling units located on a single lot to be rehabilitated as for-sale dwellings on individual small lots.

(a) **Construction of New Small Lots.** Notwithstanding any provisions of this Code relating to minimum lot area, in the RD, R3, R4, R5, RAS and the P and C zones, parcels of land may be subdivided into lots which may contain one, two or three dwelling units, provided that the density of the subdivision complies with the minimum lot area per dwelling unit requirement established for each zone, or, in the case of a P zone, the density of the subdivision shall comply with the minimum lot area per dwelling unit of the least restrictive abutting commercial or multi-family residential zone(s).

(1) A parcel map or tract map, pursuant to Section 17.00 et seq. of this Code, shall be required for the creation of a small lot subdivision. The parcel map or vesting tentative tract map must comply with the Advisory Agency Small Lot Map Standards; and

(2) For small lot subdivision projects, no demolition, grading, building permit or certificate of occupancy shall be issued unless the Director of Planning has reviewed the application and determined that the small lot subdivision project complies with the City Planning Commission's Small Lot Design Standards. The Director of Planning's sign-off as to compliance with the Commission's Small Lot Design Standards is a ministerial administrative clearance.

(i) The Director is authorized to designate one or more members of the professional staff of the Department of City Planning to perform any of the Director's duties in this section. The Director shall establish an administrative process, guidelines, procedures, requirements, and forms as may be necessary to conduct the review of the administrative clearance to determine conformance with the Small Lot Design Standards.

(ii) The application for this administrative clearance shall be filed concurrent with the tract or parcel map application and at any time a subsequent alteration or addition is proposed.

(iii) As a condition of approval, all small lot subdivisions shall be required to conform to the plans approved by the Director of Planning.

(3) The minimum lot width shall be 18 feet and the minimum lot area shall be 600 square feet. The Advisory Agency shall designate the location of front yards in the subdivision tract or parcel map approval.

(4) Access shall be provided to a lot containing a dwelling unit and to its required parking spaces, pursuant to Section 12.21 A.4.(a) by way of a public or private street, an alley, or an access easement.

(5) The lot area coverage by all structures shall not exceed 75% of an approved small lot, unless the tract or parcel map provides an open space easement equivalent to 25% of the lot area of each lot not meeting this provision.

(6) No front, side, or rear yard shall be required between interior lot lines created within an approved small lot subdivision.

(7) The provisions of the front yard of the underlying zone shall apply to the Front Lot Line of the perimeter of the subdivision.

(8) The following shall apply to the perimeter of the subdivision:

(i) For any subdivision that shares a property line with an R1 or more restrictive single family zone, the provisions of the front yard, side yard and rear yard of the underlying zone shall apply. A minimum five-foot side yard shall be required.

(ii) For any subdivision that does not share a property line with an R1 or more restrictive single family zone, the following shall apply:

a. A minimum five-foot yard shall be required along the Side Lot Line of the perimeter of the subdivision; and

b. A minimum ten-foot yard shall be required along the Rear Lot Line of the perimeter of the subdivision, except that where the Rear Lot Line abuts an alley a minimum five-foot rear yard shall be required along the perimeter of the subdivision.

(9) No passageway pursuant to Section 12.21 C.2. of this Code shall be required.

(10) In a P zone, lots may be developed as a small lot subdivision, provided that the General Plan land use designation of the lot is "commercial" or "multiple family residential".

(11) A dwelling unit in a small lot subdivision shall not be required to comply with Paragraphs (a), (b), and (f) of Section 12.21 A.17. of this Code.

(12) Fences and walls within the yard setback areas adjacent to a public right-of-way, except alleys, and along the perimeter of the proposed subdivision shall be no more than three and one-half feet in height in accordance with Section 12.22 C.20. of this Code. Fences and walls within the yard setback areas along the perimeter, not adjacent to the public right-of-way, of the proposed subdivision shall be no more than six feet in height in accordance with Section 12.22 C.20. of this Code.

(13) Lots created within a small lot subdivision are exempt from the "frontage" requirement as defined in the definition of "Lot" pursuant to Section 12.03.

(b) **Small Lot Subdivisions of Existing Dwelling Units.** The purpose of this Subsection is to further facilitate fee-simple home ownership opportunities through the preservation of existing housing within the City.

Existing Group Dwellings, Bungalow Courts, and detached single, duplex, and triplex dwelling structures maintained under a single ownership with an original building permit issued more than 45 years prior to the date of submittal of the application for subdivision, or where information submitted with the subdivision application indicates that the building(s) is/are more than 45 years old based on the date the application is submitted may be subdivided into small lots and shall comply with Subparagraphs (1), (2) (4), and (9) through (13) of Paragraph (a) of this Subdivision. All existing structures shall be legally constructed with an issued building permit or Certificate of Occupancy.

(1) Notwithstanding any provisions of this Code relating to minimum lot area to the contrary, in the RD, R3, R4, R5, RAS and the P and C zones, parcels of land may be

subdivided into lots which may contain one, two or three dwelling units, provided that the density of the subdivision complies with the minimum lot area per dwelling unit requirement established for each zone, or in the case of a P zone, the density of the subdivision shall comply with the minimum lot area per dwelling unit of the least restrictive abutting commercial or multi-family residential zone(s). Bungalow courts and existing structures that are nonconforming as to use, density, yards, or parking may be subdivided provided that the subdivision does not further increase the density nor reduce the yards, and that existing required parking be maintained, respectively.

(2) A nonconforming building, structure, or improvements may be maintained or repaired or structurally altered provided it conforms to Section 12.23 A. of this Code. However, alterations to existing structures shall also be in conformance with the "Bungalow Court and Existing Structure" Small Lot Design Standards adopted by the City Planning Commission.

(3) All existing dwellings shall provide parking as required on each dwelling's most recently issued permit. No additional parking is required.

(4) All new dwellings added to the small lot subdivisions of existing dwelling units shall be subject to subparagraphs (1) through (13) of Paragraph (a) of this Subdivision, including current setback requirements, parking, and applicable Small Lot Design Standards.

(c) **Exceptions.** The provisions of this section do not apply to any of the following projects, which shall comply with the regulations in effect prior to the effective date of this ordinance, as applicable:

(1) Any small lot subdivision entitlement application filed and accepted and deemed complete prior to the effective date of this ordinance as determined by the Department of City Planning.

(2) Any project for which the City has approved a small lot subdivision discretionary land use entitlement as of the effective date of this ordinance, but that has not yet submitted plans and appropriate fees to the Department of Building and Safety for plan check, as determined by the Department of City Planning.



DEPARTMENT OF CITY PLANNING GENERALIZED SUMMARY OF ZONING REGULATIONS *Updated March 2020*

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
Agricultural										
A1	Agriculture One-Family Dwellings, Parks, Playgrounds, Community Centers, Golf Courses, Agricultural Uses	Unlimited (9)	45 or (6a), (9)	20% lot depth; 25 ft max or (6a)	10% of lot width; 25 ft max or (6a)	25% lot depth; 25 ft max	5 acres	2.5 acres	300 ft	2 spaces per dwelling unit (6a)
A2	Agriculture A1 uses						2 acres	1 acre	150 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
RA	Suburban Limited Agricultural Uses, One-Family Dwellings, Home Occupations		See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	10 ft min; for lots recorded prior to 7/1/66, 10% lot width where lot is less than 3 ft (7); for Hillside Area lots see Sec. 12.21 C.10 of the LAMC		17,500 sq-ft (1)	17,500 sq-ft (1)	70 ft	2 covered spaces per dwelling unit (8)
Residential Estate										
RE40	Residential Estate One-Family Dwellings, Parks, Playgrounds, Community Centers, Truck Gardening, Accessory Living Quarters, Home Occupations	Unlimited (9)	See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	10 ft (7)	25% lot depth; 25 ft max	40,000 sq-ft (1)	40,000 sq-ft (1)	80 ft (1)	2 covered spaces per dwelling unit (8) Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
RE20					10% lot width, but not less than 5 ft, 10 ft max (7)		20,000 sq-ft (1)	20,000 sq-ft (1)		
RE15					7 ft; or 10% lot width where lot is less than 3 ft (7)		15,000 sq-ft (1)	15,000 sq-ft (1)		
RE11							11,000 sq-ft (1)	11,000 sq-ft (1)	70 ft (1)	
RE9							9,000 sq-ft (1)	9,000 sq-ft (1)	65 ft (1)	
One-Family Residential										
RS	Suburban One-Family Dwellings, Parks, Playgrounds, Community Centers, Truck Gardening, Home Occupations	Unlimited (9)	See Table 2 below	20% lot depth; 25 ft max, but not less than prevailing (6b)	5 ft; or 10% lot width < 50 ft wide, not less than 3 ft (7)	20 ft min	7,500 sq-ft	7,500 sq-ft	60 ft	2 covered spaces per dwelling unit (8)
R1 (including R1V, R1F, R1R, R1H)	One-Family Residential RS Uses		See Table 2 below. Subject to encroachment plane (see p.15)	20% lot depth; 20 ft max, but not less than prevailing (6b)	5 ft; or 10% lot width where lot is less than 3 ft (7); additional 5 ft offset required for side walls >45 ft long & >14 ft high	15 ft min	5,000 sq-ft	5,000 sq-ft	50 ft	



DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required	
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit			
RU	Residential Urban		30 ft	10 ft	3 ft (9)	10 ft	3,500 sq-ft	n/a	35 ft	2 covered parking spaces per dwelling unit	
			45 ft (9)	10 ft min	Zero (3); 3 ft +1 ft for each story over 2nd	Zero (3) or 15 ft	2,500 sq-ft	30 ft, w/ driveway; 25 ft w/o driveway; 20 ft on flag, curved or cul-de-sac lot			
RZ3							3,000 sq-ft				
RZ4							4,000 sq-ft				
RW1	One-Family Residential Waterways One-Family Dwellings, Home Occupations (10)		30 ft		10% lot width; 3 ft min	15 ft	2,300 sq-ft		28 ft		
Multiple Residential											
R2	Two-Family Dwellings R1 Uses, Home Occupations	Unlimited (9)	45 ft or (6a), (7), (9)	20% lot depth; 20 ft max, but not less than prevailing	5 ft; or 10% lot width where lot is less than 50 ft wide; 3 ft min (7); additional 5 ft offset required for side walls >45 ft long & >14 ft high	15 ft	5,000 sq-ft	2,500 sq-ft	50 ft	2 spaces, one covered	
RD1.5	Restricted Density Multiple Dwelling One-Family Dwellings, Two-Family Dwellings, Apartment Houses, Multiple Dwellings, Home Occupations			15 ft	5 ft; or 10% of lot width where lot is less than <50 ft wide; 3 ft min; +1 ft for each story over 2 nd , not to exceed 16 ft (6a)	15 ft		1,500 sq-ft		1 space per unit < 3 habitable rooms; 1.5 spaces per unit = 3 habitable rooms; 2 spaces per unit > 3 habitable rooms; uncovered (6a)	
RD2								2,000 sq-ft		1 space each guest room (first 30)	
RD3								6,000 sq-ft	3,000 sq-ft	60 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
RD4								8,000 sq-ft	4,000 sq-ft		2 covered spaces per dwelling unit
RD5				20 ft	10 ft (6a)	25 ft	10,000 sq-ft	5,000 sq-ft	70 ft		
RD6							12,000 sq-ft	6,000 sq-ft			
RMP	Mobile Home Park Home Occupations		45 or (9)	20% lot depth, 25 ft max	10 ft	25% lot depth, 25 ft max	20,000 sq-ft	20,000 sq-ft	80 ft		
RW2	Two-Family Residential Waterways One-Family Dwellings, Two-Family Dwellings, Home Occupations			10 ft	10% lot width; 3 ft min; +1 ft for each story over 2nd	15 ft	2,300 sq-ft	1,150 sq-ft	28 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC	



DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
R3	Multiple Dwelling R2 Uses: Apartment Houses, Multiple Dwellings, Child Care (20 max)			15 ft; 10 ft for key lots	5 ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft	5,000 sq-ft	800 sq-ft; 500 sq-ft per guest room	50 ft	Same as RD Zones
	Residential/Accessory R3 uses, Limited ground floor commercial			5 ft, or average of adjoining buildings	Zero ft for ground floor commercial, 5 ft for residential	15 ft adjacent to RD or more restrictive Zone; otherwise 5 ft		800 sq-ft; 200 sq-ft per guest room		
R4	Multiple Dwelling R3 Uses, Churches, Schools, Childcare, Homeless Shelter	Unlimited (9)		15 ft; 10 ft for key lots	5ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft; +1 ft for each story over 3rd; 20 ft max		400 sq-ft; 200 sq-ft per guest room		
	Residential/Accessory R4 uses, Limited ground floor commercial			5 ft, or average of adjoining buildings	Zero ft for ground floor commercial, 5 ft for residential	15 ft adjacent to RD or more restrictive Zone; otherwise 5 ft				
R5	Multiple Dwelling R4 Uses, Clubs, Lodges, Hospitals, Sanitariums, Hotels			15 ft; 10 ft for key lots	5ft; 10% lot width when lot width is < 50 ft; 3 ft min; +1 ft for each story over 2nd, not to exceed 16 ft	15 ft; +1 ft for each story over 3rd; 20 ft max		200 sq-ft		

Loading Space: Required for the RAS3, R4, RAS4, and R5 Zones in accordance with Section 12.21 C.6 of the LAMC.

Open Space: Required for 6 or more residential units in accordance with Section 12.21 G of the LAMC.

Passageway: 10 feet required from the street to one entrance of each dwelling unit or guest room in every residential building, except for the RW, RU, and RZ Zones, in accordance with Section 12.21 C.2 of the LAMC.

Commercial									
CR	Limited Commercial Banks, Clubs, Hotels, Churches, Schools, Business and Professional Colleges, Child Care, Parking Areas, Offices, R4 Uses	6 (9)	75 ft (9)	10 ft min	For corner lots: 10% lot width; 10 ft max; 5 ft min For lots adj. to A or R zone or for residential uses: 10% lot width; 5 ft max; 3 ft min For other lots: not required	15 ft min; +1 ft for each story over 3rd	Same as R4 for residential uses; otherwise none	50 ft for residential uses; otherwise none	See separate parking handout Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC



DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020

Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
C1	Limited Commercial Local Retail Stores < 100,000 sq-ft, Offices or Businesses, Hotels, Hospitals and/or Clinics, Parking Areas, CR Uses except for Churches, Schools, Museums, R3 Uses	Unlimited (9)			For corner lots, lots adjacent to A or R Zone, or residential uses: 10% lot width; 5 ft max; 3 ft min; +1 ft for each story over 2 nd , up to 16 ft For other lots: not required; 3 ft min if provided	For residential uses or abutting A or R Zone: 15 ft; +1 ft for each story over 3rd; 20 ft max	Same as R3 Zone for residential uses; otherwise none			
C1.5	Limited Commercial C1 Uses – Retail, Theaters, Hotels, Broadcasting Studios, Parking Buildings, Parks and Playgrounds, R4 Uses					Same as R4 Zone for residential uses; otherwise none				
C2	Commercial C1.5 Uses: Retail w/ Limited Manufacturing, Service Stations and Garages, Retail Contr. Business, Churches, Schools, Auto Sales, R4 Uses			None	None for commercial uses; same as R4 Zone for residential uses at lowest residential story	Same as R4 Zone for residential uses at lowest residential story; otherwise none				
C4	Commercial C2 Uses with Limitation, R4 Uses									
C5	Commercial C2 Uses, Limited Floor Area for Manufacturing of CM Zone Type, R4 Uses									
CM	Commercial Manufacturing Wholesale, Storage, Clinics, Limited Manufacturing, Limited C2 Uses, R3 Uses				None for commercial uses; same as R4 for residential uses	Same as R3 Zone for residential uses; otherwise none				

Loading Space: Hospitals, hotels, institutions, and every building where lot abuts an alley. Minimum loading space is 400 sq-ft; additional space for buildings > 50,000 sq-ft of Floor Area. None for apartment buildings < 30 units, in accordance with Section 12.21 C.6 of the LAMC.

Manufacturing							
MR1	Restricted Industrial C/M Uses, Limited Commercial and Manufacturing, Clinics, Media Products, Limited Machine Shops, Animal Hospitals and Kennels	Unlimited (9)	5 ft for lots <100 ft deep; 15 ft for lots >100 ft deep	None for industrial or commercial uses; same as R4 Zone for residential uses (5)	None for industrial or commercial uses; same as R4 Zone for residential uses (5)	None for industrial or commercial uses; same as R4 for residential uses (5)	See separate parking handout Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC
M1	Limited Industrial MR1 Uses, Limited Industrial and Manufacturing Uses, no R Zone Uses, no Hospitals, Schools, Churches, any Enclosed C2 Use, Wireless Telecommunications, Household Storage		None				



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Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
MR2	Restricted Light Industrial MR1 Uses, Additional Industrial Uses, Mortuaries, Animal Keeping			5 ft for lots <100 ft deep; 15 ft for lots >100 ft deep						
M2	Light Industrial M1 and MR2 Uses, Additional Industrial Uses, Storage Yards, Animal Keeping, Enclosed Composting, no R Zone Uses			None	Same as R5 Zone for residential uses (5)				None for industrial or commercial uses; same as R5 for residential uses (5)	
M3	Heavy Industrial M2 Uses, any Industrial I Uses, Nuisance Type Uses 500 ft from any other Zone, no R Zone Uses				None			None		
Loading Space: Institutions, and every building where lot abuts an alley. Minimum loading space is 400 sq-ft; additional space for buildings > 50,000 sq-ft of floor area. None for apartment buildings < 30 units, in accordance with Section 12.21 C.6 of the LAMC.										
Parking										
P	Automobile Parking – Surface and Underground Surface Parking; Parking Buildings if located below grade; Land in a P Zone may also be classified in A or R Zone	Unlimited (9)		10 ft in combination with an A or R Zone; otherwise none	None	None	None, unless also in an A or R Zone			See separate parking handout Bicycle Parking pursuant to Sec. 12.21 A. 16 of the LAMC
PB	Parking Building P Zone uses; Parking Buildings at or above grade; Automobile Parking within a Building			0 ft, 5 ft, or 10 ft, depending on zoning frontage and zoning across the street	5 ft + 1 ft each story above 2nd if abutting or across street and frontage in A or R Zone	5 ft + 1 ft each story above 2nd if abutting A or R Zone		None		
Open Space/Public Facilities/Submerged Lands										
OS	Open Space Parks and Recreation Facilities, Nature Reserves, Closed Sanitary Landfill sites, Public Water Supply Reservoirs, Water Conservation Areas	None			None			None		See separate parking handout Bicycle Parking pursuant to Sec. 12.21 A. 16 of the LAMC
PF	Public Facilities Agricultural Uses, Parking Under Freeways, Fire and Police Stations, Government Buildings, Public Libraries, Post Offices, Public Health Facilities, Public Elementary and Secondary Schools, Qualified Permanent Supportive Housing Projects (12)									



DEPARTMENT OF CITY PLANNING
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Table 1 – General Development Standards

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
SL	Submerged Lands Navigation, Shipping, Fishing, Recreation									

- (1) "H" Hillside or Mountainous Areas may alter these requirements in the RA-H or RE-H Zones. Subdivision may be approved with smaller lots, provided larger lots are also included. Section 17.05 H.1 of the LAMC.
- (2) Section 12.08.3 B.1 of the LAMC.
- (3) Section 12.08.3 C.2 and 3 of the LAMC.
- (4) Section 12.09.5 C of the Zoning Code. For 2 or more lots, the interior side yards may be eliminated, but 4 ft is required on each side of the grouped lots.
- (5) Section 12.17.5 B.9(a) of the LAMC. Dwelling considered as accessory to industrial use only (watchman or caretaker including family).
- (6)
- a. Height, yard and parking requirement for single-family dwellings in a designated Hillside Area may be governed by Section 12.21 A.17 of the LAMC.
- b. Height, yard and parking requirements for single-family dwellings in a designated Hillside Area may be governed by Section 12.21 C.10 of the LAMC.
- (7) One foot shall be added to the width of each required side yard for each increment of ten feet, or fraction thereof, above the first 18 feet of height of the main building. On lots within the Coastal Zone, not located within a Hillside Area as defined in Section 12.03 of the LAMC, one foot shall be added to the width of each required side yard for each additional story above the second story; except on RA lots where a side yard of less than 10 feet in width is permitted, one foot shall be added to the width of each required side yard when a building is three or more stories in height.
- (8) In accordance with Section 12.21 C.10(g) of the LAMC, on a Substandard Hillside Limited Street, when buildings exceed 2,400 sq-ft of Residential Floor Area, one additional parking space will be provided for each additional increment of 1,000 sq-ft, or fraction thereof, for a maximum of 5 total on-site spaces.
- (9) Height District (Section 12.21.1 of the LAMC), see Table 2 – Height Districts.
- (10) The side yard on one side of the lot may be reduced to zero provided that the remaining side yard is increased to 6 ft, in accordance with Section 12.08.1 C.2 of the LAMC.
- (11) Specific Requirements for open space, rear yards, and provisions into front yards are in Section 12.08.5 C of the LAMC.
- (12) Section 12.04.09 B.11 of the LAMC. Qualified Permanent Supportive Housing Projects are permitted in the PF Zone utilizing the uses and standards permitted by the least restrictive adjoining zone.

Table 2 – Height Districts (Height, Stories, FAR & RFAR)

Zone	1†	1L†	1VL†	1XL†	1SS	2	3	4
A1†, A2†, RZ, RMP, RW2	Height: 45 ft Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
RD†, R3	Height: 45 ft Stories: n/a FAR: 3:1		Height: 45 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: 75 ft Stories: 6† FAR: 6:1	Height: 75 ft Stories: 6† FAR: 10:1	Height: 75 ft Stories: 6† FAR: 13:1
RAS3	Height: 45 ft Stories: n/a FAR: 3:1		Height: 50 ft Stories: n/a FAR: 3:1	Height: 30 ft Stories: n/a FAR: 3:1	n/a	Height: 75 ft Stories: 6† FAR: 6:1	Height: 75 ft Stories: 6† FAR: 10:1	Height: 75 ft Stories: 6† FAR: 13:1
RA*§, RE40§, RE20§, RE15§, RE11§	Height Roof ≥25%, 36 ft Roof <25%, 30 ft Stories: n/a		Height Roof ≥25%, 30 ft Roof <25%, 30 ft Stories: n/a	Height Roof ≥25%, 18 ft (22 ft in Hillside Area) Roof <25%, 18 ft Stories: n/a	Height Roof ≥25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof ≥25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof ≥25%, 36 ft Roof <25%, 30 ft Stories: n/a	Height Roof ≥25%, 36 ft Roof <25%, 30 ft Stories: n/a



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Table 2 – Height Districts (Height, Stories, FAR & RFAR)

Zone	1†	1L†	1VL†	1XL†	1SS	2	3	4
	RFAR: See C.5 of each Zone in the LAMC; for Hillside Area, see Section 12.21 C.10 of the LAMC FAR (Coastal Zone, non-Hillside only)*: See Section 12.21.1 A of the LAMC							
RE9*§, RSS, R1**§	Height Roof ≥25%: 33 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.		Height Roof ≥25%: 30 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.	Height Roof ≥25%, 18 ft (22 ft in Hillside Area) Roof <25%, 18 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.	Height Roof ≥25%: 33 ft Roof <25%: 28 ft Stories: n/a R1 subject to Encroachment Plane; see p.15.			
					RFAR: N/A FAR: 6:1	RFAR: N/A FAR: 10:1	RFAR: N/A FAR: 13:1	
R2	Height: 33 ft Stories: n/a FAR: 3:1		Height: 33 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: 33 ft Stories: n/a FAR: 6:1	Height: 33 ft Stories: n/a FAR: 10:1	Height: 33 ft Stories: n/a FAR: 13:1
R4, R5	Height: n/a Stories: n/a FAR: 3:1	Height: 75 ft Stories: 6† FAR: 3:1	Height: 45 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
RAS4	Height: n/a Stories: n/a FAR: 3:1	Height: 75 ft Stories: 6† FAR: 3:1	Height: 50 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1
C, M	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 1.5:1	Height: 75 ft Stories: 6† FAR: 1.5:1	Height: 45 ft Stories: 3† FAR: 1.5:1	Height: 30 ft Stories: 2† FAR: 1.5:1	n/a	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 6:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 10:1	Height: 75 ft for CR, otherwise n/a Stories: 6 for CR, otherwise n/a FAR: 13:1
PB	Height: n/a Stories: 2 FAR: n/a	Height: 75 ft Stories: 2 FAR: n/a	Height: 45 ft Stories: 2 FAR: n/a	Height: 30 ft Stories: 2 FAR: n/a	n/a	Height: n/a Stories: 6 FAR: n/a	Height: n/a Stories: 10 FAR: n/a	Height: n/a Stories: 13 FAR: n/a
PF	Height: n/a Stories: n/a FAR: 3:1	Height: 75 ft Stories: 6† FAR: 3:1	Height: 45 ft Stories: 3† FAR: 3:1	Height: 30 ft Stories: 2† FAR: 3:1	n/a	Height: n/a Stories: n/a FAR: 6:1	Height: n/a Stories: n/a FAR: 10:1	Height: n/a Stories: n/a FAR: 13:1



DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020

Table 2 – Height Districts (Height, Stories, FAR & RFAR)

Zone	1†	1L‡	1VL‡	1XL‡	1SS	2	3	4
FAR – Floor Area Ratio – defined in Section 12.03 of the LAMC.								
RFAR – Residential Floor Area Ratio – defined in Section 12.03 of the LAMC. Used only for non-Coastal Zone properties in Height Districts 1, 1L, 1VL, 1XL, and 1SS.								
* Prevailing Height in accordance with the 3rd unnumbered paragraphs of Section 12.21.1 of the LAMC may apply.								
** Properties located in one of the R1 Variation Zones (R1V, R1F, R1R, R1H) are not part of any Height District. See tables on pp. 11-14 for height regulations in R1 Variation Zones. These regulations are also in Section 12.08 C.5 (b)-(d) of the LAMC.								
***Coastal Zone properties outside of the Hillside Area are not subject to Residential Floor Area limits, but are subject to Floor Area limits.								
† Buildings used entirely for residential (and ground floor commercial in the RAS Zones) are only limited as to feet, not stories.								
‡ Floor Area in Height District 1 in other than C and M Zones is limited to 3:1 FAR.								
§ Height limited to 36 ft or 45 ft in Hillside Areas in accordance with Section 12.21 A.17 of the LAMC.								
§ Height limited to 45 feet on lots in the Coastal Zone not located within the Hillside Area, as defined in Section 12.03 of the LAMC.								
Transitional Height: Portions of buildings in C or M Zones within certain distances of RW1 or more restrictive Zones shall not exceed the following height limits, in accordance with Section 12.21.1 A.10 of the LAMC.								
		Distance (ft)	Height (ft)					
		0 – 49	25					
		50 – 99	33					
		100 – 199	61					



DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020

ANATOMY OF ZONING IN LOS ANGELES

[Q]C2-1-CDO

SPECIAL ZONING CLASSIFICATIONS

Site-specific or project-specific provisions that are established by ordinance as part of the Zone for a lot.

ZONE CLASSIFICATIONS

The zone classification dictates basic requirements and restrictions such as permitted and conditionally permitted uses, minimum lot area, yard and parking requirements.

HEIGHT DISTRICT

The height district designation determines the maximum Floor Area Ratio, Residential Floor Area Ratio, and sometimes number of stories and/or feet. Does not apply to R1 Variation Zones.

SUPPLEMENTAL USE DISTRICT

Supplemental use districts contain additional regulations beyond those required by the base zone regulations, usually to protect or create certain neighborhood characteristics.

Special Zoning Classifications (Section 12.32 of the LAMC. T and Q Classifications appear before the zone classification, while D limitations appear after the height district designation.)

(T), [T], T	Tentative Zone Classification	Tentative zone classification, pending certain required dedications, payments or improvements – see Council File
(Q), [Q], Q	Qualified Classification	Restricts uses allowed on property
D	Development Limitation	Restricts heights, floor area ratio, lot coverage, building setbacks

Supplemental Use Districts

Regulate uses which cannot adequately be provided for in the Zoning Code (Section 13.00 of the LAMC)

O	Oil Drilling District	MU	Mixed Use District
S	Animal Slaughtering	FH	Fence Height District
G	Surface Mining District	SN	Sign District
RPD	Residential Planned Development District	RFA	Residential Floor Area District
K	Equinekeeping District	NSO	Neighborhood Stabilization Overlay District
CA	Commercial and Aircraft District	CPIO	Community Plan Implementation Overlay District
POD	Pedestrian Oriented District	HS	Hillside Standards Overlay District
CDO	Community Design Overlay District	MPR	Modified Parking Requirement District

Other Zoning Designations

ADP	Alameda District Specific Plan	LASED	LA Sports & Entertainment Specific Plan
CCS	Century City South Studio Zone	OX	Oxford Triangle Specific Plan
CSA	Centers Study Area	PKM	Park Mile Specific Plan
CW	Central City West Specific Plan	PV	Playa Vista Specific Plan
GM	Glencoe/Maxella Specific Plan	WC	Warner Center Specific Plan
HPOZ	Historic Preservation Overlay Zone		

DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020



GENERAL NOTE:

This summary is only a guide. Definitive information should be obtained from Chapter 1 of the Los Angeles Municipal Code (LAMC) itself and from consultation with the Department of Building and Safety.

UPDATES:

April/ 2013 Update: Updated to reflect changes made to the Single-Family Zones under the Baseline Mansionization Ordinance (Ord. No. 179,883) and Baseline Hillside Ordinance (Ord. No. 181,624), bicycle parking requirements under Bicycle Parking Ordinance (Ord. No. 182,386), the list of Supplemental Use Districts, and add the "ANATOMY OF ZONING IN LOS ANGELES" diagram.

May 2019 Update: Updated to reflect further changes to the Single-Family Zone Regulations and addition of R1 Variation Zones (Ord. No. 184,802), and the Permanent Supportive Housing Ordinance (Ord. No. 185,492).

June 2019 Correction: Corrected height restrictions for C and M properties in Height Districts 1VL and 1XL.

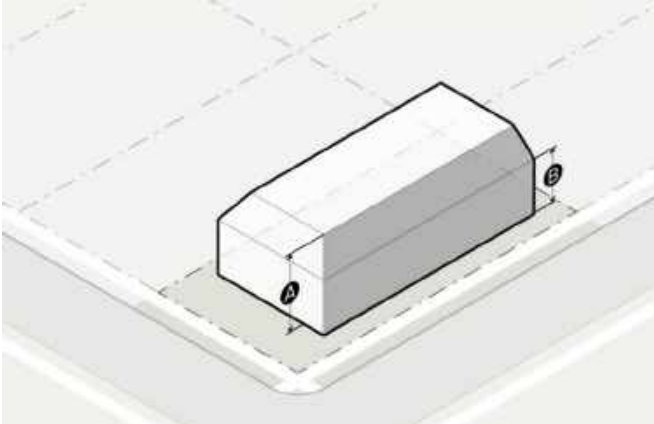
March 2020 Correction: Corrected FAR/RFAR restrictions for R1, RA, RE and RS properties in Height Districts 2, 3 and 4.



R1 Variation Zones – Bulk & Massing Regulations

The following pages contain summaries of the bulk and massing regulations for the R1 Variation Zones, which are divided into “R1V” Variable-Mass, “R1F” Front-Mass, “R1R” Rear-Mass, and R1H” Hillside. All of the R1 Variation Zones are subject to encroachment plane limits, as well as the side yard plane break/offset requirement for all R1 properties. The encroachment plane and plane break/offset requirements are illustrated on Pages 15-16.

“R1V” Variable-Mass Zones (R1V1, R1V2, R1V3, R1V4)

Table 12.08 C.5(b)						
R1 VARIABLE-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1V1	R1V2	R1V3	R1V4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Variable Mass						
(A)	Height of Building (max)	30'	30'	28'	20'	
(B)	Encroachment Plane Origin Height	22'	22'	20'	14'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020



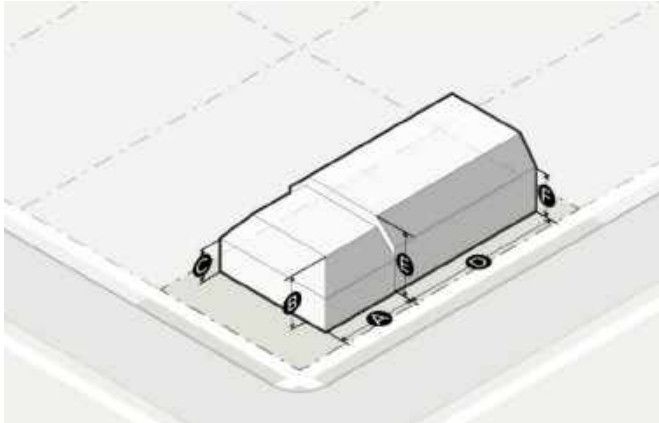
“R1F” Front-Mass Zones (R1F1, R1F2, R1F3, R1F4)

Table 12.08 C.5(c)						
R1 FRONT-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1F1	R1F2	R1F3	R1F4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass						
(A)	Front envelope depth, from front yard setback (min)	-	-	-	-	
(B)	Height of Mass (max)	30'	30'	28'	26'	
(C)	Encroachment Plane Origin Height	22'	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	25'	25'	25'	25'	
(E)	Height of Mass (max)	24'	24'	20'	18'	
(F)	Encroachment Plane Origin Height	16'	16'	14'	14'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

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GENERALIZED SUMMARY OF ZONING REGULATIONS
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“R1R” Rear-Mass Zones (R1R1, R1R2, R1R3, R1R4)

Table 12.08 C.5(d)						
R1 REAR-MASS VARIATION ZONES DEVELOPMENT STANDARDS						
						
Lot Size and Residential Floor Area Ratio		R1R1	R1R2	R1R3	R1R4	Max Lot Coverage
	Up to 6,000 SF	.65	.55	.45	.40	50%
	6,001 to 7,000 SF	.63	.53	.43	.38	48%
	7,001 to 8,000 SF	.61	.51	.41	.36	46%
	8,001 to 9,000 SF	.59	.49	.39	.34	44%
	9,001 to 10,000 SF	.57	.47	.37	.32	42%
	Over 10,000 SF	.55	.45	.35	.30	40%
Front Mass						
(A)	Front envelope depth, from front yard setback (min)	30'	30'	30'	30'	
(B)	Height of Mass (max)	24'	24'	20'	18'	
(C)	Encroachment Plane Origin Height	16'	16'	12'	12'	
	Angle of Encroachment Plane	45°	45°	45°	45°	
Rear Mass						
(D)	Rear envelope depth, from rear yard setback (min)	-	-	-	-	
(E)	Height of Mass (max)	30'	30'	28'	26'	
(F)	Encroachment Plane Origin Height	22'	22'	20'	18'	
	Angle of Encroachment Plane	45°	45°	45°	45°	

DEPARTMENT OF CITY PLANNING
GENERALIZED SUMMARY OF ZONING REGULATIONS
Updated March 2020



“R1H” Hillside Zones (R1H1, R1H2, R1H3, R1H4)

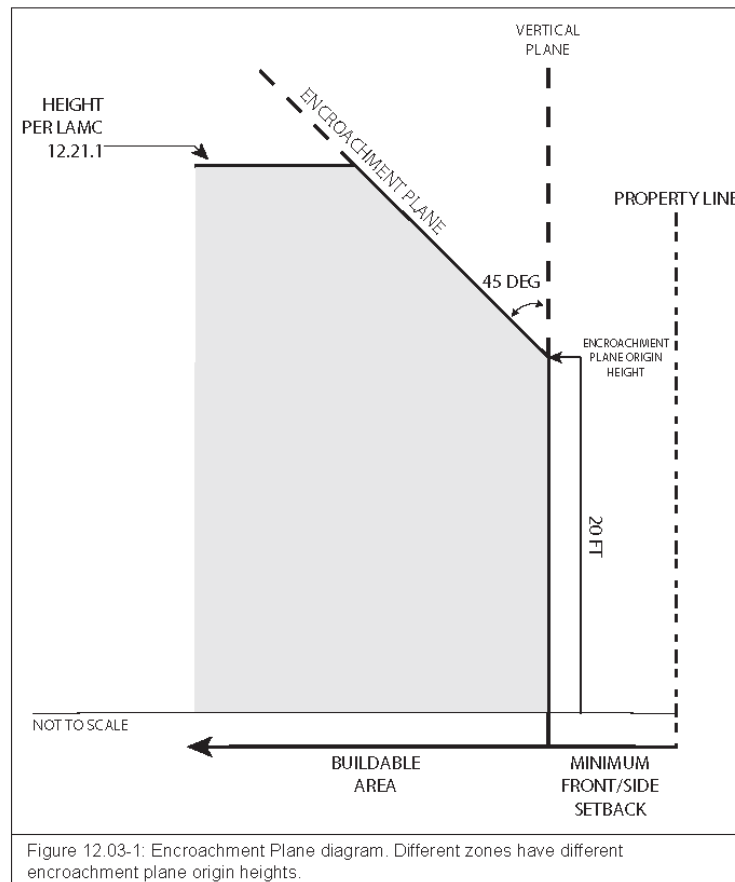
The maximum Residential Floor Area contained in all Buildings and Accessory Buildings on a property in an R1H Zone shall not exceed the sum of the square footage of each Slope Band multiplied by the corresponding Residential Floor Area Ratio (RFAR) for the zone of the Lot. Otherwise, a property in an R1H Zone shall comply with all of the R1 Hillside Area Development Standards pursuant to Section 12.21 C.10 of the LAMC.

Table 12.21 C.10-2b Single-Family Zone Hillside Area Residential Floor Area Ratios (RFAR)				
Slope Bands (%)	R1H1	R1H2	R1H3	R1H4
0 – 14.99	0.65	0.55	0.45	0.40
15 – 29.99	0.60	0.50	0.45	0.35
30 – 44.99	0.55	0.45	0.40	0.30
45 – 59.99	0.50	0.40	0.35	0.25
60 – 99.99	0.45	0.35	0.30	0.20
100 +	0.00	0.00	0.00	0.00



R1 Encroachment Plane

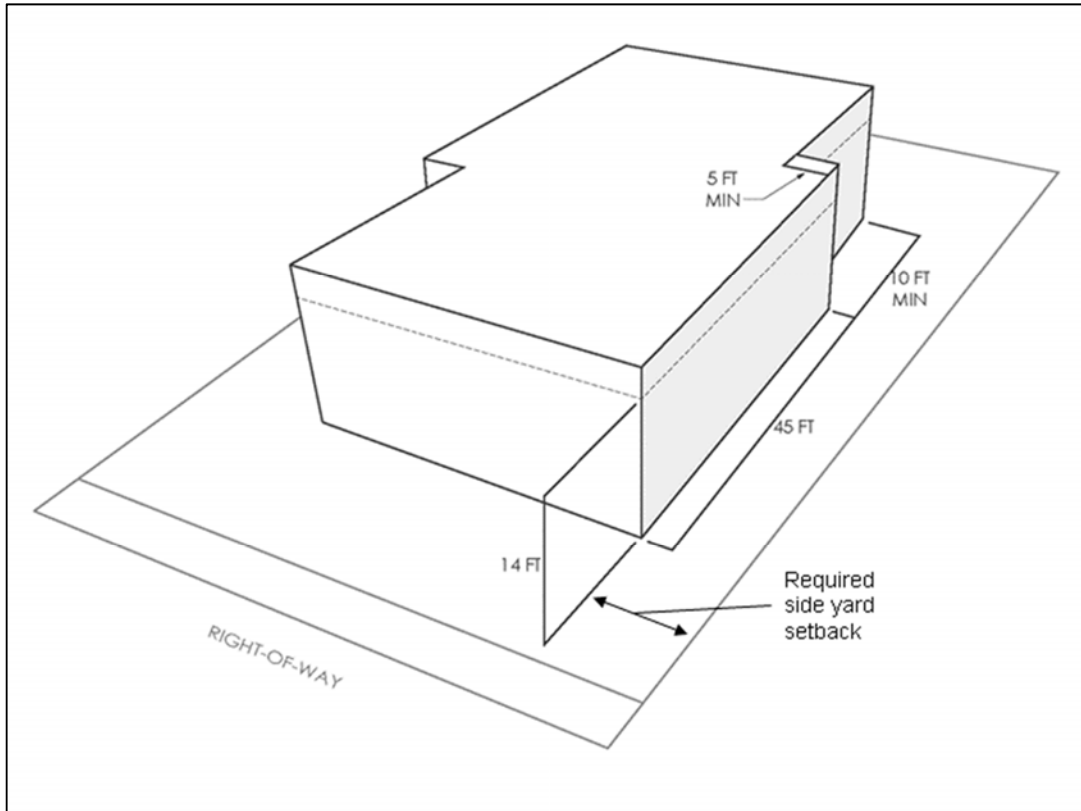
The Encroachment Plane in the standard R1 Zone and R1 Variation Zones is an angled plane originating at a specified height above the minimum front and/or side yard setback and angling toward the interior of the lot. The mass of the building may not extend above the plane, except for specified roof structures and equipment, per LAMC Section 12.21.1. The 20-foot origin height shown here applies in the standard R1 Zone and in some R1 Variation Zones, while other R1 Variation Zones may specify a different origin height. See Subdivision C.5 of LAMC Section 12.08 for the precise dimensions that apply in each R1 Variation Zone.





R1 Side Wall Offset/Plane Break

In the R1 Zone, R2 Zone, and all R1 Variation Zones, all portions of a building that have a side wall more than 14 feet high and a continuous length greater than 45 feet must provide an offset or plane break at least 5 feet in depth beyond the minimum side yard. The offset or plane break must be at least 10 feet in length.



Attachment A 4



102 UNIT APARTMENT

(INCLUDING 12 VERY LOW INCOME UNITS)

1331 S PACIFIC AVE
SAN PEDRO, CA 90731

FOR

RKD 13 PAC LP

EXHIBIT "A"

PROJECT IS 100% PRIVATELY FUNDED,
NOT RECEIVING INCENTIVE TAX CREDIT,
AND IS NOT A PUBLIC HOUSING PROJECT.

CONSULTANTS

STRUCTURAL
ENGINEER

REYNOLDS AND ASSOCIATES
5420 COOPER AVE., SUITE 305
DOWNEY, CALIFORNIA 90241
TEL. (310) 691-1881
FAX (310) 691-1881

MECHANICAL
ENGINEER

CHART ENGINEERS
28430 BARDON AVE. S. SUITE F-10
LAKELAND, FLORIDA 33509
TEL. (813) 287-9991

LANDSCAPE
ARCHITECT

PAUL LEBUS & ASSOCIATES
11701-B BAYSHORE DRIVE #40
SHERMAN OAKS, CA 91403
TEL. (818) 708-1212

ELECTRICAL
ENGINEER

ABRAM ASSOCIATES
1117 STARLINE AVE
ALHAMBRA, CALIFORNIA 91801
TEL. (626) 294-1800

SOIL
ENGINEER

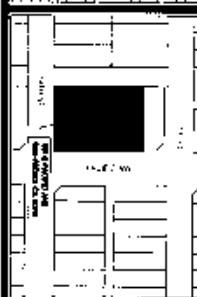
A22 GEOTECHNICAL INC.
15000 BURNHAM AVE., SUITE A
VAN HOUTS, CA 94065
TEL. (415) 608-5214
FAX (415) 608-5231

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COVER SHEET



PARKING ANALYSIS (52 OCC.)

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REPORT OF THE CHIEF OF STAFF ON THE PROGRESS OF THE ARMY DURING THE YEAR 1964		REPORT OF THE CHIEF OF STAFF ON THE PROGRESS OF THE ARMY DURING THE YEAR 1964	
1. SUMMARY OF THE YEAR 2. THE ARMY'S CONTRIBUTION TO THE NATIONAL DEFENSE 3. THE ARMY'S CONTRIBUTION TO THE NATIONAL ECONOMY 4. THE ARMY'S CONTRIBUTION TO THE NATIONAL SOCIETY 5. THE ARMY'S CONTRIBUTION TO THE NATIONAL CULTURE 6. THE ARMY'S CONTRIBUTION TO THE NATIONAL SCIENCE 7. THE ARMY'S CONTRIBUTION TO THE NATIONAL ARTS 8. THE ARMY'S CONTRIBUTION TO THE NATIONAL HISTORY 9. THE ARMY'S CONTRIBUTION TO THE NATIONAL GEOGRAPHY 10. THE ARMY'S CONTRIBUTION TO THE NATIONAL ASTRONOMY 11. THE ARMY'S CONTRIBUTION TO THE NATIONAL METEOROLOGY 12. THE ARMY'S CONTRIBUTION TO THE NATIONAL CLIMATE 13. THE ARMY'S CONTRIBUTION TO THE NATIONAL OCEANOGRAPHY 14. THE ARMY'S CONTRIBUTION TO THE NATIONAL BIOLOGY 15. THE ARMY'S CONTRIBUTION TO THE NATIONAL CHEMISTRY 16. THE ARMY'S CONTRIBUTION TO THE NATIONAL PHYSICS 17. THE ARMY'S CONTRIBUTION TO THE NATIONAL MEDICINE 18. THE ARMY'S CONTRIBUTION TO THE NATIONAL AGRICULTURE 19. THE ARMY'S CONTRIBUTION TO THE NATIONAL INDUSTRY 20. THE ARMY'S CONTRIBUTION TO THE NATIONAL TRANSPORTATION 21. THE ARMY'S CONTRIBUTION TO THE NATIONAL COMMUNICATIONS 22. THE ARMY'S CONTRIBUTION TO THE NATIONAL ENERGY 23. THE ARMY'S CONTRIBUTION TO THE NATIONAL SPACE 24. THE ARMY'S CONTRIBUTION TO THE NATIONAL ENVIRONMENT 25. THE ARMY'S CONTRIBUTION TO THE NATIONAL QUALITY OF LIFE		1. SUMMARY OF THE YEAR 2. THE ARMY'S CONTRIBUTION TO THE NATIONAL DEFENSE 3. THE ARMY'S CONTRIBUTION TO THE NATIONAL ECONOMY 4. THE ARMY'S CONTRIBUTION TO THE NATIONAL SOCIETY 5. THE ARMY'S CONTRIBUTION TO THE NATIONAL CULTURE 6. THE ARMY'S CONTRIBUTION TO THE NATIONAL SCIENCE 7. THE ARMY'S CONTRIBUTION TO THE NATIONAL ARTS 8. THE ARMY'S CONTRIBUTION TO THE NATIONAL HISTORY 9. THE ARMY'S CONTRIBUTION TO THE NATIONAL GEOGRAPHY 10. THE ARMY'S CONTRIBUTION TO THE NATIONAL ASTRONOMY 11. THE ARMY'S CONTRIBUTION TO THE NATIONAL METEOROLOGY 12. THE ARMY'S CONTRIBUTION TO THE NATIONAL CLIMATE 13. THE ARMY'S CONTRIBUTION TO THE NATIONAL OCEANOGRAPHY 14. THE ARMY'S CONTRIBUTION TO THE NATIONAL BIOLOGY 15. THE ARMY'S CONTRIBUTION TO THE NATIONAL CHEMISTRY 16. THE ARMY'S CONTRIBUTION TO THE NATIONAL PHYSICS 17. THE ARMY'S CONTRIBUTION TO THE NATIONAL MEDICINE 18. THE ARMY'S CONTRIBUTION TO THE NATIONAL AGRICULTURE 19. THE ARMY'S CONTRIBUTION TO THE NATIONAL INDUSTRY 20. THE ARMY'S CONTRIBUTION TO THE NATIONAL TRANSPORTATION 21. THE ARMY'S CONTRIBUTION TO THE NATIONAL COMMUNICATIONS 22. THE ARMY'S CONTRIBUTION TO THE NATIONAL ENERGY 23. THE ARMY'S CONTRIBUTION TO THE NATIONAL SPACE 24. THE ARMY'S CONTRIBUTION TO THE NATIONAL ENVIRONMENT 25. THE ARMY'S CONTRIBUTION TO THE NATIONAL QUALITY OF LIFE	

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196 U	1.331	7
197 U	1.331	7
198 U	1.331	7
199 U	1.331	7
200 U	1.331	7
201 U	1.331	7
202 U	1.331	7
203 U	1.331	7
204 U	1.331	7
205 U	1.331	7
206 U	1.331	7
207 U	1.331	7
208 U	1.331	7
209 U	1.331	7
210 U	1.331	7
211 U	1.331	7
212 U	1.331	7
213 U	1.331	7
214 U	1.331	7
215 U	1.331	7
216 U	1.331	7
217 U	1.331	7
218 U	1.331	7

OVERVIEW

It is likely that the information is simply not being presented in the most effective way. For example, the information on the importance of the information may be presented in a way that is not easily understood. The information may be presented in a way that is not easily understood. The information may be presented in a way that is not easily understood.

Abstracted in: *ALP* Properties of the new compound are discussed.

environmental awarded the design award for the design, construction and CPO Director in Schedule 2 of Chapter 1-11 related to building budget, safety, equipment, and design and drawings.

- a. (also properly states and explained) requirements
- b. Construction Commission shall enforce the listing list of 5,000-70,000 sq. ft. and more in the Commercial Code as they appear

[illegible]

- Use correlation sequences that

¹ *Chondropoda* (Crustacea) species were investigated from shallow nearshore waters in the Gulf of Mexico.

- k. Contributions continue to fund construction loans away from organized groups or services, except when, as follows:
- l. Contributions continue to fund a construction resource office to

PMs
Project PMs monitor the bidding process and reduction measure from the project design

For non-accidental physical injuries only, where a new method of assault, weapon, situation, motive, words and threats were used by the offender, that are not included in accordance with the guidance of the Crown Prosecution Service.

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NOTES

b. The unemployment benefits and disability benefits might come from the unemployment insurance.

4. **Case-control studies** should be conducted with caution, since confounding is likely to be a problem.

UPDATE: The *Journal of the American Medical Association* (JAMA) has published a study that suggests that the use of a single, low-dose, long-acting antipsychotic may be more effective than a combination of two or more low-dose, short-acting antipsychotics in the treatment of schizophrenia. The study, which was conducted by researchers at the University of California, San Francisco, found that patients who received a single, low-dose, long-acting antipsychotic (such as risperidone or olanzapine) had a higher rate of response to treatment than those who received a combination of two or more low-dose, short-acting antipsychotics (such as haloperidol and flupenthixol). The study also found that the single, low-dose, long-acting antipsychotic was associated with a lower risk of side effects, such as weight gain and metabolic abnormalities, compared with the combination of two or more low-dose, short-acting antipsychotics. These findings suggest that a single, low-dose, long-acting antipsychotic may be a more effective and safer treatment option for patients with schizophrenia.

Received 15 November 2023; accepted 15 November 2023; published online 15 November 2023

c. Evaluate agency's findings, the environmental problems raised by the agency and the agency's response.

1993



Attachment A 5

ORDINANCE NO. 185539

An ordinance establishing the San Pedro Community Plan Implementation Overlay District for the San Pedro Community Plan Area.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 13.14 of the Los Angeles Municipal Code (LAMC) and its authority to adopt zoning regulations, the City Council hereby establishes and adopts the attached San Pedro Community Plan Implementation Overlay District (San Pedro CPIO District) to read in whole as shown in the attached document. The San Pedro CPIO District's boundaries are identical to the boundaries of the San Pedro Community Plan, adopted on October 4, 2017 (Council File No. 17-1044). The City Council establishes 13 Subareas within the San Pedro CPIO District identified as the Regional Commercial Subarea; the Central Commercial Subareas A, B, C, D and E; the Coastal Commercial Subareas A and B; the Multi-Family Residential Subarea; and the Industrial Subareas A, B, C and D, for those areas shown in the attached maps.

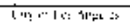
Sec. 2. The City Council finds that the supplemental development regulations of the San Pedro CPIO District are consistent with, and necessary to implement, the programs, policies, and design guidelines of the San Pedro Community Plan.

Sec. 3. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 7449007025, 7449014014, and 7449014013, provided the property is developed pursuant to Ordinance No. 181,362 and the entitlements found in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR (Council File No. 10-1475). Development that is not consistent with Ordinance No. 181,362 and the entitlements found in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR shall comply with the San Pedro CPIO District.

Sec. 4. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 7449014019 and 7449017009, provided the property is developed pursuant to Ordinance No. 178,405 and the entitlements found in City Planning Case No. CPC-2005-1988-GPA-ZC-HD-ZV (Council File No. 06-2941). Development that is not consistent with Ordinance No. 178,405 and the entitlements found in City Planning Case No. CPC-2005-1988-GPA-ZC-HD-ZV shall comply with the San Pedro CPIO District.

Sec. 5. To the extent the San Pedro CPIO District is in conflict with LAMC Section 13.14 or any other LAMC provision, this ordinance will prevail and supersede those provisions.

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR
THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY
DISTRICT REGIONAL COMMERCIAL SUBAREA



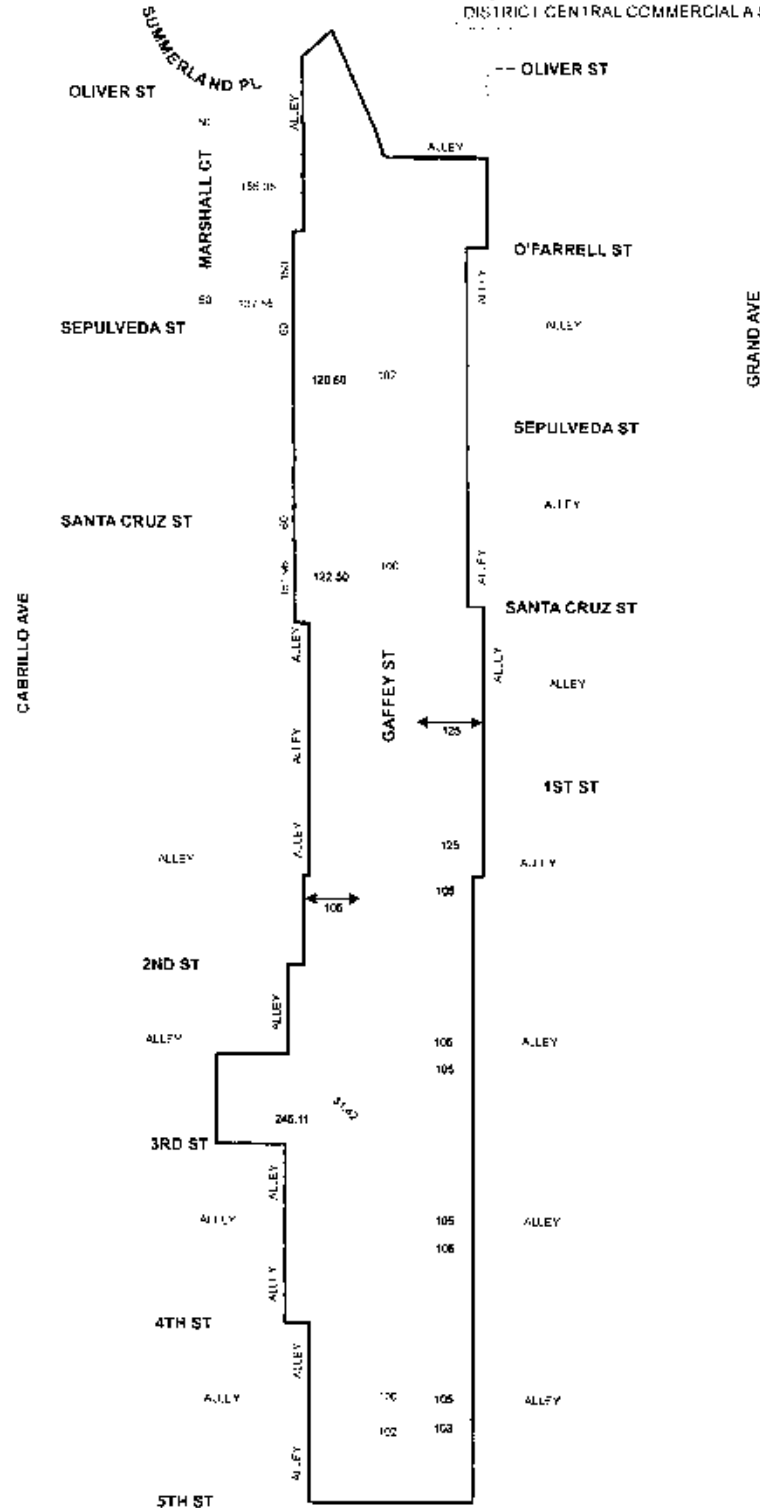
 Regional Commercial CPIO Subarea Boundary



CPC 2002 1567 CPU

CENTRAL COMMERCIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL A SUBAREA.



CPIO - Community Plan Implementation Overlay District

Central Commercial A CPIO Subarea Boundary



C.V. 015 B 197, 018 B 197

CPC-2009-1567-C.P.

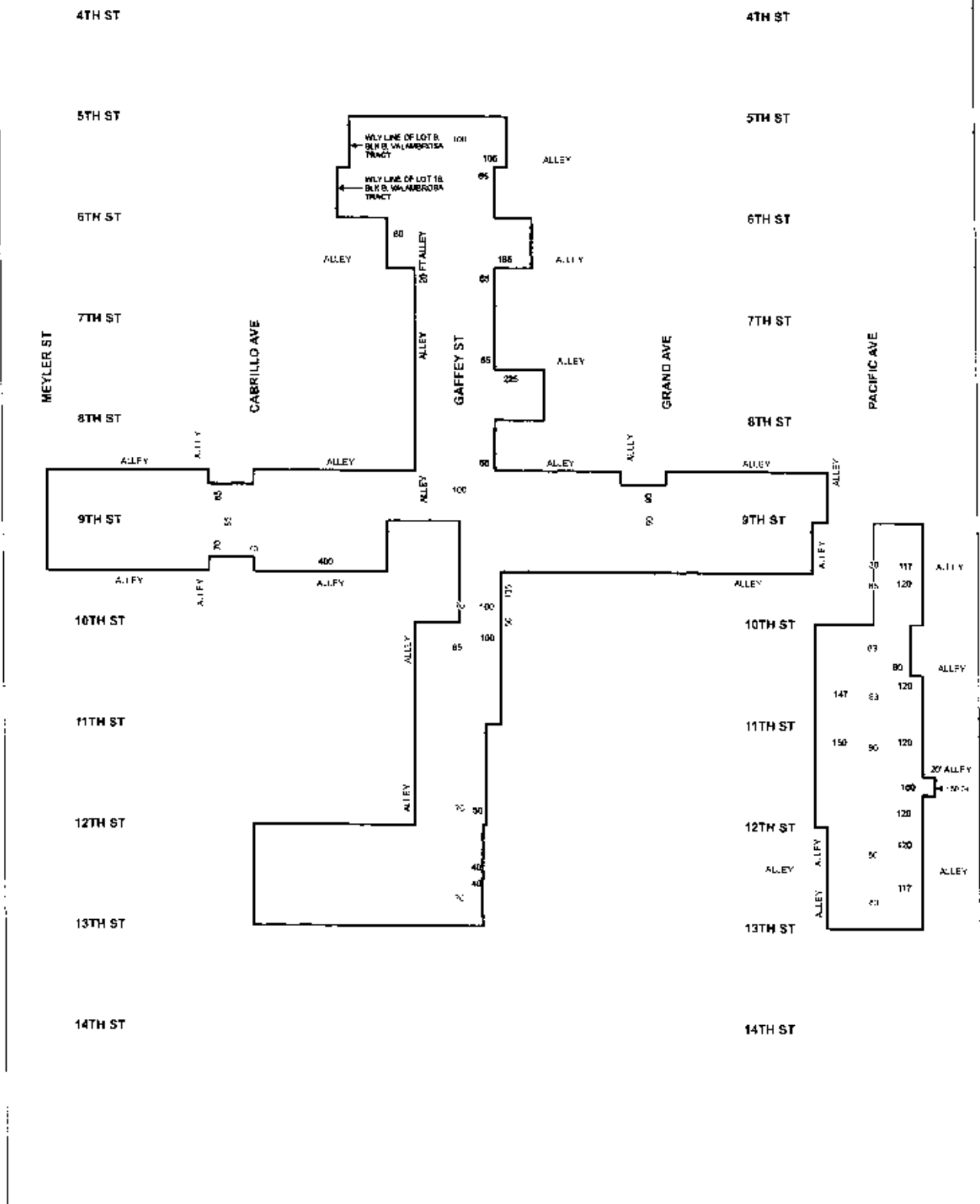
CPI/AG

4

050616

CENTRAL COMMERCIAL B

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR
THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY
DISTRICT CENTRAL COMMERCIAL B SUBAREA



CPIO - Community Plan Implementation Overlay District

Central Commercial B CPIO Subarea Boundary

0 100 200
Feet

C.M. 515 B 187 CPC-2008-1557-CPU

CP-22

5

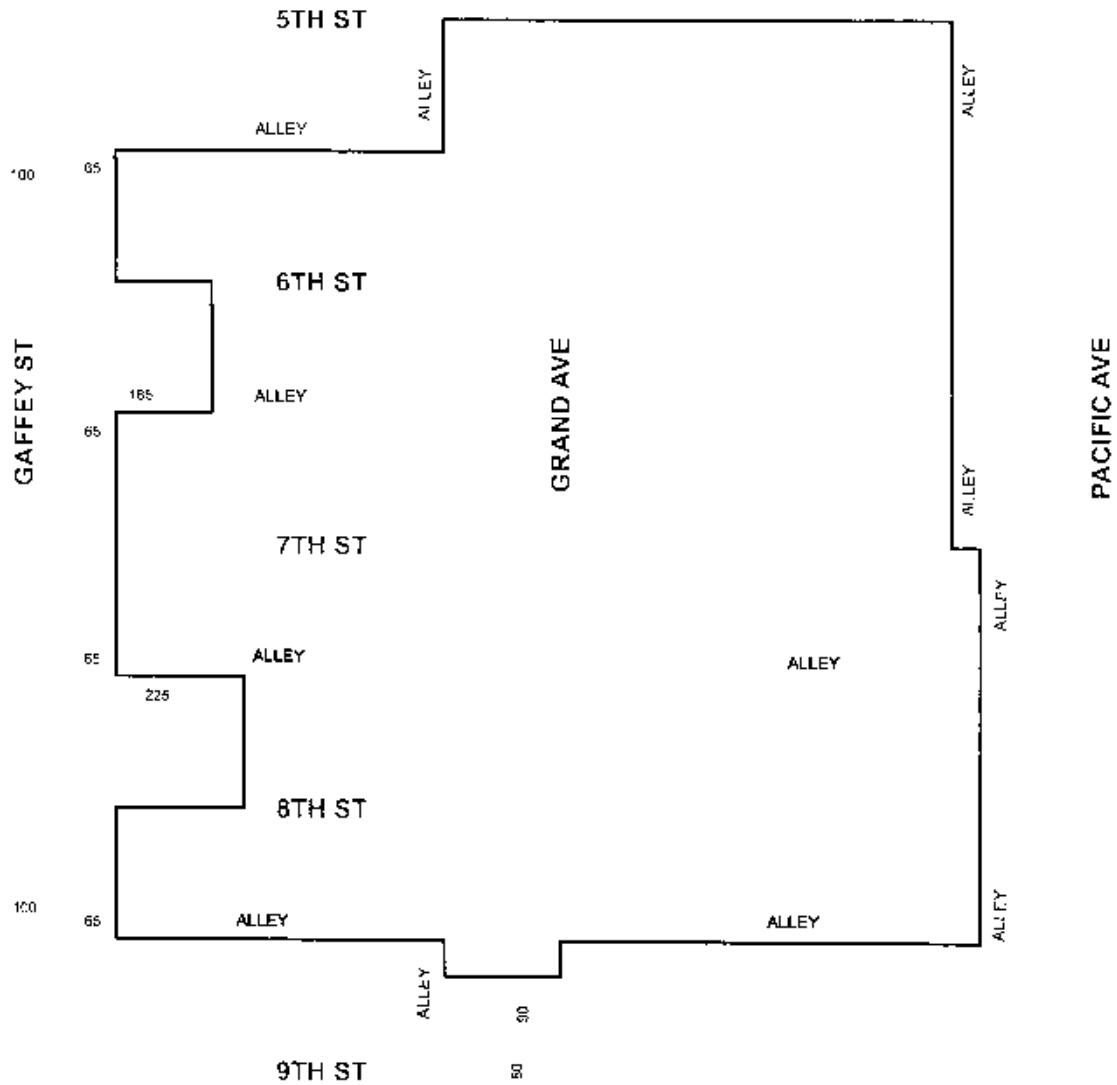
05/26/16

Map for Informational Purposes Only - Not for Construction

City of Los Angeles

CENTRAL COMMERCIAL C

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL C SUBAREA



CPIO - Community Plan Implementation Overlay District

Central Commercial C CPIO Subarea Boundary



C.M. 015 B 197	CPC-2009-15574(P.1)

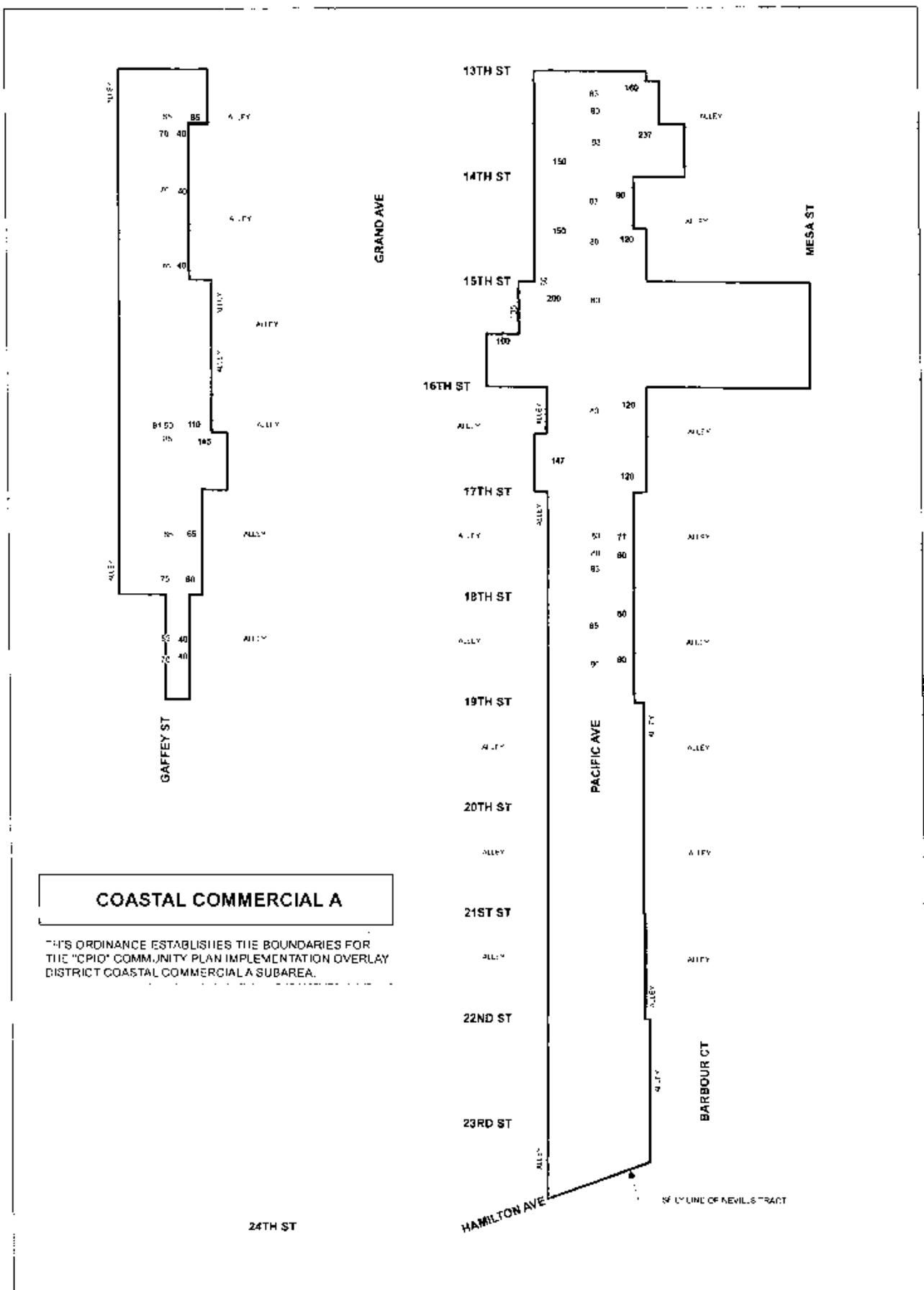
CPI 02

6

06/05/16

City of Los Angeles

San Pedro



CPIO - Community Plan Implementation Overlay District

 Coastal Commercial A CPIO Subarea Boundary

0 100 200 300 FEET

C M 009 B 197 012 B 197
012 R 201 015 R 197

CPC-2009-1557-CPU

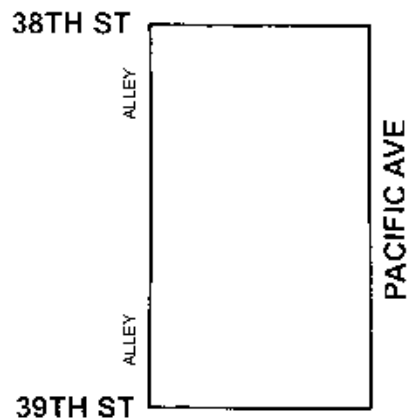
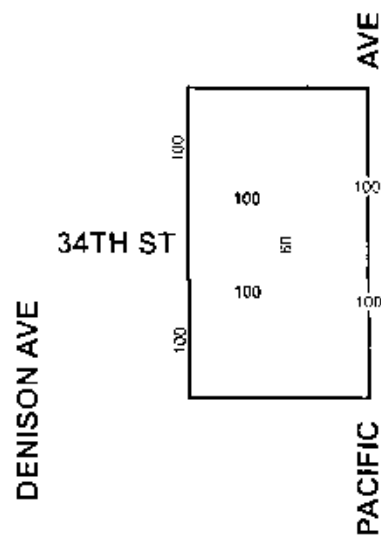
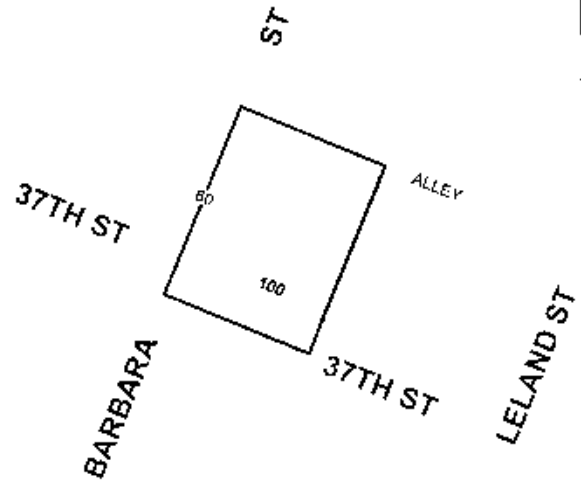
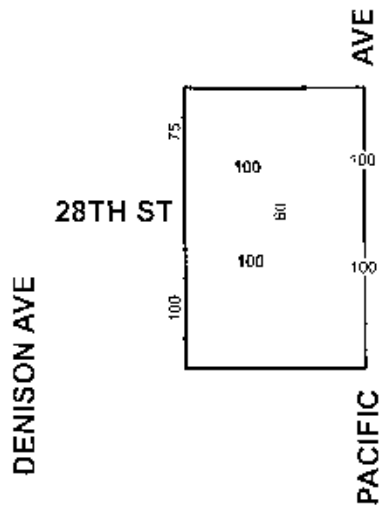
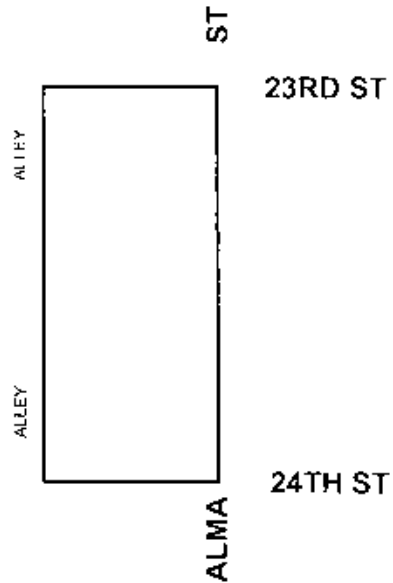
CPWME

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080615

COASTAL COMMERCIAL B

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR
THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY
DISTRICT COASTAL COMMERCIAL B SUBAREA



CPIO - Community Plan Implementation Overlay District

Coastal Commercial B CPIO Subarea Boundary



C.M. 006 R 153, 006 R 157, 009 B 137

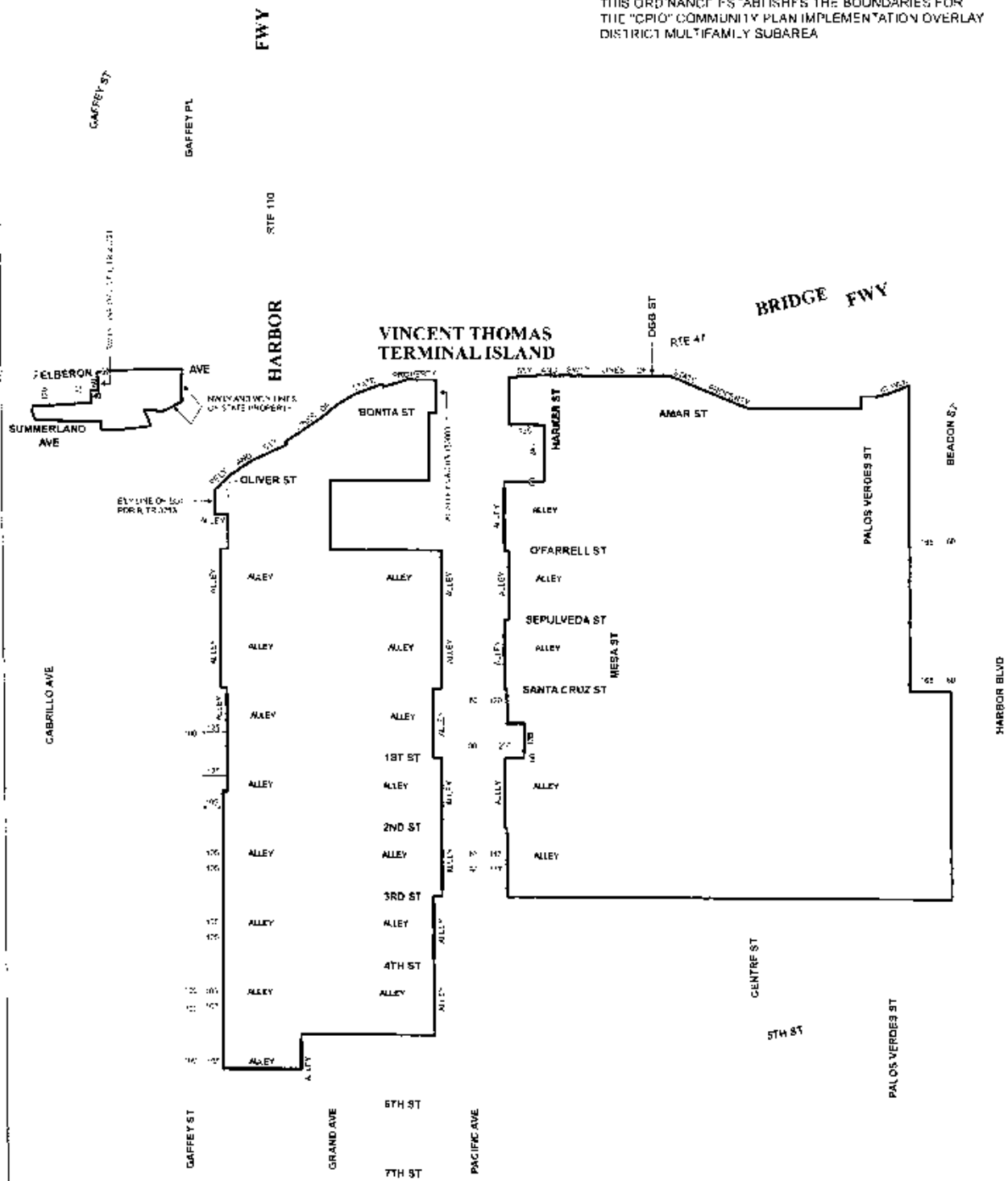
CPC-2005-1557-CPU

CP:46

0606-6

MULTIFAMILY

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MULTIFAMILY SUBAREA



CPIO - Community Plan Implementation Overlay District

 Multifamily CPIO Subarea Boundary

Sheet 1 of 2



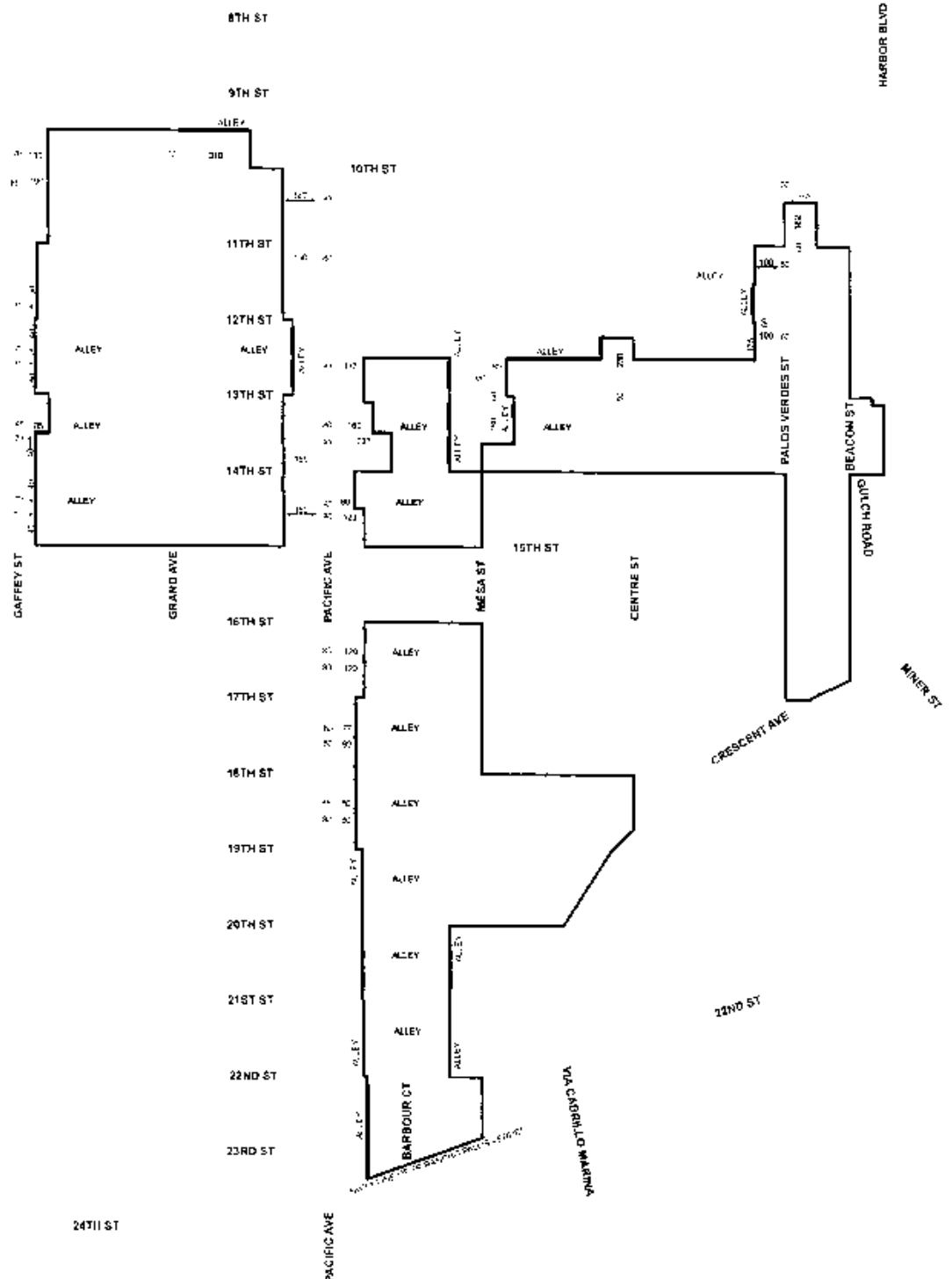
C.M. 015 D 197 0-8 B 197 0-8 B 201

GPC-2009-1557-CPL

CR/02

MULTIFAMILY

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MULTIFAMILY SUBAREA.



CPIO - Community Plan Implementation Overlay District

 Multifamily CPIO Subarea Boundary

Sheet 2 of 2



C.V. 209 B 197, 209 B 201, 212 B 197, 212 B 201, 216 B 197, 216 B 201	CPC 2008-1567-CPU

CPI-49

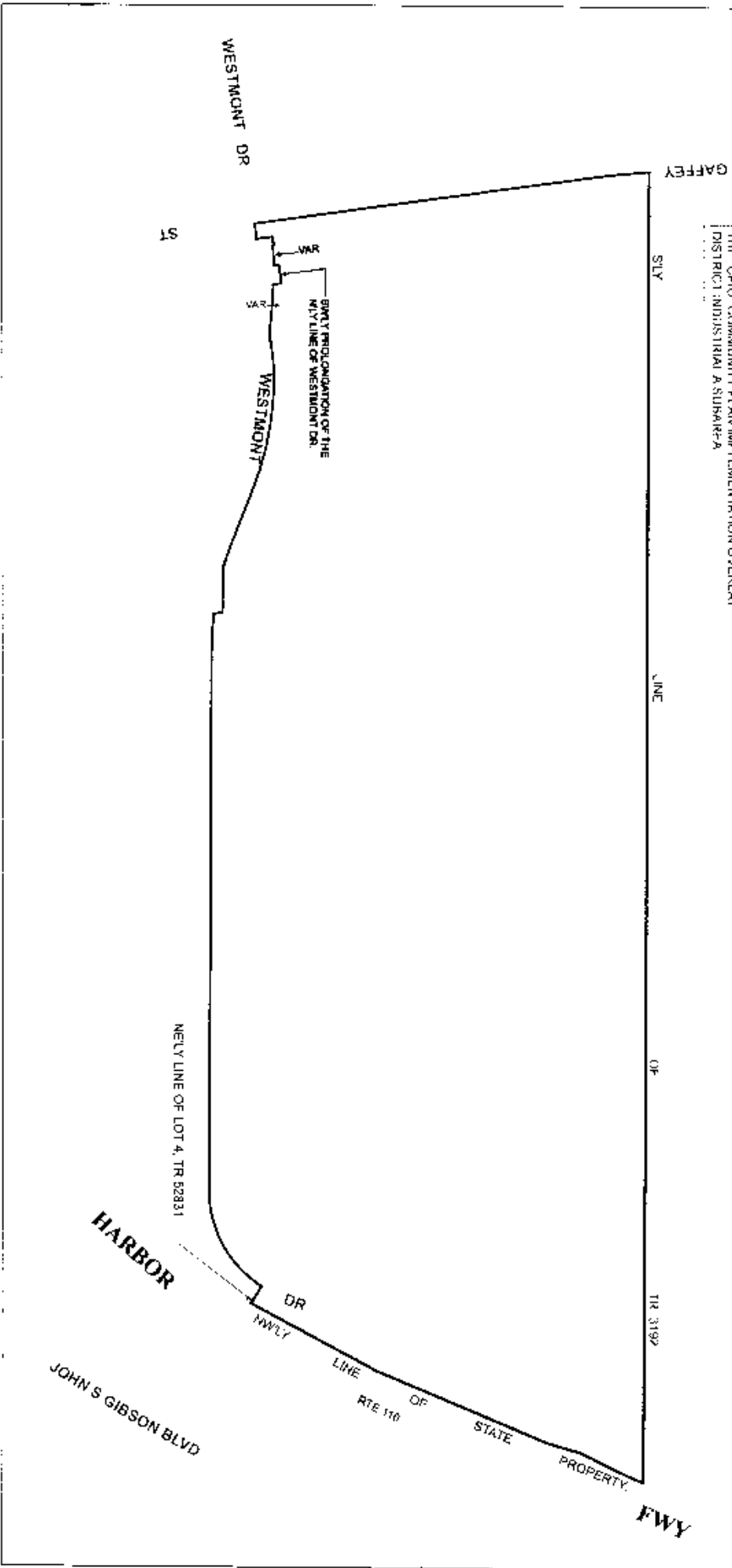
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000810

5/17/2014

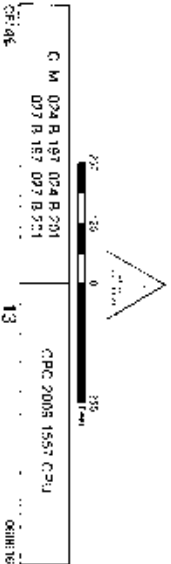
INDUSTRIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL A SUBAREA"



CPIO - Community Plan Implementation Overlay District

☐ Industrial A CPIO Subarea Boundary



C M 024 B 187 024 B 291
007 B 187 007 B 251
CPC 2008 1557 C-2U
001616

INDUSTRIAL C

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL C SUBAREA

PROPERTY LINES OF TR 24315

CABRILLO AVE

PARAISO ST

BASIN ST

BATTERY ST

CHANNEL ST

MIRAFLORES AVE

GAFFEY ST

GAFFEY ST

GAFFEY PL

FWY

RTE 10

HARBOR

PROPERTY LINES OF TR 24315

PROPERTY LINES OF STATE PROPERTY

PROPERTY LINES OF STATE PROPERTY

CPIO - Community Plan Implementation Overlay District

Industrial C CPIO Subarea Boundary

0 50 100 Feet

COM 021 B 197, 024 B 197

CPC-2008 1557 CPU

CPI-02

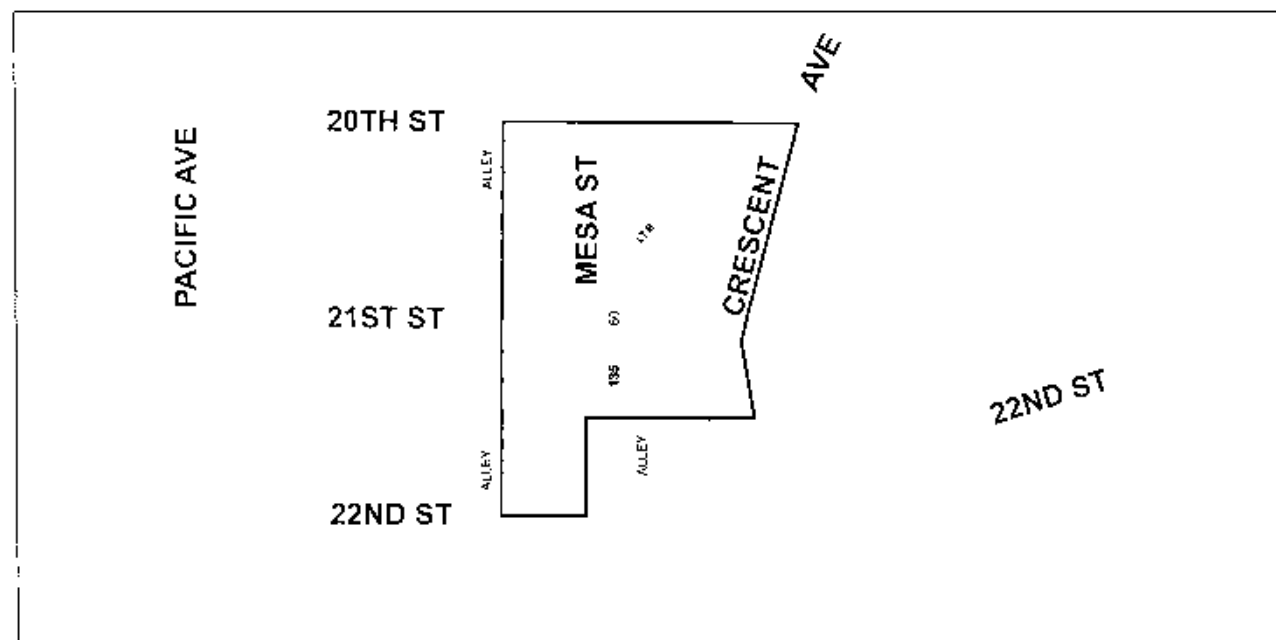
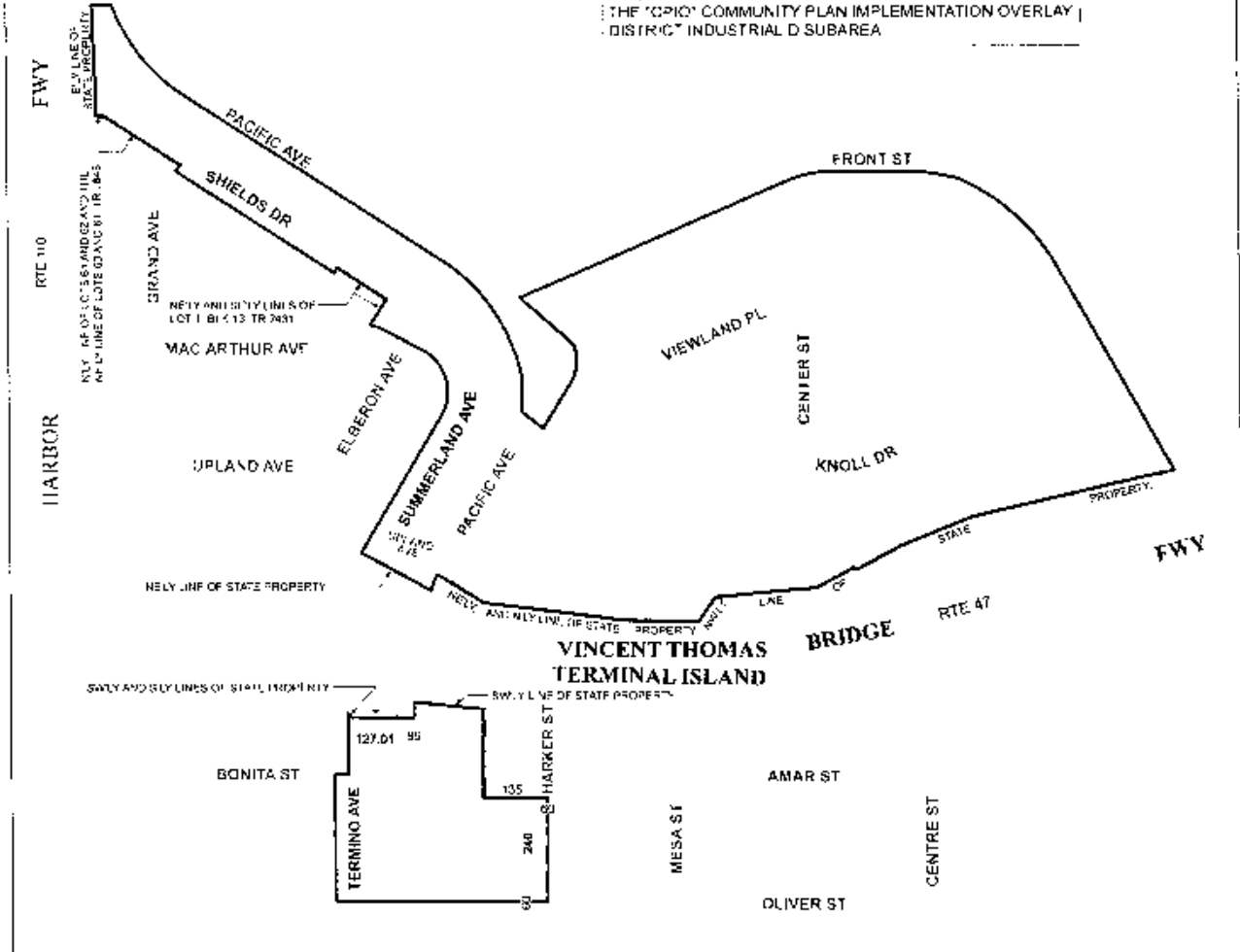
15

CPI-01E

San Mateo

INDUSTRIAL D

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL D SUBAREA



CPIO - Community Plan Implementation Overlay District

Industrial D CPIO Subarea Boundary



NOT TO SCALE

C. M. 012 B 201, 018 B 197, 018 B 201
021 B *97, 021 B 201

CPC 2009 - 557-CPI.

CPK:201

16

010616

City of Long Beach



50' = 1" = 100'

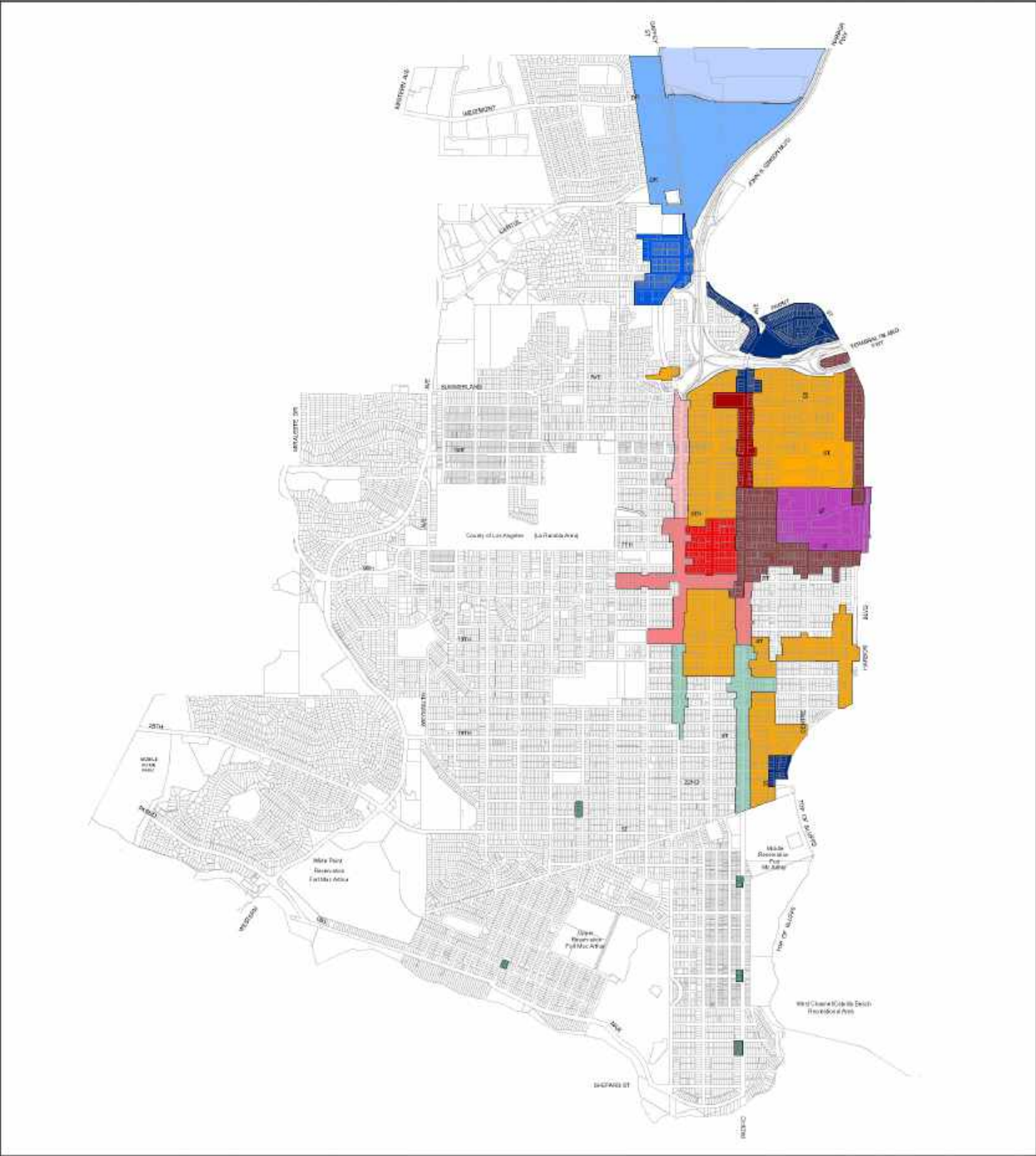
San Pedro Community Plan Implementation Overlay District (San Pedro CPIO District)

Ordinance No. 185539
Effective Date June 26, 2018

TABLE OF CONTENTS

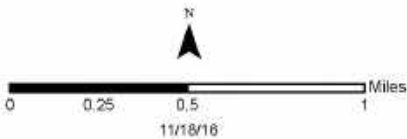
Chapter I	Function of the CPIO District
Chapter II	Regional Commercial Subarea
Chapter III	Central Commercial Subareas A, B, C, D, and E
Chapter IV	Coastal Commercial Subareas A and B
Chapter V	Multi-Family Residential Subarea
Chapter VI	Industrial Subareas A, B, C, and D
Appendix A	Environmental Standards
Appendix B	Design Guidelines

FIGURE I - CPIO DISTRICT BOUNDARIES



Regional Commercial Subarea	Coastal Commercial A Subarea
Central Commercial A Subarea	Coastal Commercial B Subarea
Central Commercial B Subarea	Multi-Family Residential Subarea
Central Commercial C Subarea	Industrial A Subarea
Central Commercial D Subarea	Industrial B Subarea
Central Commercial E Subarea	Industrial C Subarea
	Industrial D Subarea

Area Mapped
Community Plan Area



CHAPTER I - FUNCTION OF THE CPIO DISTRICT

Section 1: SAN PEDRO CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Section 13.14, the City Council establishes the San Pedro Community Plan Implementation Overlay District (San Pedro CPIO District). The boundaries of the San Pedro CPIO District are identical to the boundaries of the San Pedro Community Plan Area (Community Plan Area) as adopted on October 4, 2017 (Council File No. 17-1044) and as shown on Figure I above.

Section 2: SUBAREAS

This San Pedro CPIO District contains 13 Subareas as shown on Figure I and precisely delineated by the solid boundary lines on the CPIO District Boundaries Maps, attached to the ordinance establishing the San Pedro CPIO District. These Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. These Subareas are briefly summarized as follows:

Regional Commercial Subarea. The Regional Commercial Subarea provides use limitations and development standards for new development in the Regional Center (as set forth on the Long Range Land Use Diagram of the City of Los Angeles General Plan Framework Element) that support a compact center of employment, entertainment, civic and cultural activities, and waterfront tourism. This Subarea seeks an airy aesthetic through well-designed, medium to high-rise buildings that preserve upland views, and maximize public spaces and connections to the waterfront. This Subarea promotes the establishment of regional uses, including major entertainment and cultural facilities, hotel and restaurant uses, corporate or professional offices, and government buildings, as well as residential uses that provide vitality and improve transit viability. This Subarea creates an active, pedestrian-oriented district through building orientation, façade articulation, and ground floor transparency to commercial and community uses. This Subarea is shown on Figure II.

Central Commercial Subareas A, B, C, D, and E. The five Central Commercial Subareas A, B, C, D, and E, are comprised of specific commercial corridors, intersections, and blocks in the Community Plan Area and provides use limitations and development standards for new development. These Subareas reflect welcoming entryways into San Pedro, as well as well-designed commercial and residential districts that serve the daily needs of local residents, employees, and visitors. These Subareas guide a wide range of development, from compact, low-scale, one- to two-story developments to medium-scale, five- to seven-story developments. These Subareas promote the establishment of neighborhood and community uses, such as markets, pharmacies, restaurants, barber and beauty shops, small professional offices, child care facilities, art studios and galleries, as well as residential uses. These Subareas create an active, pedestrian-oriented street through building orientation, façade articulation, and ground floor transparency to commercial and community uses. These Subareas are shown on Figure III.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

Coastal Commercial Subareas A and B. The two Coastal Commercial Subareas A and B are comprised of specific commercial corridors and parcels in the Community Plan Area and provide use limitations and development standards that reflect a small-scaled, two- to three-story pedestrian-friendly corridor that serves the daily needs of residents and employees. These Subareas promote the establishment of local commercial uses, such as restaurants, retail stores, childcare facilities, small offices, community meeting rooms, pharmacies, and local neighborhood stores. These Subareas reflect well-designed infill development that is compatible with adjacent residential uses, and promotes pedestrian activity and safety. These Subareas are shown on Figure IV.

Multi-Family Residential Subarea. The Multi-Family Residential Subarea is comprised of the multi-family residential neighborhoods in the Community Plan Area. This Subarea supports housing for all income groups and encourages convenient access to commercial districts. This Subarea provides development standards that convey individual residential uses, create compatibility with existing development through transitions, scale, and siting, as well as maximize amenities such as onsite recreational facilities, community meeting spaces, and useable private and/or public space, to improve the quality of life for residents. This Subarea is shown on Figure V.

Industrial Subareas A, B, C, and D. The four Industrial Subareas A, B, C, and D are comprised of the North Gaffey Industrial District and small industrial pockets in the Community Plan Area. These Subareas reflect an attractive industrial district ranging from a large scale industrial sanctuary for port and maritime support uses to small scale light-industrial uses that emphasize compatibility with adjacent residential uses. These Subareas support clean tech and green companies, food production, artisan industries, media production industries, and boating or marine related uses, as well as local employment opportunities to reduce the need to commute to remote work locations. These Subareas provide development standards that improve the aesthetic quality of North Gaffey Street, and create compatible development through transitions, scale, siting, and fencing regulations. These Subareas are shown on Figure VI.

Section 3: PURPOSES

The purposes of the San Pedro CPIO District are as follows:

- A. To provide supplemental development regulations tailored to the Community Plan Area to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan Area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density;
- B. To create land use approval processes, including a ministerial administrative clearance process, which enables infill development that will positively impact communities in conformance with these regulations;
- C. To implement the goals and policies of the San Pedro Community Plan;
- D. To ensure that new development complements the traditional character of San Pedro and reflects high quality design and materials;

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

- E. To enhance the appearance and function of multifamily, commercial, and industrial districts;
- F. To limit non-industrial uses in industrial districts and incentivize clean technology/green technology uses to foster economic development;
- G. To reinforce the vibrancy of districts through pedestrian-oriented design and development;
- H. To facilitate an active, safe and inviting ground floor and pedestrian environment;
- I. To limit inappropriate auto-oriented uses in certain districts;
- J. To protect residential neighborhoods with transition requirements that address height, scale and compatibility;
- K. To improve the appearance of signs, façades and the interface between buildings and the pedestrian environment; and
- L. To incorporate sustainability principles and improve access to, and amenities for, a variety of mobility options.

Section 4: DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Section I-4. Words and phrases not defined here shall be construed as defined in Chapter 1 of the LAMC, including but not limited to Section 12.03.

Administrative Clearance – A ministerial approval for a Project in a San Pedro CPIO District Subarea that is obtained pursuant to Chapter I, Section I-7.C.2 below.

Arcade – An arched or covered passageway with Commercial Uses on each side.

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

Automotive Uses – A car wash (including, automobile laundries or wash racks) or any of the following uses, as defined in LAMC Section 12.03: automotive use, automobile dismantling yard, automobile and trailer sales area, automotive repair, and automotive fueling and service station. This term does not include retail automobile parts sales.

CEQA – The California Environmental Quality Act, Public Resources Code Sections 21000, *et seq.*, and the guidelines adopted in California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387 ("CEQA Guidelines").

Clean Tech/Green Tech Uses – Industries that directly engage in (1) the research and development of alternative fuels, sustainable energy, or energy efficient technologies or methods (such as, but not limited to, fuel cells, solar energy, wind energy, geothermal, and renewable energy systems), (2) the research and development of renewable

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

resources or resource efficiency technologies or methods (such as, but not limited to, air and water purification, and desalination), or (3) the research, development, and production of new materials used in the production of renewable energy or promotion of energy efficiency (such as, but not limited to, thin film, metallic foams and organometallics), as determined by the Director of Planning.

Commercial Uses – Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones, including Community Facilities, guest rooms and hotels.

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

Community Plan – The San Pedro Community Plan.

CPIO Approval – An approval issued under Chapter I, Section I-7.C below that is an Administrative Clearance, a CPIO Adjustment, or a CPIO Exception.

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

Eligible Historic Resource – A building, structure, object, site, landscape, natural feature, or historic district identified as eligible for listing either individually or as a contributor to a district under a local, state, or federal designation program through SurveyLA (the Los Angeles Historic Resources Survey), or another historical resource survey completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources. This term does not include a non-contributor to an eligible historic district.

Ground Floor – The floor level which is within three feet above or below curb level, accessible to the street, has frontage on a Primary Lot Line, and is at least 25 feet in depth or the total depth of the building, whichever is less.

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

Pedestrian Amenities – Any public or private improvement that facilitates direct, safe, attractive, accessible, and enjoyable walking. This term includes outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, Paseos, Arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

Pedestrian Sign – A projecting sign, as defined in LAMC Section 14.4.2, which is attached to a wall or to the underside of an awning, marquee, or canopy with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.

Personal Services – Services offered to the public related to home, health, or family, such as dry cleaners, beauty salon, spas, shoe repair, pharmacy and the like, but not including financial-oriented or medical services.

Premises – A building or portion thereof used as a location for a single business.

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

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

Project – Any activity that requires the issuance of a building, grading, demolition, or change of use permit.

Storefront Bays – That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom.

Unified Lots – Two or more legal lots owned by one or more owners, which through legal instrument are controlled or developed as one lot, such as lots subject to a covenant, known as a, "covenant to hold property as one parcel."

Section 5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A. In addition to the provisions in LAMC Section 13.14.B for the relationship of the San Pedro CPIO District to other City zoning regulations, the following exceptions apply to all lots within the San Pedro CPIO District unless expressly stated to the contrary in the CPIO District Subarea regulations:
 - 1. The Mini-Shopping Centers and Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply.
- B. Nothing in the San Pedro CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

Section 6. EXEMPT PROJECTS

The following types of Projects are exempt from the regulations in this San Pedro CPIO District:

1. Construction that consists solely of interior rehabilitation or repair work;
2. Any permit for a single-family dwelling, not including a single-family dwelling in a small lot subdivision authorized by LAMC Section 12.22.C.27.

Section 7. REVIEW PROCEDURES

- A. **Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Los Angeles Department of Building and Safety shall not issue a permit for any Project within a San Pedro CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-7.
- B. **Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36.A, and shall be processed subject to the procedures in LAMC Section 12.36, if applicable.
- C. **CPIO Approval.** All Projects within a San Pedro CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the San Pedro CPIO District. For any requirement for which the Project cannot demonstrate compliance, the Project shall obtain a CPIO Adjustment or CPIO Exception. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Section 13.14.G, including as its requirements are modified and supplemented below:
 1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Section 13.14.G.1, an applicant shall provide, at minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District. Each application submitted for a CPIO Adjustment or a CPIO Exception shall clearly identify all of the adjustments and exemptions requested.
 2. **Administrative Clearance.** In addition to the requirements in Section 13.14.G.2, the following shall apply:
 - (a) **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the San Pedro CPIO District.
 - (b) **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections, 15060(c)(1) and 15268.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

- (c) **Non-Conforming Uses and Scope of Review.**
 - (i) In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that consists exclusively of a change of use need not comply with development standards, but shall comply with the use regulations, and a Project that involves only façade improvements, shall comply with applicable façade standards, but need not comply with parking lot standards.
 - (ii) Non-conforming uses shall comply with LAMC Section 12.23.
- 3. **CPIO Adjustments.** In addition to the requirements in LAMC Section 13.14.G.3 the following shall apply:
 - (a) **Findings.** In addition to the other required findings in LAMC Section 13.14.G.3(b), the Director, or the Area Planning Commission on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendix B, as well as any applicable Citywide Design Guidelines, and the Community Plan.
 - (b) **Eligible Regulations.** Unless expressly modified in the San Pedro CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a San Pedro CPIO District regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.
 - (c) **CEQA.** Approval of a CPIO Adjustment is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
- 4. **CPIO Exceptions.** In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:
 - (a) **Findings.** In addition to the required findings in LAMC Section 13.14.G.4(b), the Area Planning Commission, or the City Council on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendix B, as well as any applicable Citywide Design Guidelines, and the Community Plan.
 - (b) **CEQA.** Approval of a CPIO Exception is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).
- 5. **Eligible Historic Resource Evaluation.** Prior to any other CPIO Approval being issued, a Project that involves an Eligible Historic Resource shall comply with the following review procedures.
 - (a) **Non-Demolitions.** For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one

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of the following occurs:

- (i) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1;
 - (ii) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or
 - (iii) Environmental review in compliance with CEQA is completed for the Project, including if necessary, the adoption of a statement of overriding considerations.
- (b) **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO approval shall be issued until one of the following occurs:
- (i) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1; or
 - (ii) Environmental review in compliance with CEQA is completed on the Project, including if necessary, the adoption of a statement of overriding considerations.
- (c) **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 5, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1). In reviewing and approving a Project with a historical resource, the Director and Office of Historic Resources shall take such steps within the scope of their powers and duties as they determine are necessary for the preservation of the historical resource, including but not limited to, consulting with the applicant to provide voluntary options for preservation or initiating a formal designation process.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

- (d) **Appeals.** No determination of the Director in this Subsection 5 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

Section 8. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the San Pedro CPIO District to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan update and reviewed in the City of Los Angeles San Pedro Community Plan Environmental Impact Report (No. ENV-2009-1558-EIR), certified on October 4, 2017.

An applicant seeking a CPIO Approval shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

- A. **Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.
- B. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the project such as an air filtration system), or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the project, such as monitoring of biological resources on site).
- C. **CPIO Approvals.** No CPIO Approval shall be issued until an applicant has demonstrated substantial compliance with all applicable Environmental Standards or a modification of an Environmental Standards has been approved pursuant to Subsection D below. Determination of substantial compliance shall be in the reasonable discretion of the Director.
- D. **Modification of Environmental Standards.** Modifications of Environmental Standards do not require and shall not be processed with a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix A for any Project when: (1) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate the impact because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the San Pedro Community Plan EIR to analyze the impacts from the modifications to the Environmental Standards; or (3) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this Subsection D has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through the CPIO District, the LAMC, or CEQA.

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Section 9. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including but not limited to consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the San Pedro CPIO shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which an EIR was certified.

Section 10. USE OF DESIGN GUIDELINES

The design guidelines in Appendix B are not mandatory or required for an Administrative Clearance. The design guidelines should be used by decision-makers in the review and approval of discretionary zoning approvals within the CPIO District boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the Project to surrounding properties and the community, and conformity with the intent and purpose of the Community Plan. Such discretionary zoning approvals include but are not limited to CPIO Adjustments, CPIO Exceptions, and conditional use permits under LAMC Section 12.24.

Nothing in this section, the San Pedro CPIO District, or the design guidelines in Appendix B, shall allow decision-makers to approve, deny, or condition a discretionary zoning approval based on guidelines related to signs. Design guidelines related to signs in Appendix B are for guidance only.

Section 11. SEVERABILITY

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

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

OVERVIEW

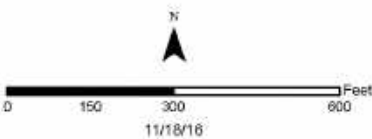
The intent of the supplemental development regulations in this Chapter II is to create a compact center of employment, entertainment, civic, and cultural uses, and waterfront tourism. These supplemental development regulations seek to create an active, pedestrian-oriented district that maximizes publicly accessible open space and connections to the waterfront, through building orientation, façade articulation, and ground-floor transparency to commercial and community uses. Projects within the Regional Commercial Subarea (see Figure II), shall comply with the applicable supplemental development regulations in this Chapter II.

FIGURE II - REGIONAL COMMERCIAL SUBAREA



Regional Commercial Subarea

- Area Mapped
- CPIO
- Community Plan Area



CHAPTER II - REGIONAL COMMERCIAL SUBAREA

SECTION II-1: LAND USE

- A. Any new use or change of use in the Regional Commercial Subarea shall be subject to the use regulations set forth in Table II-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table II-1.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table II-1 – Regional Commercial Subarea Land Use Regulations			
Land Use	Regulation	Applicable Location	Regulation/Exemptions/Clarifications
Automobile Storage	Prohibited	All Locations	
Automotive Uses	Prohibited	All Locations	
Drive-thru Establishment	Prohibited	All Locations	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	All Locations	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities in the same building. Residential uses does not include Joint Living and Work Quarters.

SECTION II-2: DEVELOPMENT STANDARDS

Projects in the Regional Commercial Subarea are subject to the following development standards.

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

A. **Building Height.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. Overall Height.
 - (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
 - (b) The maximum building height is 250 feet.
 - (c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 250 feet in height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.
 - (d) A minimum five-foot setback shall occur at a minimum height of 35 feet.

B. **Building Density & Intensity.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. For a Project zoned C2-2D, the maximum FAR shall be 6:1.
2. For a Project zoned R4-2D, the maximum FAR shall be 4:1.

C. **Building Design.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that the exterior wall may be more than five feet from the Primary Lot Line when the setback area is used for open space consistent with Subsection E.
2. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors or to merchandise displays. At minimum, 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.
3. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.
4. The exterior façade of buildings five stories or less shall incorporate no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone.
5. Heavily textured stucco is prohibited.

D. **Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

1. Buildings and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways or open space consistent with Subsection E.
2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from an Arcade, a street, or open space consistent with Subsection E, without the need to cross a parking lot or driveway.
3. Each residential unit at the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.
4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.
5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.

E. Publicly Accessible Open Space. In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following publicly accessible open space regulations:

1. Projects on properties that front 200 feet or more of a single street shall include open space that is all of the following:
 - (a) A minimum of 5,000 square feet;
 - (b) Located on the ground level with direct pedestrian connection to the adjacent street;
 - (c) Unenclosed by any wall, fence, gate, or other obstruction;
 - (d) Lined with Ground Floor tenant spaces usable for retail uses, including one or more restaurants, along at least 20 percent of the building frontage that abuts the open space;
 - (e) At least 40 percent landscaped with usable lawn or similar usable groundcover or artificial grass, or with plant materials that are low maintenance, and native or drought tolerant; and
 - (f) Improved with Pedestrian Amenities.
2. Projects on properties that front less than 200 feet of a single street shall provide open space at a rate of one square foot per 100 square feet of nonresidential floor area up to 5,000 square feet. The open space shall be visible and accessible from the sidewalk and include Pedestrian Amenities and/or landscaped areas.
3. Projects with frontage on Harbor Boulevard shall locate the required open space adjacent to Harbor Boulevard.

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

4. Projects required to provide open space under LAMC Section 12.21.G may reduce the required open space by up to 50 percent if the Project includes open space that meets at least five requirements listed in Subparagraph E.1.
5. Any open space required or regulated pursuant to this Subsection E shall be accessible to the public during business hours.

F. Parking and Vehicular Access. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. Required Parking.
 - (a) No additional parking shall be required for any change of use within an existing building provided any existing on-site parking is maintained and the use is not prohibited by this CPIO.
2. Parking Location and Access.
 - (a) For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Parking shall be provided in surface lots located at the rear or side of the building, or in a semi-subterranean or subterranean garage, or a combination of the three.
 - (b) For new construction, side streets or alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Los Angeles Department of Transportation.
 - (c) For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.
 - (d) Curb cuts shall be prohibited on the following streets:
 - (i) 6th Street from Mesa Street to Centre Street; and
 - (ii) Harbor Boulevard.
 - (e) There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

G. Landscaping. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

1. Along property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (e.g., bamboo) that grow to a minimum of ten feet.
 2. Where a surface parking lot abuts a street, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area shall contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees shall be a minimum of two inches in trunk diameter and ten feet in height at the time of planting.
 3. All areas of a site not occupied by buildings, driveways, or open space consistent with Subsection E, shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.
- H. **Signage.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:
1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
 2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.
 3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.
 4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.
 5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
 6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.
 7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.
 8. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

- I. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:
1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
 2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.
 3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:
 - (a) At the rear of the site and be enclosed or screened with landscaping;
 - (b) On the roof and be screened with materials that are architecturally integrated into the building; or
 - (c) If feasible, underground.
 4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.
 5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.
 6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.
- J. **Public Improvements.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:
1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.
 2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

OVERVIEW

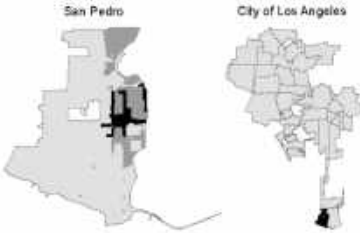
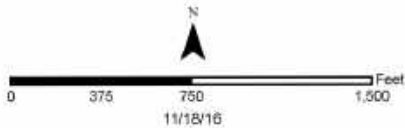
The intent of the supplemental development regulations in this Chapter III is to create entryways into San Pedro, as well as pedestrian-oriented commercial districts that serve the daily needs of residents, employees, and visitors. These supplemental development regulations create an active, pedestrian-oriented street through building orientation, publicly accessible open space, façade articulation, and ground floor transparency to commercial and community uses. Projects within the Central Commercial Subareas A, B, C, D, or E (see Figure III) shall comply with the applicable supplemental development regulations in this Chapter III.

FIGURE III - CENTRAL COMMERCIAL SUBAREAS



- Central Commercial A Subarea
- Central Commercial B Subarea
- Central Commercial C Subarea
- Central Commercial D Subarea
- Central Commercial E Subarea

- Area Mapped
- CPIO
- Community Plan Area



CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

SECTION III-1: LAND USE

- A. Any new use or change of use in the Central Commercial Subareas A, B, C, D, and E shall be subject to the use regulations set forth in Table III-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table III-1.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table III-1 Central Commercial Subareas Land Use Regulations			
Use	Regulation	Applicable Location	Regulation/ Exemptions/ Clarifications
Automobile Storage	Prohibited	Subareas B, C, D, and E	
Automotive Uses	Prohibited	Subareas B, C, D, and E	
Commercial Uses	Required	Subarea A, south of 1st Street, and Subarea B	Commercial Uses are required on the Ground Floor for a minimum of 75 percent of the length of any new Primary Frontage.
Drive-Thru Establishment	Prohibited	Subareas B, C, D, and E	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	Subareas D and E	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities that are located in the same building. Residential uses does not include Joint Living and Work Quarters.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

	Allowed	Subarea A, north of 1 st Street, and Subarea C	Projects are encouraged, but not required, to comply with the multi-family residential guidelines in Appendix B.

SECTION III-2: DEVELOPMENT STANDARDS

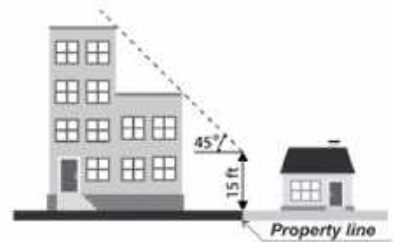
Projects in the Central Commercial Subareas are subject to the following development standards:

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. In Subareas A and D:
 - (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
 - (b) The maximum height shall be 45 feet.
2. In Subarea B:
 - (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
 - (b) The maximum height for Height District 1XL shall be 30 feet.
 - (c) The maximum height for Height District 1VL shall be 45 feet.
3. In Subarea C:
 - (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
 - (b) The maximum height shall be 75 feet.
 - (c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 75 feet in height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.
4. In Subarea E:
 - (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
 - (b) The maximum height shall be 75 feet, with the following exceptions:

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

- (i) For properties south of 8th Street between Mesa Street and Palos Verdes Street, the maximum height shall be 75 feet from the lowest natural grade on 8th Street.
 - (ii) For properties west of Harbor Boulevard and north of Amar Street, the maximum height shall be 45 feet.
 - (c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 75 feet in maximum height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.
- 5. Where a parcel is either abutting or across an alley from either a residentially zoned lot or a lot within a Historic Preservation Overlay Zone, the building height shall be stepped-back within a 45 degree angle as measured 15 feet above grade at the property line of the lot in residential zone or Historic Preservation Overlay Zone. Projects on a slope shall be calculated at the lowest grade.



B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

- 1. In Subareas A and D:
 - (a) The maximum FAR shall be 1.5:1.
- 2. In Subarea B:
 - (a) The maximum FAR shall be 1.5:1.
- 3. In Subarea C:
 - (a) The maximum FAR shall be 3.0:1.
- 4. In Subarea E:
 - (a) The maximum FAR shall be 4.0:1 except as follows:
 - (i) For properties south of 8th Street between Mesa Street and Palos Verdes Street, the maximum FAR shall be 3.0:1.
 - (ii) For properties west of Harbor Boulevard and north of Amar Street, the maximum FAR shall be 3.0:1.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that exterior walls may be more than five feet from the Primary Lot Line when the setback area is used for open space consistent with Subsection E, and/or landscaping.
2. For Automotive Uses, Automobile Storage, and Drive-thru Establishments, a minimum 10-foot-high masonry wall shall be maintained at any property line adjacent to an R Zone, except when the property is located across a street.
3. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays. A minimum of 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.
4. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.
5. The exterior façade of buildings five stories or less shall incorporate no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone.
6. Heavily textured stucco is prohibited.

D. Building Disposition. In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:

1. Buildings and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways and open space consistent with Subsection E. Additionally, one walkway, not to exceed ten feet in width, shall be permitted for every 200 linear feet of frontage.
2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from an Arcade, a street, or open space consistent with Subsection E, without the need to cross a parking lot or driveway.
3. Each residential unit on the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.
4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.
5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.
6. Projects with rear lot lines abutting a public right-of-way or a parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

E. Publicly Accessible Open Space. In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following publicly accessible open space regulations:

1. Projects on properties that front 200 feet or more of a single street shall include open space that is all of the following:
 - (a) A minimum of 5,000 square feet;
 - (b) Located on the ground level with direct pedestrian connection to the adjacent street;
 - (c) Unenclosed by any wall, fence, gate, or other obstruction;
 - (d) Lined with Ground Floor tenant spaces usable for retail uses, including one or more restaurants, along at least 20 percent of the building frontage that abuts the open space;
 - (e) At least 40 percent landscaped with usable lawn or similar usable groundcover or artificial grass, or with plant materials that are low maintenance, and native or drought tolerant; and
 - (f) Improved with Pedestrian Amenities.
2. Projects on properties that front less than 200 feet of a single street shall provide open space at a rate of one square foot per 100 square feet of nonresidential floor area up to 5,000 square feet. The open space shall incorporate publicly accessible open space that is visible and accessible from the sidewalk and that includes Pedestrian Amenities and/or landscaped areas.
3. Projects with frontage on Harbor Boulevard shall locate the required open space adjacent to Harbor Boulevard.
4. Projects required to provide open space under LAMC Section 12.21.G, may reduce the required open space by up to 50 percent if the Project includes open space that meets at least five requirements listed in Subparagraph E. 1.
5. Any open space required or regulated pursuant to this Subsection E shall be accessible to the public during business hours.

F. Parking and Vehicular Access. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. Required Parking.
 - (a) For Projects on 6th Street or 7th Street, no additional parking shall be required for any change of use in an existing building provided any on-site parking is maintained and the use is not prohibited by this CPIO.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

2. Parking Location and Access.

- (a) For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.
- (b) For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements and equipment, on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.
- (c) For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.
- (d) Curb cuts shall be prohibited on the following streets:
 - (i) 6th Street from Pacific Avenue to Centre Street;
 - (ii) 7th Street from Pacific Avenue to Centre Street;
 - (iii) Pacific Avenue from 4th Street to 8th Street; and
 - (iv) Harbor Boulevard.
- (e) There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

G. Landscaping. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

- 1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.
- 2. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees shall measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.
- 3. All areas of a site not occupied by buildings, driveways, or open space consistent with Subsection E, shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

H. **Signage.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.
3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.
4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.
5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.
7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.
8. One monument sign shall be permitted per residential development, and shall be not more than ten square feet in size and the top of the sign shall not be more than eight feet above sidewalk grade.
9. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

I. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.
3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment,

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

- (a) At the rear of the site and be enclosed or screened with landscaping;
 - (b) On the roof and be screened with materials that are architecturally integrated into the building;
 - (c) If feasible, underground.
- 4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.
 - 5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.
 - 6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

J. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

- 1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.
- 2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

OVERVIEW

The intent of the supplemental development regulations in this Chapter IV is to create a small-scale pedestrian-friendly corridor that serves the daily needs of residents and employees.

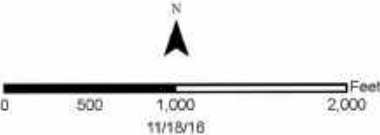
These supplemental development regulations create compatible infill development through transitions, scale, massing, and landscaping. Projects within the Coastal Commercial Subareas A and B (see Figure IV) shall comply with the applicable supplemental development regulations in this Chapter IV.

FIGURE IV - COASTAL COMMERCIAL SUBAREAS



Coastal Commercial A Subarea
Coastal Commercial B Subarea

Area Mapped
CPIO
Community Plan Area



CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

SECTION IV-1: LAND USE

- A. Any new use or change of use in the Coastal Commercial Subareas A and B shall be subject to the use regulations set forth in Table IV-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table IV-1.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table IV-1 Coastal Commercial Subareas Land Use Regulations			
Use	Regulation	Applicable Location	Regulation/ Clarifications/ Exemptions
Automobile Storage	Prohibited	Subareas A and B	
Automotive Uses	Prohibited	Subareas A and B	
Commercial Uses	Required	Subarea B	Commercial Uses are required at the Ground Floor for a minimum of 75 percent of the length of any new Primary Frontage.
Drive-Thru Establishments	Prohibited	Subareas A and B	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	Subarea B	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities that are located in the same building.
	Allowed	Subarea A	Projects are encouraged, but not required, to comply with the multi-family residential guidelines in Appendix B. Residential uses does not include Joint Living and Work Quarters.

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

SECTION IV-2: DEVELOPMENT STANDARDS

Projects in the Coastal Commercial Subareas are subject to the following development standards.

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.
2. Maximum Height:
 - (a) The maximum height for Height District 1XL shall be 30 feet.
 - (b) The maximum height for Height District 1VL shall be 45 feet.
3. Projects that directly abut or are across an alley from a residentially zoned lot shall transition in the following manner:
 - (a) Where the rear or side yard property line is contiguous with the residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line.
 - (b) Where the Project lot and the residentially zoned lot are separated by an alley the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the residentially zoned lot property line.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. The maximum FAR shall be 1.5:1.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that exterior walls may be more than five feet from the Primary Lot Line when the setback area is improved with Pedestrian Amenities and/or landscaping.
2. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays. A minimum of 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

3. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.
 4. Heavily textured stucco is prohibited.
- D. **Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:
1. Building and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways and Pedestrian Amenities. One walkway, not to exceed ten feet in width each, shall be permitted for every 200 linear feet of frontage.
 2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from a space used for Pedestrian Amenities, a street, or Arcade, without the need to cross a parking lot or driveway.
 3. Each residential unit at the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.
 4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.
 5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.
 6. Projects with rear lot lines abutting a public right-of-way or parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building.
- E. **Parking and Vehicular Access.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:
1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.
 2. For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements, and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.
 3. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.
 4. There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

- F. **Landscaping.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:
1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.
 2. Where parking structures are not wrapped with habitable floor area at the Ground Floor, the structures shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.
 3. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees should measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.
 4. All areas of a site not occupied by buildings, driveways, or used for Pedestrian Amenities shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.
- G. **Signage.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:
1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
 2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.
 3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.
 4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.
 5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.
7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.
8. One monument sign shall be permitted per residential development, and shall be not more than ten square feet in size and the top of the sign shall not be more than eight feet above sidewalk grade.
9. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

H. Appurtenances. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.
3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:
 - (a) At the rear of the site and be enclosed or screened with landscaping, or
 - (b) On the roof and be screened with materials that are architecturally integrated into the building, or
 - (c) If feasible, underground.
4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.
5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.
6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

I. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

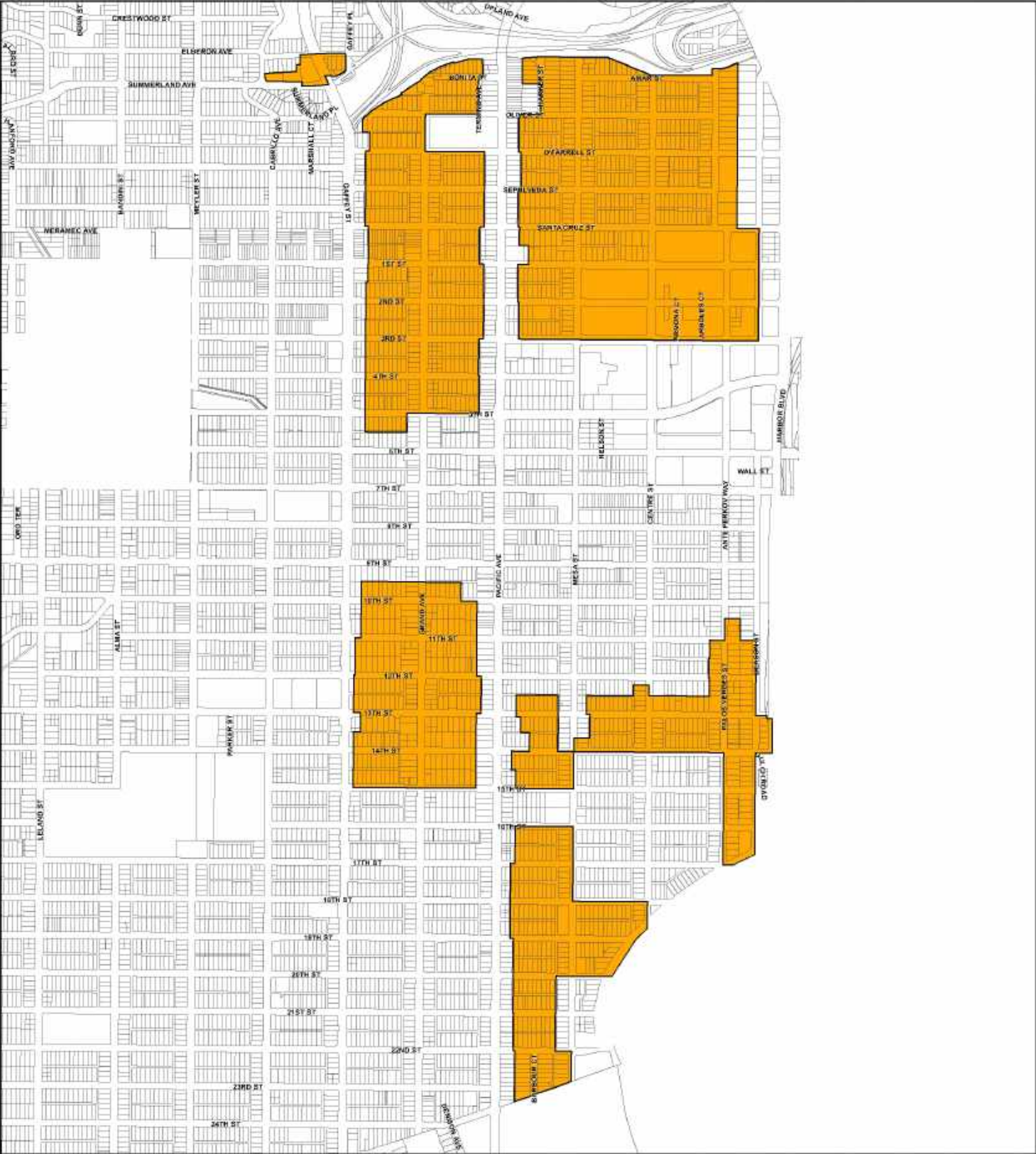
1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.
2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

OVERVIEW

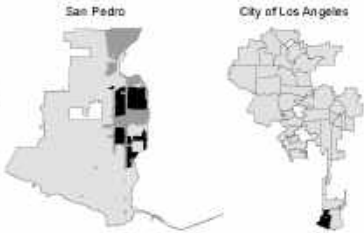
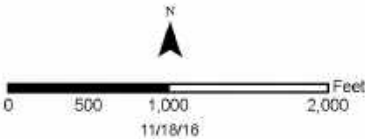
The intent of these supplemental development regulations in this Chapter V is to convey individual residential uses and create compatibility with existing development through transitions, pedestrian-scale design, and building massing. These supplemental development regulations maximize amenities such as courtyards, landscaping, and other open spaces to improve the quality of life. Projects within the Multi-Family Residential Subarea (see Figure V) shall comply with the applicable supplemental development regulations in this Chapter V.

FIGURE V - MULTI-FAMILY RESIDENTIAL SUBAREA



 Multi-Family Residential Subarea

-  Area Mapped
-  CPIO
-  Community Plan Area



CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

SECTION V-1: LAND USE

- A. Any new use or change of use in the Multi-Family Residential Subarea shall be subject to the use regulations set forth by the underlying zone and the LAMC.
- B. **Clarifications**
 - 1. Commercial Uses are allowed where the underlying zone permits. Commercial uses in the Multi-Family Residential Subarea shall be subject to the supplemental development standards in Section IV-2 for the Coastal Commercial Subareas and not those in Section V-2, below.

SECTION V-2. DEVELOPMENT STANDARDS

Projects in the Multi-Family Residential Subarea are subject to the following development standards.

- A. **Building Height.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:
 - 1. A minimum 15-foot step-back of upper stories from the Primary Frontage is required to maintain the appearance of prevailing heights when new construction or additions will be a story higher than buildings on adjacent properties.
 - 2. Where Projects are adjacent to single-family uses, upper floors shall be stepped back a minimum of five feet and designed to avoid direct views into windows of any single-family homes on adjacent properties.
- B. **Building Design.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:
 - 1. On Unified Lots all buildings shall be designed to maintain the side and rear yard setback dimensions associated with the individual lots and may not rely on the status of the lots being Unified Lots to waive or modify setback, yard area, or any other development standards related to bulk and massing.
 - 2. Small lot subdivisions, as authorized by LAMC Section 12.22.C.27, shall have setbacks consistent with the prevailing setback to provide continuity along the street edge.
 - 3. Project shall recess windows and doors along the street front at least three inches from the façade.
 - 4. Plaster or stucco finishes shall not comprise more than 75 percent of the surface area of any exterior elevation (as viewed from an elevation projection, excluding window and door area).
 - 5. Heavily textured stucco finishes are prohibited.
 - 6. The exterior finish on all balconies shall employ a finish material that is different from the finish material employed on the primary body of the building.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

C. **Parking and Vehicular Access.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.
2. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.
3. There shall be no more than one driveway per 200 feet of linear frontage for a single development.
4. Driveways within the front setback shall be no wider than 15 feet unless additional width is needed to accommodate entry ramps into subterranean parking areas, unless determined to be infeasible with other City Departments, it is found that a wider driveway is necessary to provide adequate access to the public or access to public services. Driveway “back-up” space between a structure and the public street (regardless of setback requirements) is prohibited.

D. **Landscaping.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Paving of front yards, with the exception of driveways and walkways, is prohibited.
2. All areas of a site not occupied by buildings, driveways, or improved for recreational uses shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

E. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. The following fencing materials are prohibited: chain link, wrought iron spears, barbed wire, and other similar fencing materials.

F. **Public Improvements.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

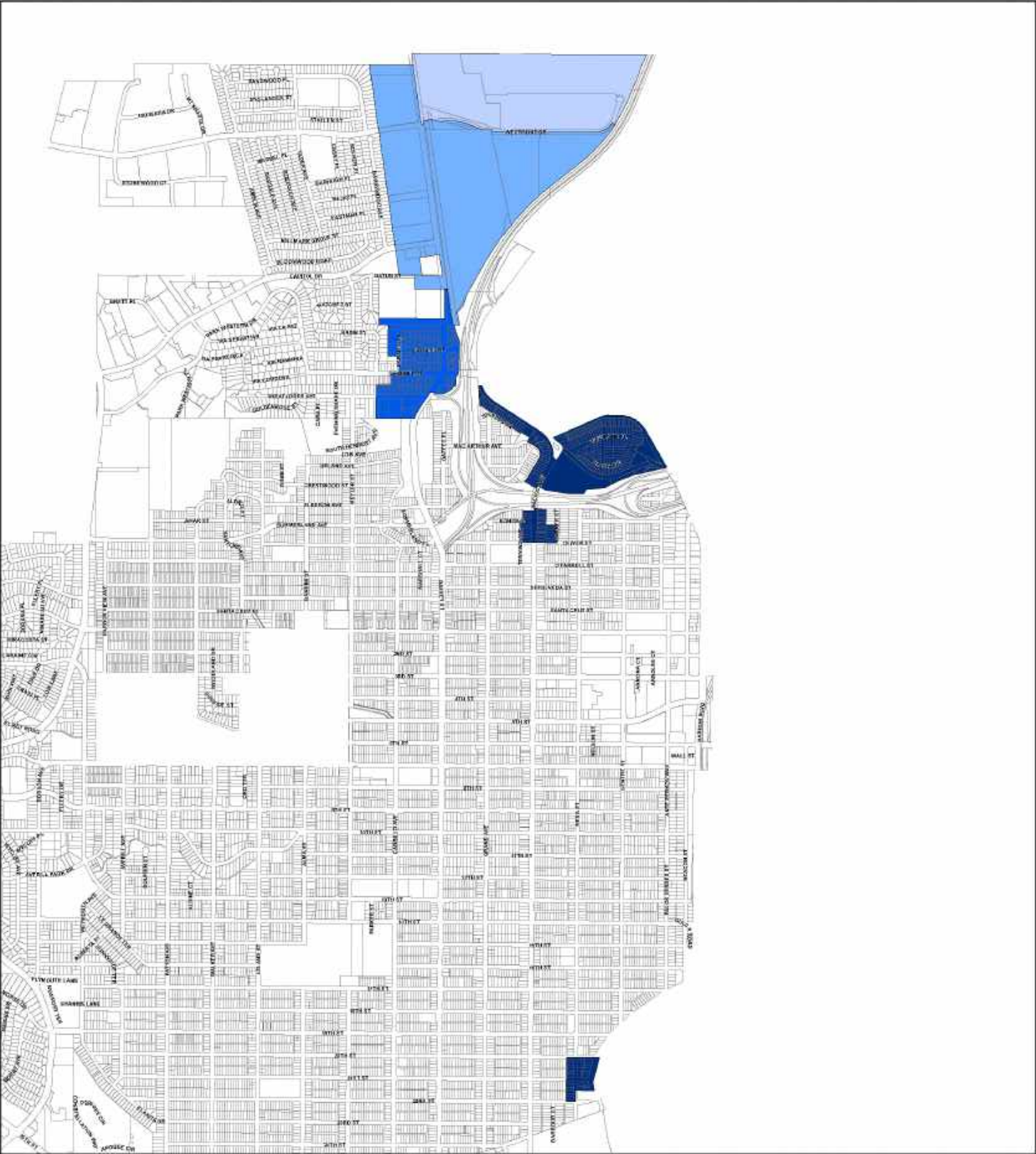
1. For new construction, Projects with street frontage greater than 50 feet shall plant one street tree per 25 feet of lot length, where feasible, to the satisfaction of the Bureau of Street Services.

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

OVERVIEW

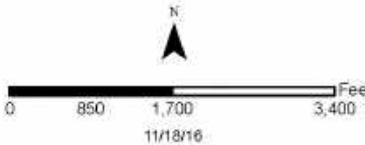
The intent of the supplemental development regulations in this Chapter VI is to create an industrial sanctuary for port and maritime support uses, while supporting clean tech and green companies, food production, and artisan industries. These supplemental development regulations seek to improve aesthetics and compatibility of industrial uses through transitions, scale, siting, fencing, and landscape buffers, and limit the encroachment of retail uses that do not support industrial uses. Projects within the Industrial Subareas A, B, C, and D (see Figure VI) shall comply with the applicable supplemental development regulations in this Chapter VI.

FIGURE VI - INDUSTRIAL SUBAREAS



- Industrial A Subarea
- Industrial B Subarea
- Industrial C Subarea
- Industrial D Subarea

- Area Mapped
- CPIO
- Community Plan Area



CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

SECTION VI-1: LAND USE

- A. Any new use or change of use in the Industrial Subareas A, B, C, and D shall be subject to the use regulations set forth in Table VI-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table VI-1.
- B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table VI-1 Industrial Subareas Land Use Regulations			
Use	Regulation	Applicable Location	Regulation/ Exemptions/ Clarifications
Automobile Dismantling Yard, Impound Lot, or Wrecking Yards	Prohibited	Subareas A, B, C, and D	
Boat Building	Prohibited	Subarea B	
Concrete Manufacturing	Prohibited	Subareas A, B, C, and D	
Heavy Manufacturing	Prohibited	Subareas A, B, C, and D	
Hospitals	Prohibited	Subarea D	
Hotels	Prohibited	Subarea D	
Junk Yards	Prohibited	Subareas A, B, C, and D	
Machinery Wrecking	Prohibited	Subareas A, B, C, and D	
Medical Office	Prohibited	Subarea B	
Personal Services	Prohibited	Subareas C and D	

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

Petroleum and Propane Related Uses	Prohibited	Subareas A, B, C, and D	Pursuant to Ordinance No. 166,272, in Subarea A in M3 Zones, existing uses may be upgraded or new facilities constructed for safety purposes if not substantially enlarged.
Places of Meeting or Assembly	Prohibited	Subareas B, C, and D	
Residential	Prohibited	Subareas A, B, C and D	
Sports and Recreation Facilities	Prohibited	Subareas C and D	

SECTION VI-2. DEVELOPMENT STANDARDS

Projects in the Industrial Subareas are subject to the following development standards.

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. In Subareas A, B, and C, the maximum height shall be 30 feet, except as follows:
 - (a) A Project may exceed 30 feet, up to a maximum of 55 feet, if 75 percent of the floor area is used for Clean Tech/Green Tech Uses.
2. In Subarea D:
 - (a) The maximum height in Height District 1XL shall be 30 feet.
 - (b) The maximum height in Height District 1VL shall be 45 feet.
3. Projects that directly abut or are across an alley from a residentially zoned lot shall transition in the following manner:
 - (a) Where the rear or side yard property line is contiguous with the residentially zoned lot, the structure shall be set back or stepped back

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

one foot for every foot in height as measured 15 feet above grade at the shared property line.

- (b) Where the Project lot and a residentially zoned lot are separated by an alley, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the property line of the residentially zoned lot.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

- 1. In Subareas A, B, and C, the maximum FAR shall be 1.5:1, except as follows:

- (a) A Project may exceed 1.5:1 FAR, up to a maximum of 3.0:1 FAR, if 75 percent of the floor area is used for Clean Tech/Green Tech Uses.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

- 1. Projects with a frontage along Gaffey Street, Pacific Avenue, or Mesa Street, shall incorporate transparent wall openings in at least 25 percent of the Ground Floor street façades along such frontage.

D. Building Disposition. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building disposition regulations:

- 1. Pedestrian entrances to a building shall face the street.

E. Parking and Vehicular Access. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

- 1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.
- 2. For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements, and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.
- 3. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.
- 4. There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless

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determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

F. Landscaping. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.
2. Where parking structures are not wrapped with habitable floor area at the Ground Floor, these structures shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.
3. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten linear feet. Required trees shall measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.
4. Projects with a frontage along Gaffey Street or Pacific Avenue shall provide a landscaped setback with a minimum depth of ten feet.
5. Projects with a frontage along Channel Street, Mesa Street, Front Street or 22nd Street shall provide a landscaped setback with a minimum depth of five feet.

G. Signage. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.
3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.
4. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
5. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.

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6. Signs facing alleys or residentially zoned areas shall not be internally illuminated.
- H. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:
1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
 2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, and other similar fencing materials.
 3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:
 - (a) At the rear of the site and be enclosed or screened with landscaping;
 - (b) On the roof and be screened with materials that are architecturally integrated into the building; or
 - (c) If feasible, underground.
 4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.
 5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.
 6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.
- I. **Public Improvements.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:
1. For Projects with new construction subject to discretionary review along Gaffey Street or Pacific Avenue, trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-8 of the San Pedro CPIO District, these Environmental Standards Procedures are included to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan Update and reviewed in the San Pedro Community Plan Environmental Impact Report (No. ENV-2009-1558-EIR), certified on October 4, 2017 (San Pedro EIR). As described in this Appendix A, some mitigation measures were implemented through Supplemental Development Standards.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the San Pedro Community Plan Area that seeks to rely on the San Pedro EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR, or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project (and any Supplemental Development Standard identified as a San Pedro EIR mitigation measure).

Compliance may be achieved through covenants, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker. The City may require the applicant to hire or pay for a qualified environmental professional(s) to monitor, verify, and/or certify compliance with any or all of the Environmental Standards.

AESTHETICS

AE1 Projects shall be designed to ensure the following:

- a. All lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.

NOTE: MM4.1-1 required that the CPIO District include regulations that minimize site specific aesthetic impacts, including impacts to lighting and shading. In addition to the above environmental standard, this mitigation measure is implemented by the design standards in the CPIO District in Section 2 of Chapters II-VI related to building height, density, disposition, and design and signage.

AIR QUALITY / GREENHOUSE GAS EMISSIONS

AQ1 Projects shall require the following or comparable best management practices be included in contract specifications and/or printed on plans:

- a. Use properly tuned and maintained equipment.
- b. Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- c. Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- d. Use heavy duty diesel-fueled equipment that uses low NO_x diesel fuel to the extent it is readily available and feasible.

APPENDIX A – ENVIRONMENTAL STANDARDS

- e. Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- f. Maintain construction equipment in good operating condition to minimize air pollutants.
- g. Construction contractors shall utilize materials that do not require painting, as feasible.
- h. Construction contractors shall use pre-painted construction materials, as feasible.
- i. Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- j. Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- k. Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- l. Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.

AQ2 Construction projects greater than 5 acres shall submit an air quality study that discuss the project's potential emissions for the following: CO, NO_x, PM₁₀, and PM_{2.5}.

AQ3/GHG1 Projects shall incorporate the following greenhouse gas reduction measures into the project design:

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

APPENDIX A – ENVIRONMENTAL STANDARDS

NOISE

- N1** Projects shall include the following or comparable construction best management practices in contract specifications and/or printed on plans:
- a. Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
 - b. The construction contractor shall locate construction staging areas away from sensitive uses.
 - c. When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (such as, temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
 - d. Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
 - e. Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
 - f. The construction contractor shall consider potential vibration impacts to older (historic) buildings.

UTILITIES/SERVICE SYSTEMS

- US1** Projects shall incorporate water conservation measures into the project design, which may include but are not limited to measures identified in the City's Water Conservation Ordinance.
- US2** Projects shall incorporate the Solid Waste Integrated Resources Plan measures to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.
- US3** Projects shall incorporate energy conservation and efficiency measures into the design of new development, including but not limited to:
- a. Energy saving windows, doors, insulation and passive solar design;
 - b. Energy efficient fixtures and appliances;
 - c. Efficient lighting, heating, air and ventilation systems;
 - d. Reused or recycled building materials.

APPENDIX B – DESIGN GUIDELINES

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APPENDIX B – DESIGN GUIDELINES

INTRODUCTION

These design guidelines meet the intent of the San Pedro Community Plan. Specifically, the intent of these design guidelines is to help improve the visual appearance of Downtown San Pedro and to produce a high-quality built environment that reflects San Pedro's unique historic, environmental, and architectural context.

These design guidelines should be utilized within all San Pedro CPIO District Subareas. None of the individual guidelines included in this Appendix B are mandatory or required in and of themselves as part of a CPIO Administrative Clearance. In accordance with Chapter I, Section 10 of the San Pedro CPIO, these design guidelines, with the exception of guidelines found in SECTION I-C, SIGNAGE, herein should be used by decision-makers in the review and approval of discretionary zoning approvals within the CPIO District boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the project to surrounding properties and the community, and conformity with the intent and purpose of the Community Plan (including, but not limited to, CPIO Adjustments, CPIO Exceptions, and a CUP under LAMC Section 12.24). These guidelines are in addition to any other applicable design guidelines.

Unless otherwise stated, words and phrases in these San Pedro Design Guidelines shall be interpreted as set forth in Chapter I, Section 4 of the San Pedro CPIO.

APPENDIX B – DESIGN GUIDELINES

I. COMMERCIAL AND MIXED-USE DESIGN GUIDELINES

A. SITE PLANNING

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

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

GUIDELINE A-1. Building Orientation and Frontage

- a. Buildings should be positioned to promote pedestrian activity along the public right-of-way by placing business entrances at the street level. Development projects should not be designed to face inward but rather should be oriented towards the street to maintain the pedestrian-oriented character of Downtown San Pedro.
- b. All primary building entrances should be oriented towards the street.
- c. Corner buildings should be built to front and side lot lines with allowances for a “visibility triangle” as required by Chapter 1, Section 12.21.C.7 of the Los Angeles Municipal Code (LAMC). Corner buildings at street intersections should have corner entrances that emphasize the location of the building at the intersection.
- d. Parking structures should be located to the rear of the site and integrated with ground floor retail uses. Such parking structures should be visually compatible with other structures associated with the development project, in terms of materials, colors, and other design elements.

GUIDELINE A-2. Setbacks

- a. Development projects should locate new buildings at the front property lot line or close to it in order to provide an inviting pedestrian environment and streetwall continuity. Development projects should encourage active public uses by incorporating additional street trees, outdoor seating areas, kiosks, forecourts and Arcades within any additional setback areas.
- b. Buildings should be stepped back from the street to minimize bulk and height impacts at the pedestrian level. A stepback should occur at a minimum height of 35 feet, and be a minimum of four feet in depth. The stepback should be varied both vertically and

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horizontally, as appropriate to the architectural design of the building.

GUIDELINE A-3. Views

- a. View corridors to the waterfront, the Port of Los Angeles, Vincent Thomas Bridge, cruise ships, the Palos Verdes Hills, and the Downtown San Pedro skyline should be preserved and enhanced.
- b. Buildings should be oriented and designed to preserve view corridors and no building should block an established view corridor along 6th Street or 7th Street.
- c. View corridors to the waterfront should be preserved. Towers and other vertical elements should be arranged to ensure that visual access is maintained. New development projects along Harbor Blvd. should be designed to preserve view corridors to the promenade and waterfront.
- d. Residential buildings over six stories in height, or a building greater than 75 feet in height, should be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall. For this exception, the diagonal distance between towers should be a minimum of 60 feet.

GUIDELINE A-4. Open Space

- a. Development projects should provide open space that invites and encourages pedestrian activity as a part of the project site design. Open spaces should provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and Arcades should accommodate pedestrian traffic and offer opportunities for Pedestrian Amenities (e.g., outdoor dining, sitting areas, and landscaping).
- b. Development projects occupying more than fifty percent of a length of one side of a street block should provide public open space in the form of a plaza, outdoor dining area or another similar space.
- c. Forecourts and outdoor areas should include seating, dining areas, landscaping and/or shade elements. Shade trees, sculptures and/or water features are encouraged.
- d. Public and private plazas are encouraged in Downtown San Pedro and should be surrounded on at least two sides by a building, wall or landscape treatment.
- e. Paseos should be strategically located at regular intervals to create pleasant and inviting passageways that are safe, accessible and connect areas of pedestrian activity. Wherever a development project has a street frontage of 300 feet or greater, and parking is

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located to the rear of the building, pedestrian access or an Arcade should be provided from the rear of the building to the front property line of the building. Pedestrian walkways should be separated from driveways and service access ways.

- f. Private residential open space may consist of either an open area for an individual unit or a usable common open area shared by residents. Private residential open space could include any of the following:
 - 1. A patio, terrace, or balcony when directly adjacent to an individual unit;
 - 2. Mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, Arcades, rooftop gardens, atria, and open terraces;
 - 3. Usable semi-private or public courtyards with adequate sunlight, views, and ventilation; and
 - 4. The useable rooftop of buildings.
- g. Rooftop decks should be architecturally integrated in terms of building materials, color, texture, shape, size, and other architectural features. Rooftop decks should be enclosed by a wall or railing that complements the architectural features of the building.

GUIDELINE A-5. Parking and Vehicular Access

- a. Parking lots and structures should fit within the urban fabric; the applicable massing, scale and façade articulation should respond to the surroundings and provide a degree of three-dimensional interest. The location and design of parking lots and structures should promote safety for pedestrians by minimizing conflict with vehicles. Parking should be designed to encourage a balance between a pedestrian-oriented Downtown San Pedro and the need for car storage.
- b. Development projects should locate parking away from the streetwall and should minimize direct driveway access from the primary pedestrian streets of 6th Street, 7th Street, Pacific Avenue, and Harbor Boulevard in order to encourage a safe and inviting pedestrian environment. Surface parking or parking structures should be discouraged from fronting the street level on 6th Street, 7th Street, Pacific Avenue or Harbor Boulevard.
- c. Commercial uses in mixed-use development projects should orient access ways (e.g., entries, service and parking) in a manner that minimizes impacts on residential uses.
- d. To the extent possible, parking for all new buildings should be located underground or located to the rear of the lot. A stand-alone

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parking structure should be wrapped with retail uses along the ground floor.

- e. Surface parking lots should not be located between the front property line and the primary building/storefront on the street side but rather to the rear of all structures. Where there is no vehicular access from side streets or alleys to the rear of the lot, a front parking lot may be permitted, subject to Guideline Section I. D-2 (c) (Landscaping for Parking Lots and Structures).
- f. Where a side street or alleyway is not available for vehicular access, one driveway should be permitted per every 100 feet of building frontage. Not more than two driveways should be permitted per building, and at least 20 feet in distance should span between them. Driveways should measure not more than 20 feet in width. Driveways should lead to underground parking or parking stalls located to the rear of the building. Variations may be permitted if the Los Angeles Department of Transportation determines that no other alternative exists that is consistent with these standards.
- g. Side streets and alleys should provide the primary point of vehicular access, if available, for service and parking facilities for retail, commercial and residential uses in order to minimize driveways, maintain building continuity and avoid vehicle and pedestrian conflicts.
- h. Clearly defined pedestrian walkways should be provided to connect rear building entrances to parking areas.

B. BUILDING DESIGN

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

GUIDELINE B-1. Building Massing

- a. Variations in massing can enhance character and visual quality of a building thereby establishing a comfortable scale in Downtown San Pedro. Building massing should be modulated and articulated to temper the scale of development, create a pedestrian-friendly environment, as well as stimulate and enhance visual interest.
- b. Buildings should not be comprised of large unbroken solid masses. The visual monotony of a large building can be reduced by creating

APPENDIX B – DESIGN GUIDELINES

the appearance of multiple structures of varying size. Steppbacks can also be used to create visual relief by graduating the structure's mass down into smaller, human scale components in order to provide variation and visual interest.

- c. Buildings over six stories in height, or a building greater than 75 feet in height, should be expressed as visually significant vertical elements and be integrated into the overall design of the structure. Perimeter block massing should be avoided. Massing and elements should be varied within the site.
- d. Buildings over six stories in height, or a building greater than 75 feet in height, should be designed to be as narrow as possible to reduce bulk and mass. Such buildings should be designed with a sculpted tower, with the top of the tower displaying reduced bulk. In particular, near the waterfront and Harbor Boulevard, the longest edge of the building should be designed in an east/west orientation to preserve views from the City towards the water so that a "wall of development" does not create a separation of the City from the waterfront area.
- e. Mixed-use development projects that combine multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios are encouraged.

GUIDELINE B-2. Building Scale

- a. Building height should consider light, shadows, views and massing in relationship to surrounding properties and residential neighborhoods. New buildings over four stories in height should be located strategically to mark important nodes and activity centers in Downtown San Pedro.
- b. Increased building heights at key nodes along 6th Street, 7th Street, Pacific Avenue, and Harbor Boulevard are encouraged. These buildings should incorporate pedestrian scale detailing at the ground floor, and proper massing to preserve views to the waterfront.

GUIDELINE B-3. Articulation

- a. Building façades should incorporate three-dimensional design elements and material variation to heighten visual interest and enhance pedestrian orientation. These design elements and variations include: architectural features; changes in building materials, texture and color; generously sized transparent display windows; Arcades, canopies, and awnings; cornices; and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept that integrates architectural details with massing, scale, and site design.

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- b. Building façades should be modulated and articulated to create interest and variety. For every twenty-five horizontal feet of building façade, the project should employ one or more of the following vertical elements: columns, pilasters, indentations, Storefront Bays, and/or vertical landscaping.
- c. For renovations of existing commercial buildings, the building base (the first two to five feet above the sidewalk) should be differentiated from the rest of the building façade with architectural treatments such as change in materials and/or colors.
- d. Large unbroken surfaces should be avoided by creating breaks in the streetwall and by dividing wide storefronts into Storefront Bays. Storefront Bays create articulation in low-rise buildings and are the building blocks of a pedestrian-oriented street. Recessed Storefront Bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.
- e. For commercial and retail buildings, at least 60 percent of the building façade at ground level should consist of doors and windows. Windows and doors should allow views into building interiors and/or views to merchandise displays; transparent, non-reflective glass should be used. A minimum of 70 percent of window bases should be set at three feet or lower.
- f. Ground floor uses should be distinguished from the upper building façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial ground floor building frontage should be distinguishable in terms of architectural treatment from the residential building façades. Commercial uses should have greater window-to-wall ratios than the residential component.
- g. Mixed-use and residential development projects are encouraged to integrate balconies and terraces to take advantage of Downtown San Pedro's year-round temperate weather.

GUIDELINE B-4. Exterior Surface Materials

- a. The texture of building façades should complement other buildings in the surrounding area. Buildings should not have monotonous exteriors and should employ building materials that create an interesting variety of façades to reduce massiveness and glare impacts on surrounding uses and motorists. Use of varied and complementary building materials should be used to reduce the mass of a building, and to increase visual interest.
- b. Paved areas, excluding parking and driveway areas, should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.
- c. Color schemes should be selected in relation to the overall design of the building and should be simple, harmonious and complement adjacent structures. Bright or intense colors and stark colors such

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as white or black should not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.

GUIDELINE B-5. Entrances

The entrance to a building has an important relationship to the street and is one of the most important parts of the building façade.

- a. Development projects should provide dominant entryways that do the following: reinforce the character of the building, add visual interest, break the monotony of flat surfaces, add a vertical element and create an inviting entrance. Development projects should provide well-articulated and inviting building entrances that are oriented towards the street, so to emphasize pedestrian orientation and accessibility.
- b. Each individual tenant or business space located on the ground floor should have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access should be from a public open space, public street, forecourt or Arcade. Ground floor units should be directly accessible from the street.
- c. Building entrances are encouraged to be recessed and/or defined by distinct architectural treatments, such as: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

GUIDELINE B-6. Windows

- a. Development projects should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office space. Additional windows increase safety by allowing businesses to have 'eyes on the street' while people on the street can view interior building activities.
- b. Individual storefront display windows should not be used for storage or left empty without window displays. However, window displays should not cover or block views into the building interior.
- c. Residential units with individual entrances should include windows at ground level.
- d. Windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. The required recess may not be accomplished by the use of planters around the window.
- e. Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

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GUIDELINE B-7. Awnings and Canopies

- a. Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.¹
- b. Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.
- c. For awnings located above windows, awning shapes should be consistent with window frames.
- d. Awnings and canopies should be constructed of high quality, durable, fade-resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.

GUIDELINE B-8. Parking Structure Design

- a. Parking opportunities should be provided that are simultaneously convenient and that enhance the public realm. Parking structures should be architecturally integrated into the design of the development projects they serve and should activate the street by including commercial uses on the ground level of structures. Parking structures should be designed to protect nearby residents from potential adverse impacts – noise, visual, or otherwise.
- b. Parking structures should be designed with architectural detailing. Levels of parking should be visually integrated into the design of the building façade. Structures should not overtly appear to be used for parking.
- c. Automobiles on parking levels above the ground floor should be screened from public view as seen from a public street or alley. Parking structures should also receive landscape treatment to eliminate unattractive views (refer to Guideline I. D-2 "Landscaping for Parking Lots and Structures").
- d. Parking structures that abut or are adjacent to any residential use or zone should:
 1. Contain solid decorative walls and/or baffles to block light and deflect noise along those sides closest to residential use;

¹ Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

APPENDIX B – DESIGN GUIDELINES

2. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize headlight glare;
 3. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and
 4. Not contain exhaust vents along sides closest to residential uses.
- e. Parking structures should screen the ground level from public view well, preferably with active ground floor uses. All surface parking adjoining the street should be screened by a durable barrier, such as a solid wall, fence, berm, hedge or landscaping that is tall enough to screen at least vehicle headlights.

C. SIGNAGE

GUIDELINE C-1. General – All Signs

The purpose of signage is to provide identification for businesses and to assist pedestrians and vehicular traffic in locating their destination without dominating the visual appearance of the area. The overall size, materials and graphics composition should be integrated with the building and landscape design and should complement the building façade or architectural element on which it is placed. Because Downtown San Pedro is an area of high pedestrian activity, especially along 6th and 7th Streets, the signs should be sized and located to be visible to persons on foot.

It is desirable to include signage at a pedestrian scale as one of the permitted signs for a business. Pedestrian-scale signage (i.e., at a height and of a size that is visible to pedestrians) can help to identify the structure and use and facilitates access to the building entrance.

- a. Signs should promote the identity and success of individual businesses while enhancing the visual quality of Downtown San Pedro through context-sensitive signage design. Signage design should be suitable in terms of location, layout, and style. Sign clutter should be minimized and should emphasize pedestrian-scale design.
- b. Signs should complement buildings with respect to style, design, materials, and colors. If illuminated, glare should be carefully controlled, and if internally illuminated as allowed by the CPIO, lighting sources should be concealed. Extensive use of neon lighting is discouraged.
- c. The exposed backs and sides of all signs visible from a public right-of-way should be suitably finished and maintained.

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GUIDELINE C-2. Wall Signs

- a. Wall signs should promote the identity and success of individual businesses through appropriate placement. Wall signs should be located in a manner so as to not detract from building architecture. Sign clutter should be minimized and well-proportioned to the structure and building façade.
- b. Signs should be located at the entrance to the business.
- c. Signs should not dominate or obscure the architectural elements of building façades.
- d. The height and width of signs, letters, and logos should be properly proportioned to the building and fit well within the appropriate area for signage (i.e., signs should not be placed above the 1st story level except for high rise structures).
- e. Wall signs should not project more than ten inches from a wall.
- f. Any wall signs located more than 100 feet above grade should be used as identification signs only. These signs should be contained in a length that is not more than 30 percent of the width of the building face. These signs should be placed no less than ten feet below the top of the building elevation on which the sign is to be placed. The height of the letters should not exceed six feet. These signs should not be placed on the rear sides of buildings that face residentially zoned areas.

GUIDELINE C-3. Projecting Signs (a.k.a. Pedestrian or Blade Signs)

- a. Projecting signs should promote the identity and success of individual businesses while enhancing the visual quality of Downtown San Pedro through the appropriate placement of projecting signs. Sign clutter should be minimized and well-proportioned to the structure and building façade.²
- b. Projecting signs are encouraged at the corner of prominent buildings, limited to a maximum of 12 square feet in size. Sign depth should not exceed one foot.

GUIDELINE C-4. Other Signs

- a. The identity and success of individual businesses should be promoted while enhancing the visual quality of Downtown San Pedro, through the appropriate placement, size, and quantity of additional signage.

² Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

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- b. Window signs should not obscure windows or window trim and molding. If a window sign cannot be located above a transom window, consider locating the window sign behind the transom window so the window's details are still visible from the street.
- c. Information signs should be permitted two per building, and should not exceed four square feet cumulatively.
- d. Building identification signs should be permitted one per building, and should not exceed four square feet for one-story buildings. For each story above the first, the size of the building identification sign(s) may increase an additional two square feet. An additional building identification sign should be permitted for buildings located on a corner lot. Signs located on the side street façade should not exceed four square feet.
- e. Portable menu board signs in the right-of-way for eating establishments, bakeries, florists, and similar businesses whose primary sales consist of perishable goods, are encouraged. The portable menu board sign should meet the following:³
 - 1. Each business only has one portable menu board.
 - 2. The sign is removed at the end of each business day.
 - 3. The sign's dimensions do not exceed two feet by three feet.
 - 4. The sign does not interfere with pedestrian movement or accessibility requirements.
 - 5. The sign has a weighted base capable of keeping the sign upright in moderate wind.
 - 6. The sign is not illuminated.
 - 7. The sign's permits have been secured from the appropriate City departments.
- f. One monument sign should be permitted per residential development and should be not more than 25 square feet in size and the top of the sign should be not more than eight feet above sidewalk grade.

GUIDELINE C-5. Original Art Murals

- a. Original art murals are encouraged.

³ Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

APPENDIX B – DESIGN GUIDELINES

D. LANDSCAPING

Well-maintained landscaping unifies streetscapes and provides a positive visual experience while allowing for a variety of plant materials and flexibility in design. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, and annuals, as well as other materials such as rocks, water, sculpture, art, or paving materials. Trees and shrubs provide shade and emphasize sidewalk activity by separating vehicle and pedestrian traffic as well as defining spaces. Plant materials should be used for framing views, accenting architecture, creating inviting spaces and screening unattractive areas.

Native plant is defined according to LAMC Section 12.40 D as "[a]ny (plant) species indigenous to the Los Angeles area existing before European settlement, as identified in James Hendrickson's The Jepson Manual, or its successor Guideline reference, as adopted by the Director of Planning."

"Low-water" plants " is defined according to Guidelines AA, Table II, Option 6 in the City of Los Angeles Landscape Ordinance (Ordinance #170, 978). as those "[p]lants. . . that will, in the designed location, and properly established for three years, remain in good health with no more than monthly watering in summer."

GUIDELINE D-1. Site Landscaping

- a. Site landscaping should do the following: create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, annuals, rocks, water features, sculpture, art, or paving materials.
- b. Drought-tolerant, California native plants are encouraged. An automatic irrigation system should be installed within landscaped areas of more than ten square feet. A drip irrigation system is recommended.
- c. Development projects should utilize small urns, vessels or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas. Plant materials should be well-maintained.

GUIDELINE D-2. Landscaping for Parking Lots and Structures

- a. Development projects should provide landscaping that shades, buffers, and screens unattractive views of parking. Parking lots and structures should receive landscape treatment that is well-integrated with the building design to enhance the aesthetic appearance of parking structures. Landscaping should provide a pleasing, safe and secure environment for pedestrians on the street.
- b. Ground covers that complete coverage without excessive maintenance or water usage should be utilized. Landscaping

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should provide a buffer between the parking and other uses, soften glare from vehicles, and filter noise.

- c. Where parking structures are not wrapped with retail uses at the ground floor, these structures should be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of trees, planters, and vegetation around the perimeter of the structure.
- d. A minimum of seven percent of the total area of surface parking should be landscaped, including one tree for every four parking spaces evenly dispersed throughout the lot. Tree species should be of a variety that produces a large canopy but does not produce excessive plant material.

E. APPURTENANCES

High-quality architecture should be maintained in the various elements of building and streetscape design including security features, maintenance equipment and enclosures and lighting. Security grilles often obscure storefront windows and create a negative ambience that detracts from the pedestrian environment, while adequate lighting and sidewalk dining contributes to an active street life.

GUIDELINE E-1. Security Grilles

- a. Storefront security should be provided as needed without obscuring storefront windows and creating blank walls along the sidewalk. The presence of security grilles and bars should be minimized as visible from the street.
- b. Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are infeasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts.
- c. External security grilles should not be affixed to any building façade abutting a public street, excluding rear alleys.

GUIDELINE E-2. Utility & Service Areas/ Mechanical Equipment

- a. Projects should obscure unsightly equipment adjacent to streets and other public rights-of-way, in order to improve the pedestrian environment and minimize visual blight.

GUIDELINE E-3. Sidewalk Dining Enclosures

- a. Enclosures for outdoor eating areas should be designed in a manner that supports an open and safe physical environment, and

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that does not detract from the quality of the pedestrian experience along the sidewalk.⁴

- b. Enclosures should utilize open fencework. The materials and design should be decorative and coordinate with the structures on the site.
- c. No fence or wall abutting a public street should be taller than 42 inches.

GUIDELINE E-4. Lighting

- a. Lighting should be incorporated into the design not only to accentuate architectural features but also to provide a safe environment for pedestrian activity. Outdoor lighting in front of buildings provides increased security for pedestrians at nighttime. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.
- b. Lighting should be provided along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.
- c. Exterior lighting fixtures should be compatible with the architectural design of the building.
- d. All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare to adjoining properties.

F. RESOURCE PROTECTION

GUIDELINE F-1. Sustainable Building Design

The combination of old and new buildings adds an interest and richness to the urban fabric of Downtown San Pedro. New building designs present an opportunity to integrate sustainable or "Green Building" concepts that reduce resource consumption and encourage natural systems for cooling, lighting, and shading.

- a. Projects should take advantage of natural systems and site features – breezes, daylight, tree canopies – and minimize the need for artificial lighting, cooling, and heating. Projects should incorporate sustainable building elements into the overall form and aesthetic of the Project.

⁴ Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

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- b. Projects are encouraged to meet LEED certification requirements. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high-performance green buildings. The LEED green building rating system was developed and is administered by the U.S. Green Building Council.
- c. To minimize heat gain, development projects should employ high-performance glazing (i.e., dual paned window), coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.
- d. Except for ground-level storefronts, development projects should favor more windows along the north- and northeast-facing walls, with fewer windows along the west- and southwest-facing walls.
- e. The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.
- f. Building and construction materials should use reclaimed, recycled, and recyclable materials when available.

APPENDIX B – DESIGN GUIDELINES

II. MULTI-FAMILY RESIDENTIAL GUIDELINES

A. SITE PLANNING

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

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

GUIDELINE A-1. Building Orientation and Frontage

- a. Development projects should provide a consistent setback, orient buildings to the street, and provide pedestrian amenities along the front of buildings, in order to create an inviting pedestrian environment and streetwall continuity. Site plans that fortify individual buildings rather than connect them to the street are strongly discouraged.
- b. The front building façade of new structures should be aligned with adjacent structures to the greatest extent allowed by the City's Zoning Code.
- c. In small lot subdivisions where there is an existing average prevailing setback, the setback should be applied to provide continuity along the street edge.
- d. Where additional setback is necessary or a prevailing setback exists, a courtyard or "outdoor room" adjacent to the street should be provided and activated by incorporating residential amenities such as seating or water features.

GUIDELINE A-2. Open Space

- a. Development projects should provide an open surface area for open space, landscaping and recreation areas so to minimize surface parking and by providing adequate separation between existing and new structures.
- b. Front yard and outdoor spaces, such as common and private open space, should be developed to an extent that encourages use and enhances the livability of residential structures.
- c. A majority of code-required open space should be located at the ground level in a manner that is equally accessible to all residential units to promote safety and the use of outdoor areas. Podiums

APPENDIX B – DESIGN GUIDELINES

between buildings and rooftop areas should be used as common areas.

- d. Open space yard areas and courtyards with a minimum dimension of 15 square feet are encouraged between existing structures and new structures on the same parcel.
- e. Open space areas should not have slopes exceeding 10 percent.
- f. Development projects should comply with the Open Space Requirements listed in Section 12.21 G of the LAMC. All subsequent guidelines should enhance those requirements found within the LAMC.

GUIDELINE A-3. Parking and Vehicular Access

Parking areas and the driveways that accompany them can contribute to a cluttered appearance and can limit the pedestrian use of a street.

- a. Parking areas should be kept out of view from the public street to the greatest extent possible.
- b. Parking areas should be located underground, at the rear of properties or at other suitable locations that are not visible from the public street. Multiple garage bays along the front of a building should be avoided. Surface parking areas and driveway "back-up" space between a structure and the public street (regardless of setback requirements) are prohibited.

GUIDELINE A-4. Topography

- a. Development projects should avoid dramatic and unnecessary grade changes by utilizing landform grading and working with the natural topography of the site.
- b. On hillside lots, smaller terraced retaining walls should be used to avoid massive blank wall faces. Development projects should use the site's natural topography to terrace the structure along the hillside.

B. BUILDING DESIGN

GUIDELINE B-1. Building Scale

- a. The overall scale of all buildings should maintain existing height and massing patterns on streets where a consistent pattern exists. A building that is larger than neighboring buildings can still be compatible with the smaller buildings in the area through façade articulation and setbacks to upper floors. In other cases, it may be necessary to reduce the height or bulk of the building. In older neighborhoods, new development projects should likewise respect

APPENDIX B – DESIGN GUIDELINES

the character of existing buildings with regards to height, scale, style, and architectural materials.

- b. Where the height of a building would be inconsistent with the height of adjacent buildings as viewed from the street, upper-floor step-backs should be used to adequately maintain the appearance of a prevailing height.
- c. Where the massing of a building would be inconsistent with the massing of adjacent buildings as viewed from the street (for instance where a building would be two or three times the width of neighboring buildings), articulation and setbacks should be used to recreate existing massing patterns on the street to the greatest extent possible.
- d. When designing small lot subdivisions or development projects built over two or more lots, sufficient space between buildings, articulation along the street frontage, and visual breaks that diminish the scale and massing should be provided.
- e. Additions and new structures within rear yards should be of a scale and style that is compatible with existing development on the site and with adjacent structures.
- f. Where additions and rear-yard infill development projects are adjacent to R1 lots the project should provide horizontal stepbacks above the first 30 vertical feet (in areas where structures are permitted to exceed 30 feet) along the building façade abutting the R1 lot. The maximum stepback height should be measured from a 45-degree angle from the 30 vertical feet mark.

GUIDELINE B-2. Articulation

- a. Buildings should be composed of a rich variety of forms and contrasting shapes that will provide depth and texture and will avoid the appearance of monotonous architecture.
- b. At a minimum, all exterior building elevations should provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by a change in plane, architectural detail or a change in material. Windows or doors that are flush with the plane of the building and exterior hallways and stairwells should not constitute a change in material or break in the plane.
- c. Rooflines should include articulation that corresponds to articulation found on the building façade. At minimum rooflines that exceed 40 feet should provide articulation in the form of vertical changes in plane or variation in roof types.
- d. Roof forms on additions and new structures should be reasonably compatible with existing on-site development.

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- e. Multi-family buildings should be designed to convey individual residential uses, even when applying a modern aesthetic. Modulated façades can prevent residential buildings from appearing commercial.
- f. Building architectural features should be layered to emphasize certain features of the building such as entries, corners, and organizations of units.
- g. Existing façade rhythm should be reinforced along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings. Fenestration on additions and new structures should be reasonably compatible with existing on-site development.
- h. Projects should encourage architectural compatibility when designing additions and rear-yard infill structures.
- i. Where existing structures on a site contain architectural features (such as porches, bay windows, decorative roof brackets, etc.), these features should be repeated on additions or new infill structures. However, architectural features should be repeated to a lesser degree of detail when inspired by historic structures.
- j. Building renovations and rehabilitations of multi-family residential buildings should maintain the architectural design and features.

GUIDELINE B-3. Exterior Surface Materials

- a. Building materials should be varied and should reflect a high level of quality and craftsmanship. The use of varied building materials adds texture and depth to a façade and assists in providing needed articulation. Where specific building materials are found in abundance on a street front, such as wood siding or river rock, such materials should be incorporated into the façade of new buildings.
- b. Plaster or stucco finishes should not comprise more than seventy-five percent of the surface area of any exterior elevation (as viewed from an elevation projection excluding window and door area).
- c. Where appropriate, paint colors should accentuate architectural features. In many instances, a three-color paint scheme for body, trim and accent pieces is preferred. Overly bright paint colors and fluorescent paint colors should not be used. Colors such as beige, white and gray that produce glare, should be used sparingly.
- d. Projects should select building materials (e.g., architectural details and finishes) that convey a sense of permanence. Quality materials should be used to withstand weather and wear regardless of architectural style.

APPENDIX B – DESIGN GUIDELINES

- e. Building materials on additions and new structures should be reasonably compatible with existing on-site development.
- f. All vents, gutters, down spouts, etc., should be painted to match the color of the adjacent surface unless being used expressly as a trim or accent element.
- g. The exterior finish on all balconies should employ a finish material that is different from the finish material employed on the primary body of the building.
- h. All building fixtures, awnings, security gates, etc., should complement and be architecturally integrated into the design of the building. Trim, metal- and woodwork, lighting, and other details should be applied in a harmonious manner, consistent with the proportions and scale of the building(s).
- i. Canopies and awnings, which provide additional façade articulation and provide shade, are encouraged, especially on façades where articulation is otherwise minimal. Overhead architectural features, such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows, should provide shade, passive cooling, and reduce daytime heat gain.
- j. Outdoor hallways and stairwells are generally discouraged, but if used, they should be integrated into the overall structure through façades, materials and a cohesive architectural strategy.
- k. Distinctive building materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and building materials that match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided.
- l. Decorative features (such as corbels, friezes, transom windows, pilasters and other character-defining architectural elements) should be preserved and should not be painted over, removed or concealed by building additions, structural elements, signage or façades.
- m. Existing exterior surface materials (such as stuccoing over an existing structure that might otherwise have desirable exterior finish materials), fenestration or roofs should not be modified so as to achieve uniformity.
- n. Exterior surface materials (such as stone, brick, tile and natural wood finishes on existing structurally viable buildings) should not be painted over, removed or otherwise obscured.

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GUIDELINE B-4. Entrances

- a. Buildings should provide a prominent pedestrian entrance with a walkway that leads directly from the entrance to the street.
- b. Projects should provide well-articulated, inviting building entrances that are oriented toward the street, so to emphasize pedestrian orientation and accessibility. Entrances should be emphasized through architectural features (such as front porches, awnings, columns and/or prominent walkways).
- c. Where multiple ground level entrances exist, individual building entrances should be architecturally emphasized according to Multi-Family Residential Guideline B-4(b).
- d. Transitions such as landscaping, paving, porches, and stoops, and canopies at individual entrances should be incorporated to residences, from the sidewalk to the front door.
- e. Entrances should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Entrances should be designed in proportion to the number of units being accessed and ensure that pedestrian entries are sized properly to provide shelter year-round. All street-fronting units should have a primary entrance facing the street. For buildings without ground floor entrances for individual units, a prominent ground or first-floor entry, such as a highly visible lobby or atrium, should be created.
- f. The main entrance and entry approach should accommodate persons of all mobility levels.
- g. Within large developments, direct paths of travel for pedestrian destinations should be provided. Especially near transit lines, primary entrances for pedestrians should be created that are safe, easily accessible, and a short distance from transit stops.
- h. Where Projects have multiple residential units at ground level, individual entrances are encouraged.
- i. Bicycle racks and lockers should be installed near building entrances, especially in residential or mixed-use projects located near commercial services. Bicycle racks and lockers should be placed in a safe, well-lit location, convenient for residents and visitors.

GUIDELINE B-5. Windows and Doors

- a. Buildings should have visible fenestration that establishes a clear pattern on the façade (with special attention paid to façades that are visible from the street) and that provides depth and additional articulation. Openings such as doors and windows should not be designed as an afterthought once the floor plan of a structure has

APPENDIX B – DESIGN GUIDELINES

been established, but rather should serve as an integral part in how the building relates to both the public and private realm.

- b. Recess windows and doors along the street front at least three inches from the façade. Window frames and sills are strongly encouraged.
- c. Special attention should be paid to window alignment and patterns. Where appropriate, windows should be aligned along their top-line.
- d. Exterior bars on windows are strongly discouraged.
- e. Existing doors and windows should be retained and if needed, repaired rather than replaced. If replacement of such features is needed, in-kind materials should be used. The alteration of existing door and window openings along façades that are visible from the street is discouraged.

C. LANDSCAPING

All Projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any subsequent amendments to that Ordinance, pursuant to LAMC Sections 12.40-12.43. The Design Guidelines found herein add to the City's existing Landscape Guidelines. Compliance with these Design Guidelines does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with these San Pedro CPIO Design Guidelines.

GUIDELINE C-1. Plant Material

- a. In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes surface runoff during rainy periods. Projects should provide landscaping that complements existing architecture, provides shade to pedestrian areas and that provides a high level of surface permeability.
- b. Projects should comply with the City Landscape Ordinance's accompanying guidelines.
- c. Drought tolerant plant species should be used within required open space areas to the greatest extent possible.

GUIDELINE C-2. Walkways/Paving

- a. Front yards should be developed with a prominent front walkway that leads directly from the sidewalk to the pedestrian entrance. Walkways should be improved with stamped concrete, brick, tile, stone or other such decorative surfaces.
- b. Paving surfaces should be provided exclusively for driveways and walkways. Parking areas located between the front of a structure and the front property line (regardless of setback requirements) and

APPENDIX B – DESIGN GUIDELINES

paving of front yards not used for driveways and walkways is inappropriate.

GUIDELINE C-3. Fencing/Walls

- a. Front yard fences should not exceed the height permitted by the Zoning Code and should be comprised of transparent materials such as darkly colored (black or dark green) non-decorative wrought iron.
- b. Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping.
- c. Concrete block walls, concrete block pilasters, chain link and overly decorative and/or brightly colored wrought iron should not be used for front yard fences or any fences along a public street.
- d. Trees, shrubs, and vines should be planted to screen walls between property lines. Decorative walls should include a change in color, material, and texture.

D. APPURTENANCES

GUIDELINE D-1. Trash Enclosures

- a. Trash enclosures should be designed so that trash and recycle bins are not visible to the general public.
- b. All trash collection areas should be enclosed with a minimum six-foot high decorative wall or fence.
- c. A separate enclosed area for recyclable materials should be provided for each trash enclosure.

GUIDELINE D-2. Wireless Telecommunications

- a. Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.
- b. Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures. These facilities should appear unobtrusive.
- c. Roof-top wireless facilities should be located so as to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

Sec. 6. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By 
PARISSH A. KNOX
Deputy City Attorney

Date March 12, 2018

Pursuant to Charter Section 559, I approve
this ordinance on behalf of the City
Planning Commission and recommend that
it be adopted

March 19, 2018


Vincent P. Bertoni, AICP
Director of Planning

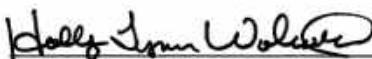
File No. CF 17-1044

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I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR





Ordinance Passed 05/15/2018

Approved 05/16/2018

Ordinance Effective Date: 06/26/2018
Council File No.: 17-1044

DECLARATION OF POSTING ORDINANCE

I, Ottavia Smith state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 185539 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on 05/15/2018, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, I conspicuously posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records beginning on 05/17/2018 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.



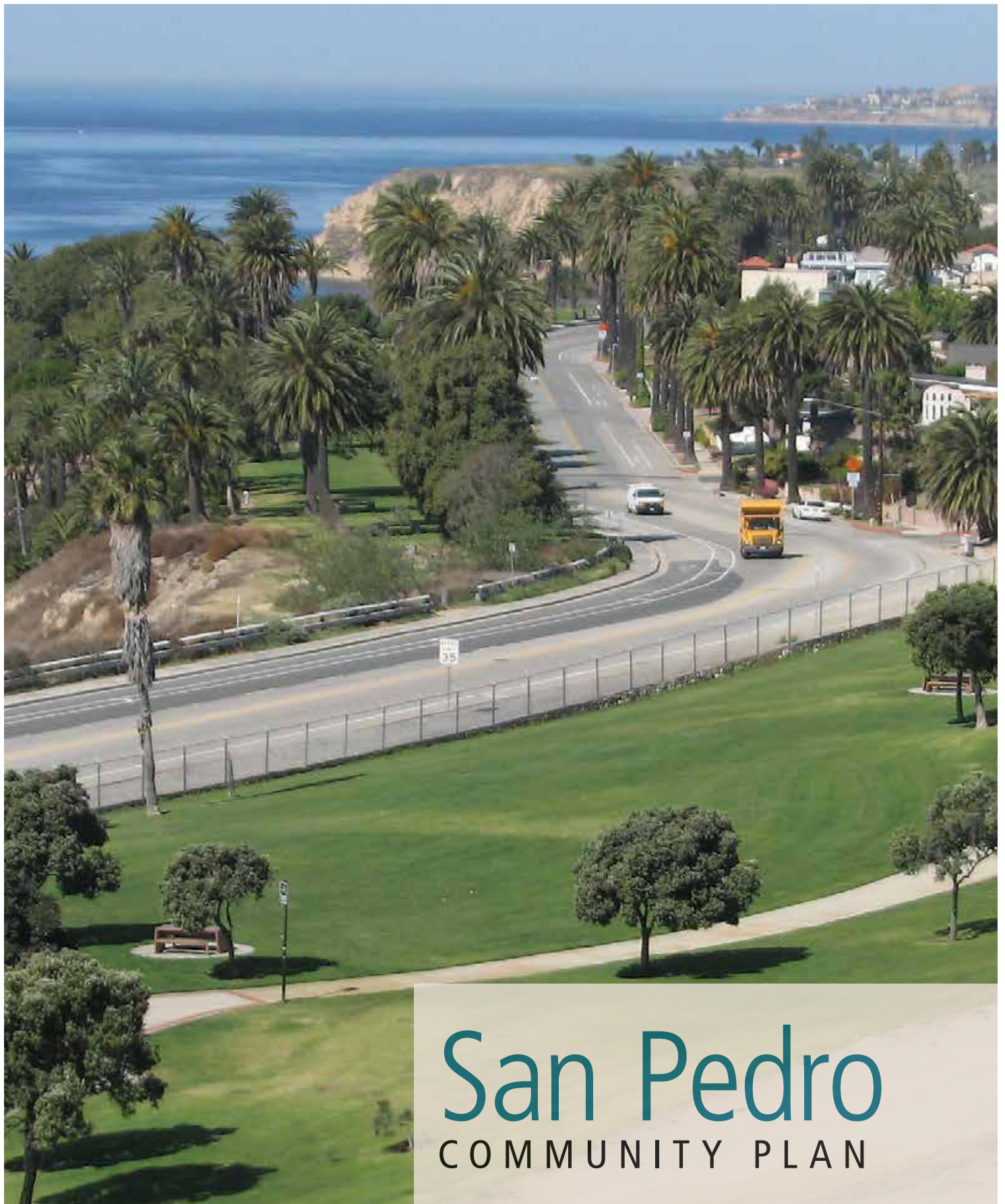
Deputy Clerk

Date: 05/17/2018

Ordinance Effective Date: 06/26/2018

Council File No.: 17-1044

Attachment A 6



San Pedro

COMMUNITY PLAN



Los Angeles Department of City Planning

October 2017

SAN PEDRO COMMUNITY PLAN

Activity Log

CF: 17-1044

Effective Date: June 26, 2018

Subsequent Amendments Adopted by City Council

[illegible]

LOS ANGELES DEPARTMENT OF CITY PLANNING







ACKNOWLEDGEMENTS

Mayor

Eric Garcetti

City Council

President, Herb Wesson, Tenth District

President Pro Tempore, Mitchell Englander, Twelfth District

Assistant President Pro Tempore, Nury Martinez, Sixth District

Gilbert Cedillo, First District

Paul Krekorian, Second District

Bob Blumenfield, Third District

David E. Ryu, Fourth District

Paul Koretz, Fifth District

Monica Rodriguez, Seventh District

Marqueece Harris-Dawson, Eighth District

Curren D. Price, Jr., Ninth District

Mike Bonin, Eleventh District

Mitch O'Farrell, Thirteenth District

Jose Huizar, Fourteenth District

Joe Buscaino, Fifteenth District

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Regina M. Freer, Vice President

Sean Burton, Commissioner

Diego Cardoso, Commissioner

George Hovaguimian, Commissioner

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Barbara Romero, Commissioner

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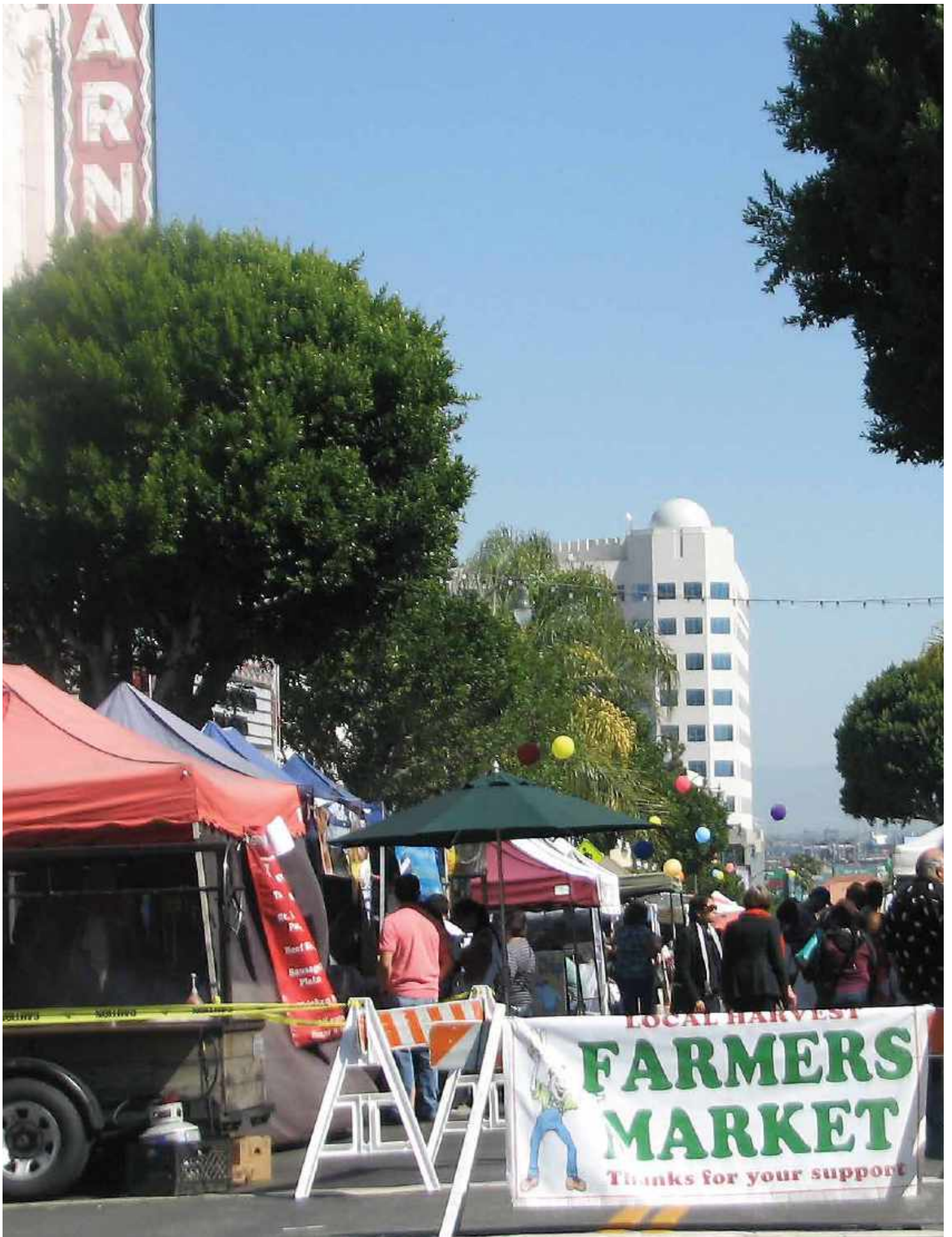
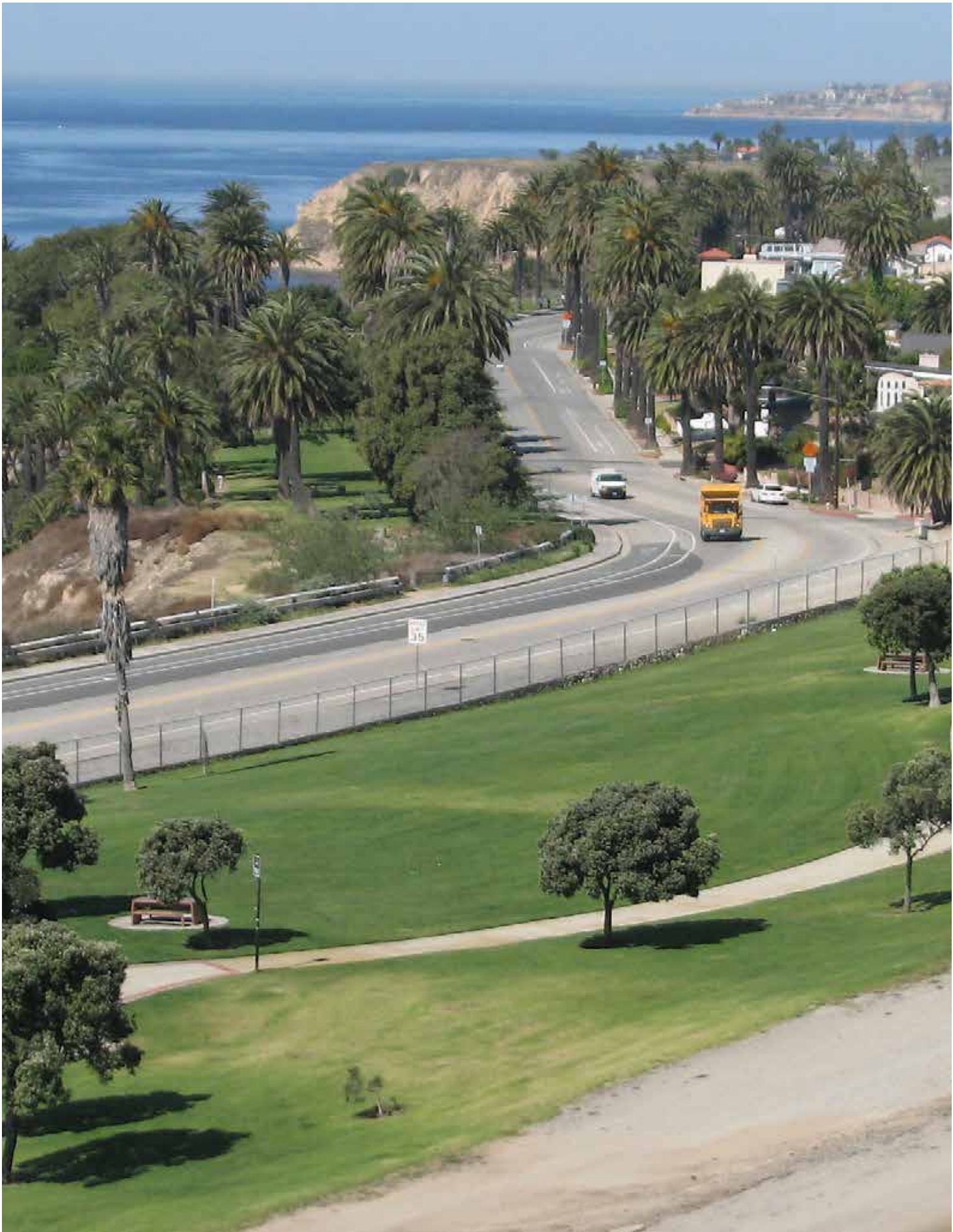


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Appendix A	List Of Terms





Korean Bell of Friendship, Angels Gate Park



Carolina Street neighborhood



The historic Warner Grand Theatre on 6th Street



Cabrillo Beach

Introduction & Orientation

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

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

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

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

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

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

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

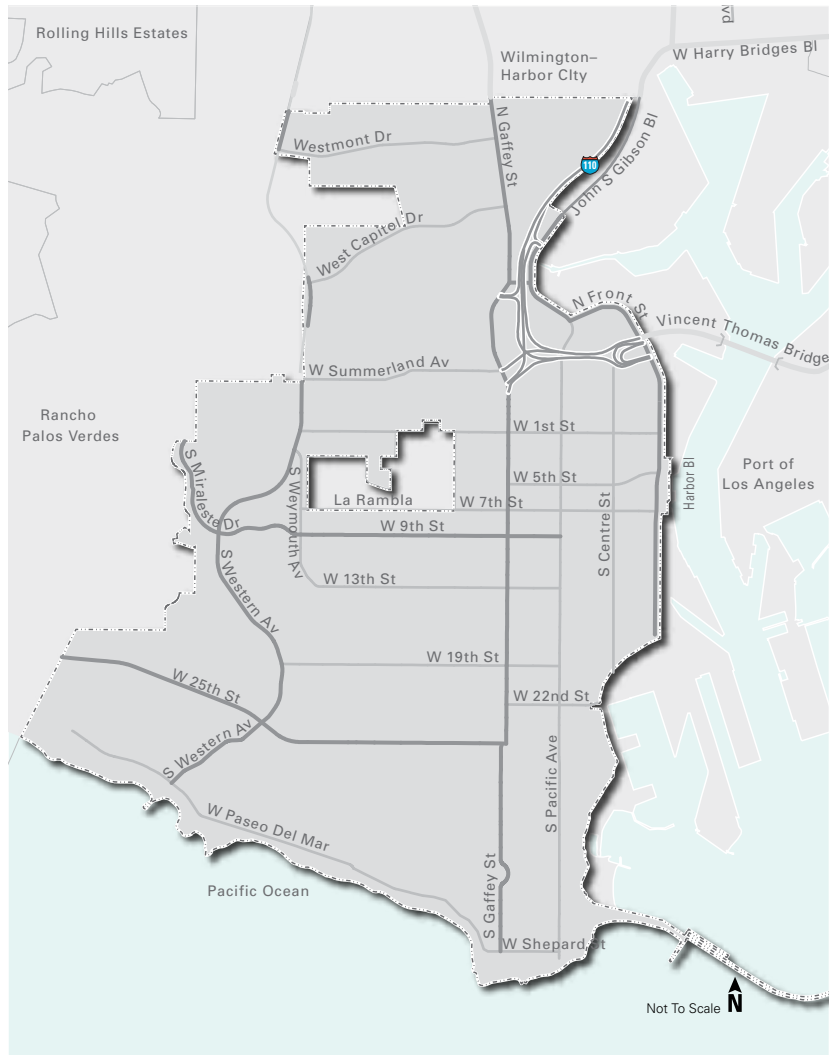
Plan Organization

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

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

Figure 1-1

San Pedro
Community Plan Area



Bandini Street Elementary School

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

How to Use the Plan

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

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

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

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

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

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



Reader's Guide for Community Plan

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

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals

Reader's Guide for Community Plan

and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

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

Format of the Community Plan

Goals

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

Policies

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

Implementation Programs

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

Design Guidelines

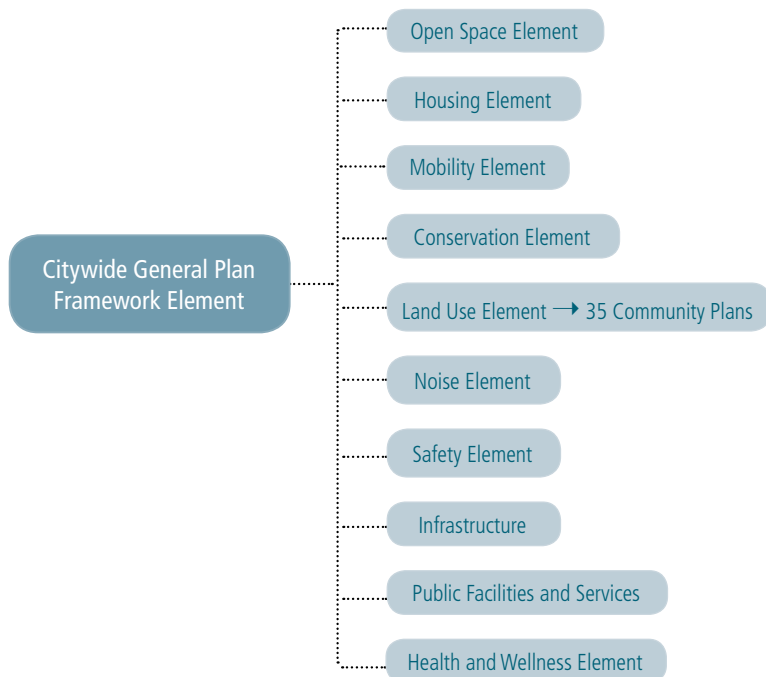
The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

Relationship to the General Plan

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

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

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



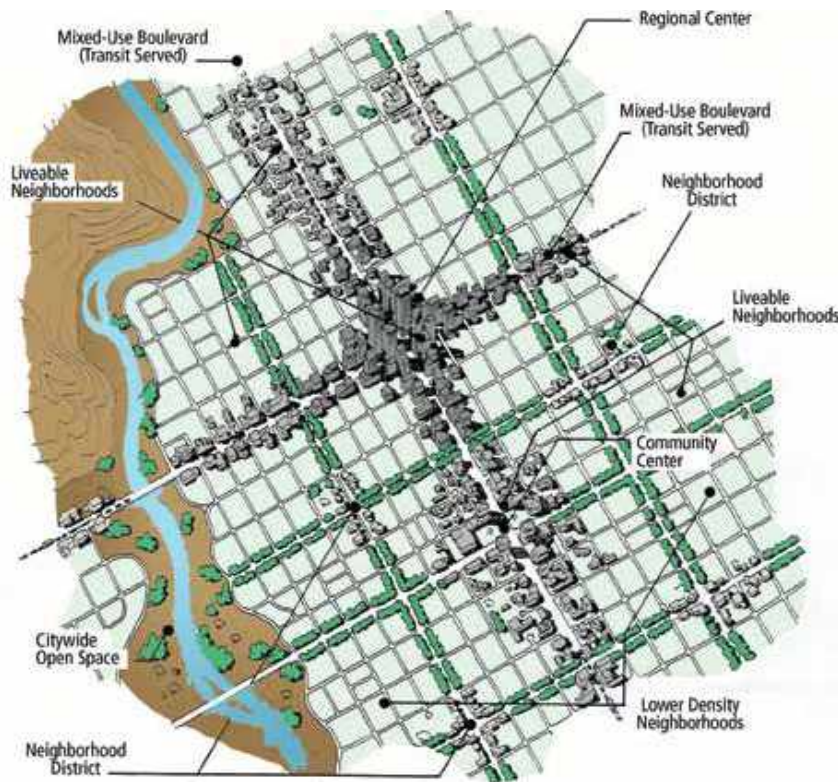


Framework Element Guiding Principles

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

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

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



Framework Element Guiding Principles

Enhance neighborhood character through better development standards.

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

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

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

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

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

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

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

Framework Element Hierarchy



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

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



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

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



Relationship to Other Agency Plans

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



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

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

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

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

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

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

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



Fifteenth Street Elementary School



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



Fort MacArthur military base



Port of Los Angeles, located next to San Pedro

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

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

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



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



Shipping containers at the Port of Los Angeles

Special Districts

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

San Pedro Specific Plan

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

San Pedro Community Plan Implementation Overlay (CPIO) District

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

Downtown San Pedro Community Design Overlay (Former)

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

Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

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



Paseo del Mar in the San Pedro Specific Plan area



Centre Street Lofts on 7th Street in downtown San Pedro



Homes in the Historic Vinegar Hill neighborhood

Legend:

California Coastal Commission


San Pedro Specific Plan


San Pedro Community Plan Implementation Overlay District


County of Los Angeles


Fort MacArthur Reservations


Los Angeles Housing Authority

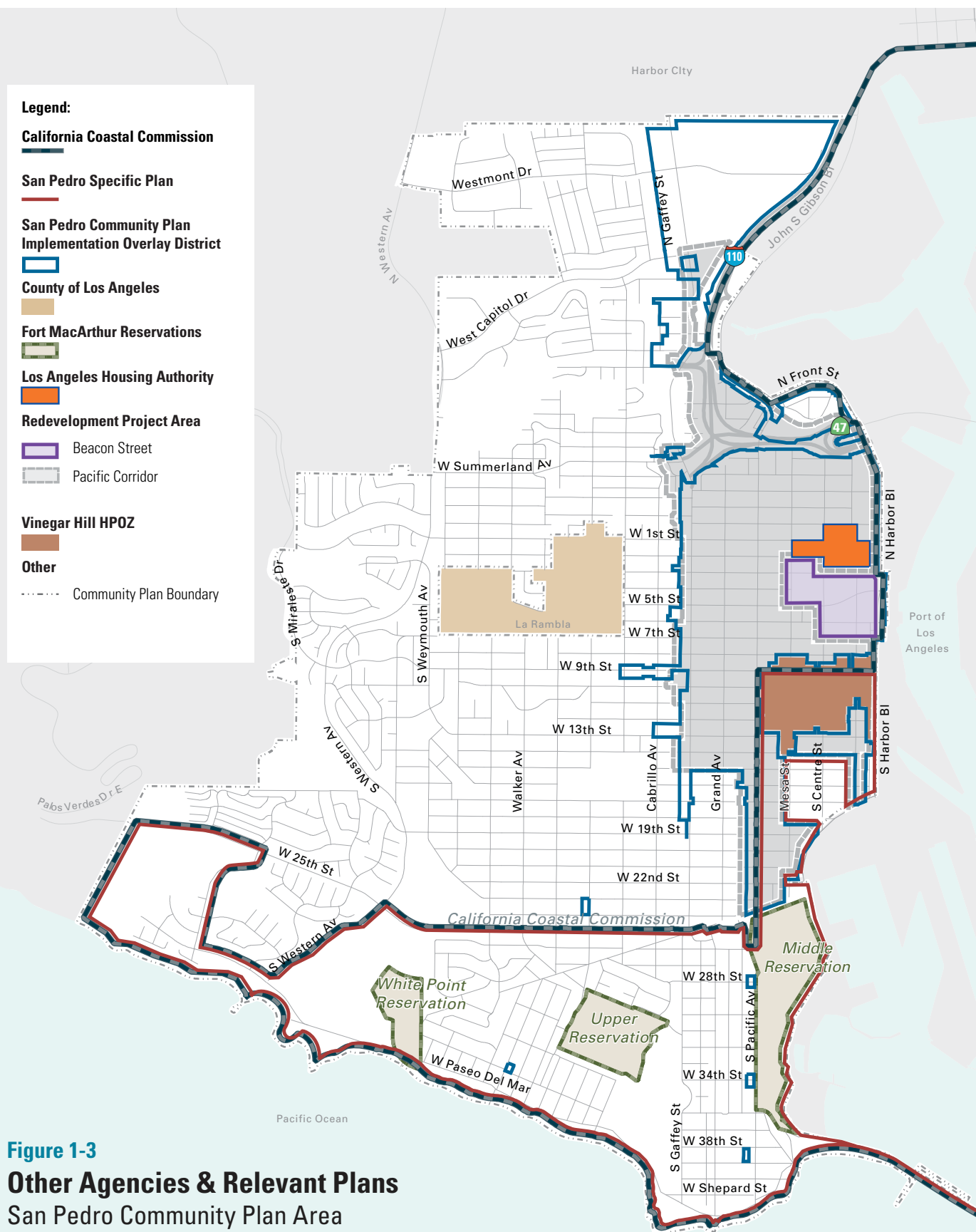

Redevelopment Project Area
 Beacon Street
 Pacific Corridor

Vinegar Hill HPOZ


Other
 Community Plan Boundary

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

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



Not To Scale 





Point Fermin Lighthouse, a historical resource in San Pedro



Due to its location next to the Port of Los Angeles, San Pedro has a long maritime history



San Pedro has neighborhoods of historic homes



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

Community Background

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

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

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

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

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

San Pedro's maritime history directly correlates to its rich cultural heritage of ethnic diversity. This includes Japanese immigrants who helped establish a viable fishing industry in San Pedro as well as seafarers and fishermen who came from Croatia's Dalmatia Coastal region. San Pedro became a melting pot of Italians, Portuguese, Croatian, Scandinavian, Greek and Japanese immigrants. The San Pedro of today is the heart of the Croatian community in Los Angeles, and home to a diverse population, including a large Italian-American community and many Latino-and African-American residents.

Historic Development Patterns

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

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

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

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

After the war ended, another significant housing boom occurred, expanding beyond the original City boundaries to the north and west. Architecture during this period was distinctly different from earlier styles, including the introduction of mid-century modern and ranch styles that still predominate in many areas of San Pedro. Coastal and central neighborhoods such as Point Fermin, the Palisades and Vista del Oro were



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



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



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



Looking north from Beacon Street (ca. 1905 Courtesy of University of Southern California, on behalf of the USC Special Collections)

Legend:

Commercial Areas

- Neighborhood Districts
- Community Centers
- Downtown Regional Center

Industrial Districts

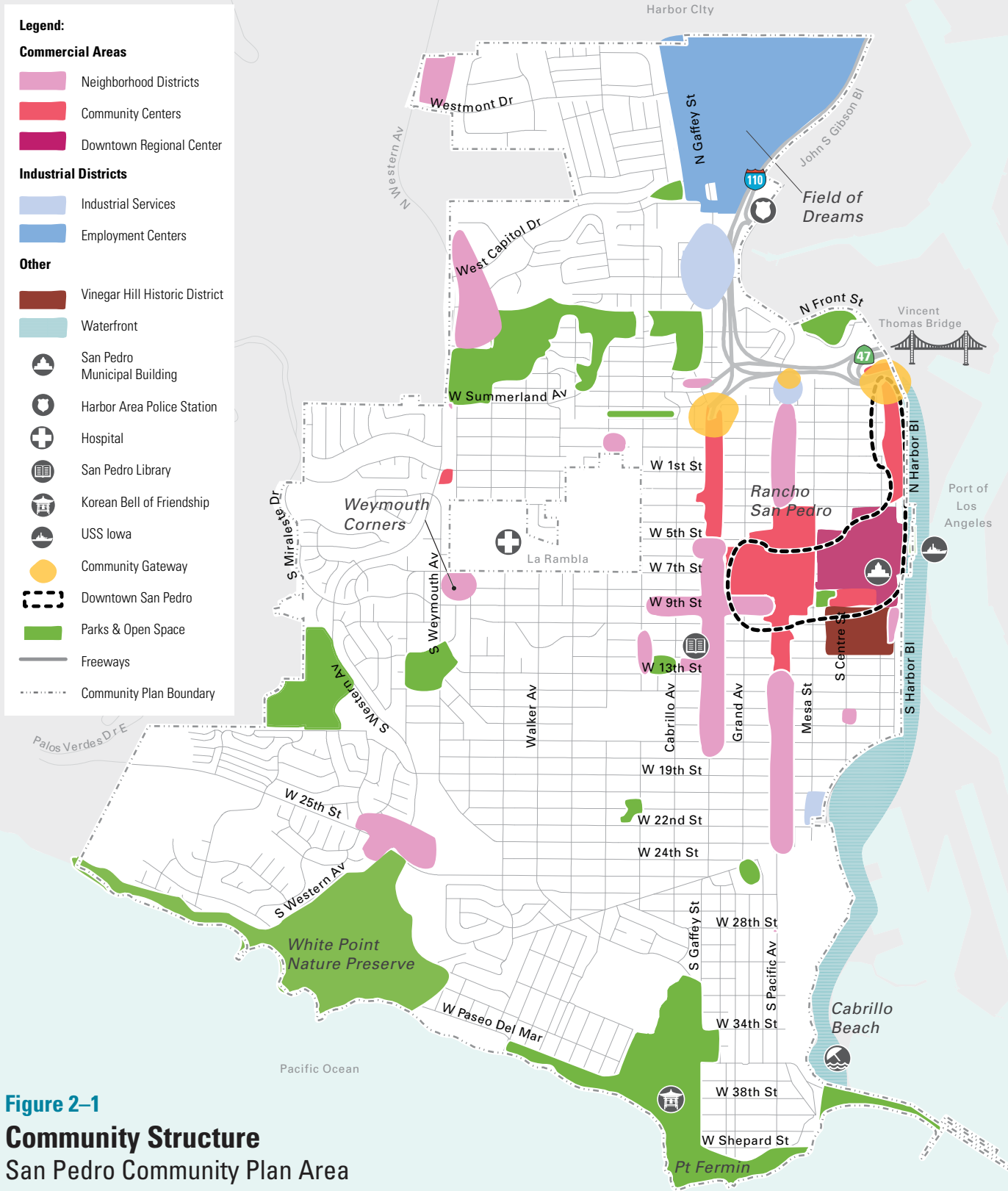
- Industrial Services
- Employment Centers

Other

- Vinegar Hill Historic District
- Waterfront
- San Pedro Municipal Building
- Harbor Area Police Station
- Hospital
- San Pedro Library
- Korean Bell of Friendship
- USS Iowa
- Community Gateway
- Downtown San Pedro
- Parks & Open Space
- Freeways
- Community Plan Boundary

Figure 2-1
Community Structure
 San Pedro Community Plan Area

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



Not To Scale **N**

essentially built-out by the mid 1960s. The northwest portion of the CPA was the last to be developed, with much of the single-family residential homes in this area built between 1960 and 1980. This was followed by a number of large condominium developments constructed during the late 1980s and early 1990s.

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

Existing Land Uses

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

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

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

About 224 acres, or 6 percent of the land area in the CPA is designated Commercial, mostly found in and near the Downtown and along the commercial corridors of Gaffey Street and Pacific Avenue. The uses located along these corridors contain a mix of retail, office, services and other commercial uses, along with apartment and condominium buildings. Several small neighborhood serving shopping centers, such as Weymouth Corners, are located throughout the Plan Area, while larger commercial centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th and Western.

The CPA has many small medical and professional offices, many situated in proximity to the Little Company of Mary Hospital on 7th Street in the unincorporated County area



Red Car Trolley

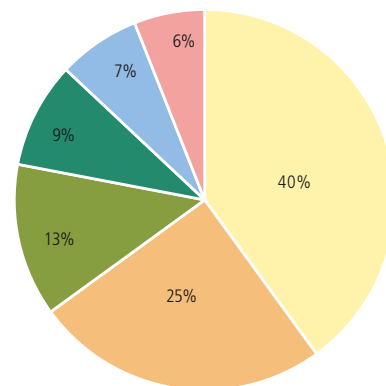


CHART 2.1
Existing Land Use
Distribution (2010)

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

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



Historic character of San Pedro homes



Parks provide recreational space for local residents



San Pedro City Hall



Harbor Animal Shelter on Gaffey Street

known as “La Rambla.” A few large office/hotel buildings, such as the former Northrop Grumman office and Crowne Plaza Hotel buildings, exist in the Downtown Regional Center. The Downtown offers civic and cultural facilities, office, entertainment, and mixed-use residential developments in addition to many unique retail establishments. The 15-story Harbor Tower senior housing and 17-story Vue residential buildings are also located in the Downtown.

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

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

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

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

Economic Relationship of San Pedro and the Port of Los Angeles

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

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

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



Cruise ship at the World Cruise Center



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

Relationship to Adjacent Communities

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



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

Population, Housing, and Employment

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

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

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

Other Influencing Factors

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

TABLE 2-1

Population, Housing, and Employment for San Pedro

	Existing (2005 Estimate) ¹	2030 Projection ²	Plan Capacity
Population (persons)	82,112	83,152	83,354
Housing (dwelling units)	29,911	34,647	34,731
Employment (jobs)	13,307	19,917	19,074

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

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

State Legislation

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

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

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

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

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The Vue residences, Downtown 5th Street



Port Town street banners in Downtown San Pedro

Land Use and Urban Design

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

San Pedro Vision Statement

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

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

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

Vision Statement

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

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



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



A shop along 7th Street in Downtown San Pedro



Example of mixed-use development with ground floor commercial



Playground equipment and shade at a park

General Plan Land Use

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

Urban Form – Building Heights

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



Example of varied building heights and articulated form

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

TABLE 3-1

General Plan Land Use

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

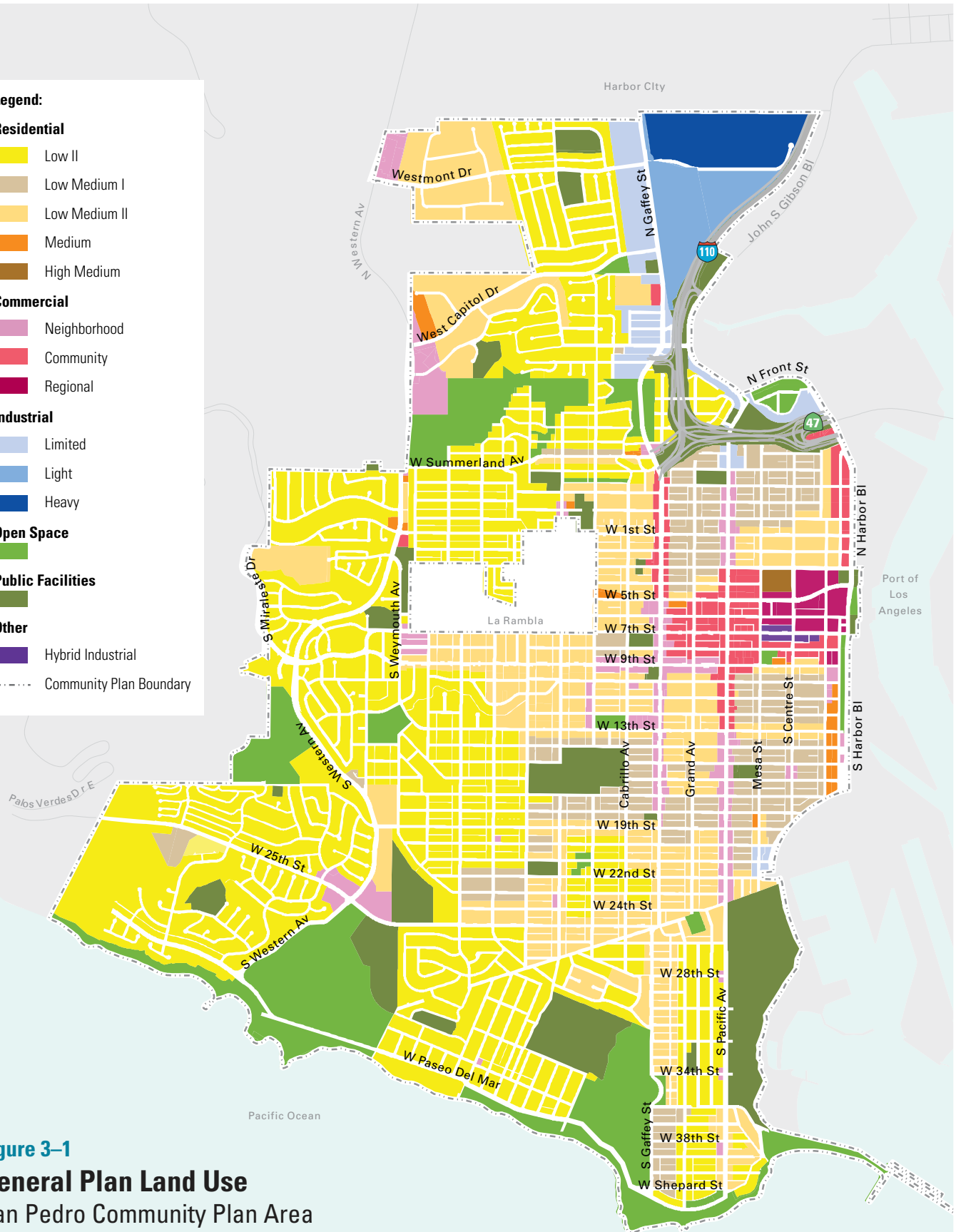
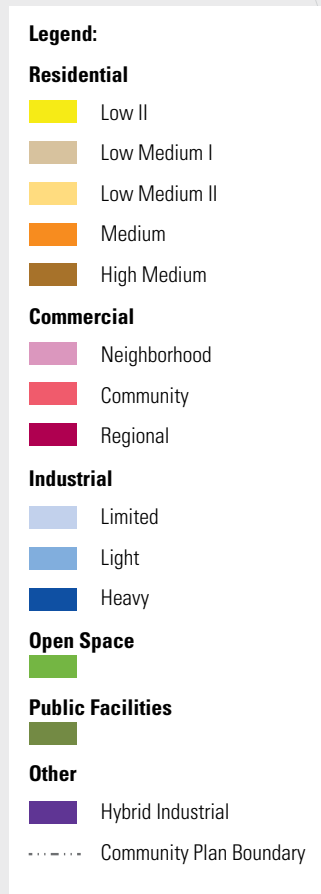


Figure 3-1
General Plan Land Use
San Pedro Community Plan Area

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

Legend:

Height Districts

- 1XL (30')
- 1VL (45')
- 1L (75')
- 1 (45' - unlimited)
- 2D (Per CPIO)
- Community Plan Boundary

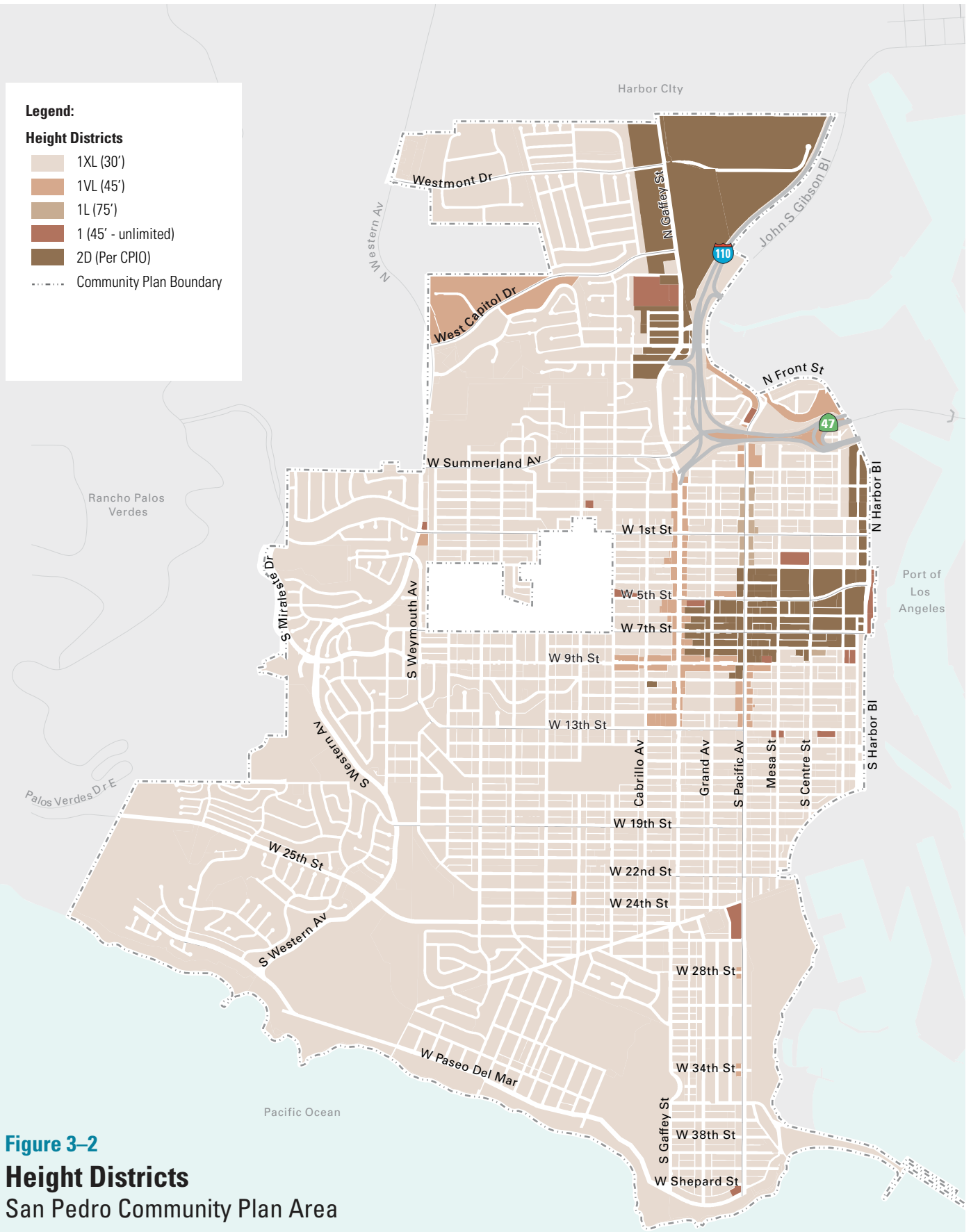


Figure 3-2
Height Districts
San Pedro Community Plan Area

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



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



The Bank Lofts, 7th Street, Downtown San Pedro



San Pedro Public Library on Gaffey Street

Community Themes

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

Enhance Distinct Neighborhoods, Districts, and Centers

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

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

Promote Downtown as the Commercial “Heart” of San Pedro

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

Expand Housing Opportunities

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

Strengthen the Community’s Connection to the Waterfront

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

Expand Recreational Amenities and Opportunities

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



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



Centre Street Lofts, San Pedro



View of the Port of Los Angeles from San Pedro



22nd Street Park



Example of an industrial building with landscaping and façade treatments



Community gardens are shared spaces



Gardens provide food and shelter for wildlife



First Thursdays Farmer's Market, Downtown 6th Street

Preserve Industrial Areas for Local Jobs

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

Develop a Sustainable Community

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

Foster a Healthy Community

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

Sustainable Development

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

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



Healthy Communities

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





San Pedro residential neighborhoods



View of the Palos Verdes Peninsula



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



Natural and recreational resources

Residential Neighborhoods

Issues and Opportunities

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

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

Residential Areas

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

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

Policies

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



Example of a single-family residence



San Pedro has a variety of housing styles



Example of a single-family residence in San Pedro



Example of a residential building with period details

Legend:

Single Family

Low II

Multi-Family

Low Medium I

Low Medium II

Medium

High Medium

Other

Opportunity Areas

Community Plan Boundary

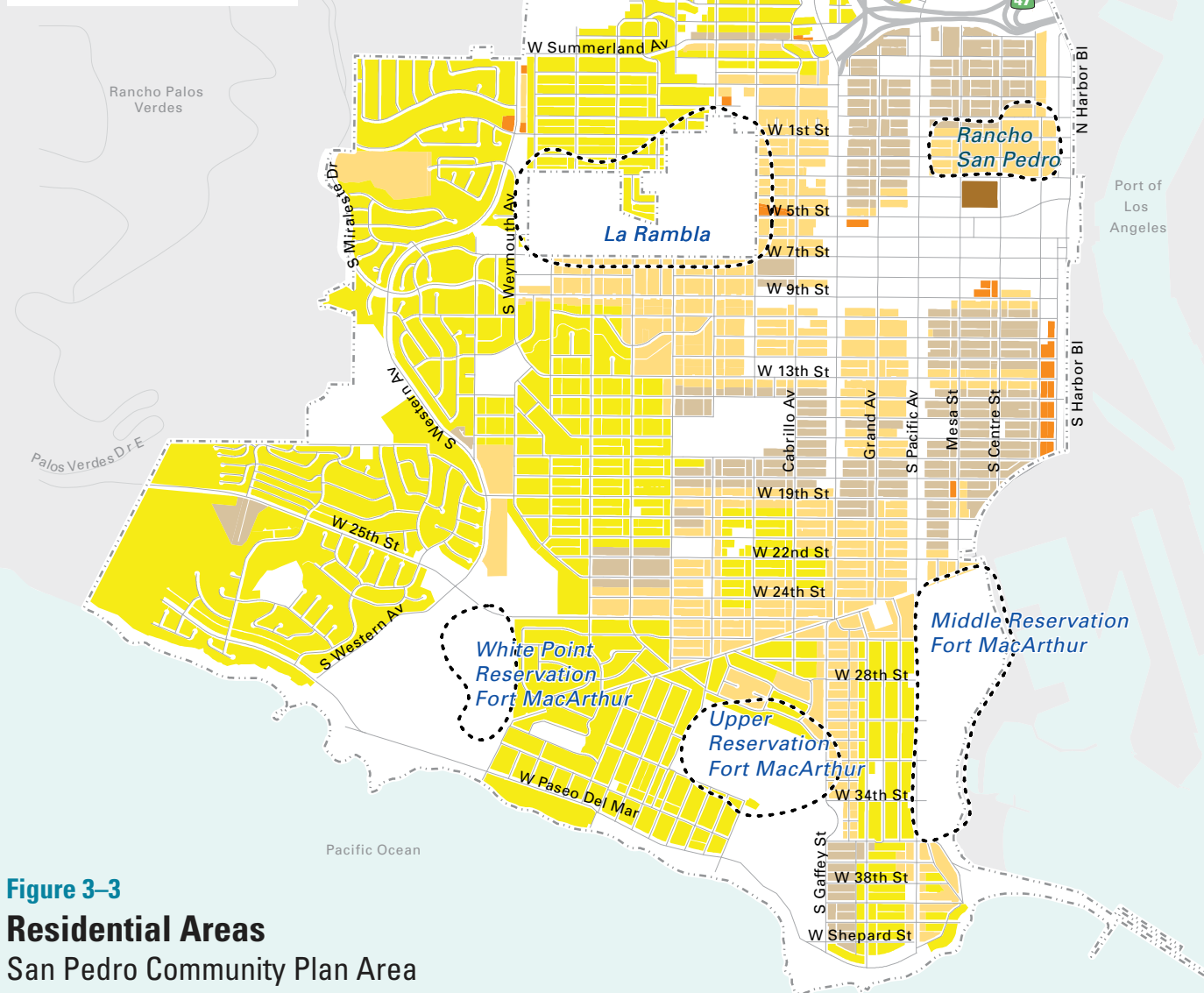


Figure 3-3
Residential Areas
 San Pedro Community Plan Area

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

Single-Family Residential

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

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

Policies

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



Single-family neighborhood in San Pedro



Example of single-family residences

Multi-Family Residential

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

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

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

Policies

- LU3.1 Neighborhood stability.** Stabilize and improve existing multi-family residential neighborhoods, allowing for growth in areas where there are sufficient public infrastructure and services and where quality of life can be maintained or improved. (P7, P8)
- LU3.2 Key locations.** Incorporate multi-family housing in areas targeted for mixed use and in the Regional Center. (P12)



Multi-family residence in San Pedro



Example of small-scaled multi-family residences



Example of a mixed-use building



Apartment style residences in San Pedro



Example of multi-family residences



Bungalow style housing with common open space

- LU3.3 **Equitable housing distribution.** Provide an equitable distribution of housing types for all income groups throughout San Pedro's multi-family neighborhoods and promote mixed-income developments rather than creating concentrations of below-market-rate housing. (P7, P9, P10)
- LU3.4 **Affordable housing and displacement.** Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents. (P8, P9, P11)
- LU3.5 **Compatibility.** Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintains the visual and physical character of single-family housing and be designed to respect and complement the architectural and building patterns of surrounding existing residential development. (P1, P2, P9)
- LU3.6 **Amenities.** Include amenities for residents such as on site recreational facilities, community meeting spaces, and useable private and/or public open space in new multi-family development. (P1, P29)
- LU3.7 **Senior housing.** Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers.(P9)
- LU3.8 **Special needs housing.** Maintain and improve developments that serve homeless, transitional needs and special needs populations. Support the retention of residential hotels and Single-Room Occupancy (SROs) to provide housing for extremely low and very-low income residents. (P10)
- *LU3.9 **Small lot development.** Small lot subdivisions in the San Pedro CPA are required to follow the Department of City Planning's "Small Lot Guidelines." Projects in the San Pedro CPA must also comply with the following (P1, P2):
- Monotonous appearance of garage doors facing street frontage is not permitted.
 - Hillside small lots must provide view corridors through the subdivision.
 - Emphasize sustainable site practices such as permeable common driveways.
 - Adaptive reuse of signature San Pedro bungalow or courtyard housing into Small Lot subdivisions is desirable and encouraged.

Opportunity Areas

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

Rancho San Pedro Housing Project

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

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

Policies

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

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

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

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

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



Example of townhome development in an urban neighborhood



Rancho San Pedro housing



Fort MacArthur reservation, San Pedro

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

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

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

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

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

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



Providence Little Company of Mary Medical Center

La Rambla (County of Los Angeles)

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

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

Ponte Vista (former Naval Housing Site on Western Avenue)

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

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

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



San Pedro Café & Deli on Pacific Avenue



Commercial storefronts on 7th Street in Downtown San Pedro



Example of a commercial storefront

Commercial

Issues and Opportunities

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

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

Commercial Land Use

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

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

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

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

Redevelopment in San Pedro

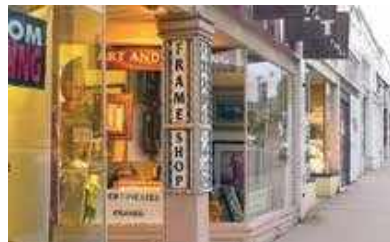
In 2012, the CRA/LA was eliminated by the State Legislature resulting in a change in the implementation of Redevelopment Project Areas and accompanying plans. The implementation of such plans may become the responsibility of a Successor Agency or ultimately reside with DCP. One Redevelopment Area previously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



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



Example of a mixed-use development



Storefronts on 7th Street in Downtown San Pedro

Legend:

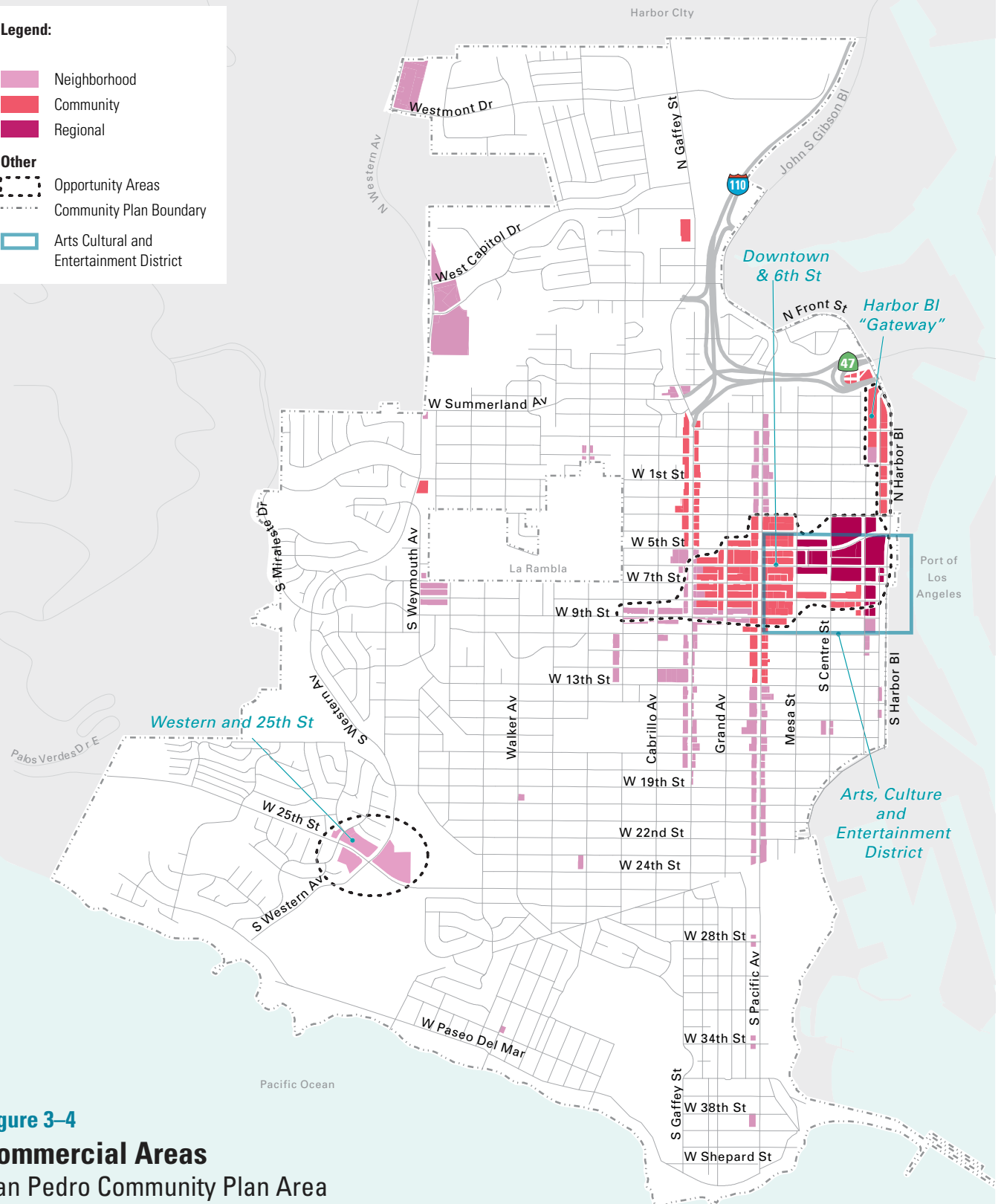
- Neighborhood
- Community
- Regional

Other

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

Figure 3-4
Commercial Areas
 San Pedro Community Plan Area

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



Not To Scale

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

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

Downtown San Pedro Community Design Overlay

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

Commercial Districts

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

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

Policies

LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro's existing commercial districts. (P13)

LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.(P1)

*LU5.3 **Limit specific uses.** Discourage the following types of uses in all Neighborhood Commercial Districts, and adopt regulations that require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments and used car lots. (P1)



Example of pedestrian amenities



San Pedro Bank Lofts apartment building



Example of a pedestrian courtyard



Examples of articulated design



Consistent storefront scale is characteristic of Downtown San Pedro



Downtown San Pedro has a variety of businesses



Retail streetscapes create an attractive pedestrian environment



Examples of pedestrian-scaled commercial districts

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

- LU5.14 **Safety.** Create and promote environments that enhance safety and are more conducive to walking through the use of design guidelines and standards. Encourage outdoor areas to be lighted for night use, safety and comfort.(P1, P27)
- LU5.15 **Well-designed parking.** Provide adequate employee and public parking for all commercial facilities that is complementary to adjacent uses, separating it from residential uses. Where possible, replace surface parking with structured parking, replace parking area drive aisles with pedestrian-friendly walkways, and infill parking areas with multi-story mixed-use buildings. (P1, P30)
- LU5.16 **Minimize parking impacts.** Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. (P1, P30)
- LU5.17 **Public spaces.** Develop connecting public plazas and paseos to encourage outdoor activity and public gathering places. (P1, P29)
- LU5.18 **Promote sustainability.** Support efforts that promote healthy eating, strengthen regional agriculture and food security, and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.
- LU5.19 **Co-location of services.** Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities, and locate near transit whenever feasible.



Public spaces provide opportunities for outdoor activity



Community gardens improve access to healthy food



Local restaurants provide dining options for residents

Neighborhood Commercial Districts

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

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



Commercial corridors provide easily accessible goods and services



Restaurants on Gaffey Street in San Pedro

Gaffey Street between 5th and 19th Streets

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

9th Street between Meyler Street and Pacific Avenue

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

Pacific Avenue and “Welcome Gateway”

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

Western Avenue and 25th Street

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

Weymouth Corners

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



Weymouth Corners

Park Plaza and Harbor Cove

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

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

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

Policies

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



Park Plaza shopping center



Example of pedestrian-scaled commercial buildings

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

Neighborhood Commercial Opportunity Area - Western Avenue and 25th Street

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

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

Policies

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



Gaffey Street Pedestrian Bridge



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

Community Commercial Centers

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

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

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

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

Downtown San Pedro and Harbor Boulevard “Welcome Gateway”

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



*Harbor Boulevard looking north,
an entryway into San Pedro.*

Pacific Avenue

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

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

Policies

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



Example of a walkable commercial district



Locally-owned shop on 7th Street in downtown



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

Community Commercial Opportunity Areas

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

Downtown

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

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

Policies

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

Harbor Boulevard “Welcome Gateway”

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

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

Policies

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



Harbor Boulevard, San Pedro



Public plazas at the Port of Los Angeles waterfront



Example of pedestrian-oriented building design



Merchandise on display



Prominent retail storefronts



The Vue apartments



The Vue provides housing in Downtown San Pedro

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

Regional Commercial

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

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

Policies

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

- LU11.6 **Downtown revitalization.** Revitalize and strengthen Downtown San Pedro as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities. (P13, P38)
- LU11.7 **Develop a multi-modal center.** Develop a multi-modal transportation center (Multi-modal transportation considers various modes such as walking, cycling, automobile, public transit, etc.) in or near Downtown San Pedro. (P1, P36)
- LU11.8 **Large-scale development.** Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront per the San Pedro CPIO. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages. (P1, P38, P126)
- LU11.9 **Discourage AGFs.** Above ground facilities (AGF) should not be located on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P15, P38)



Architectural features on all street frontages



Seating for pedestrians

Special Districts

Arts Culture and Entertainment District

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

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

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



A gallery on 7th Street in Downtown San Pedro



Warner Grand Theatre, 6th Street

Policies

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

Port of Los Angeles



Vincent Thomas Bridge



Upland view from San Pedro harbor

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

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

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

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

Policies

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

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

Industrial

Issues and Opportunities

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

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



7th Street galleries

Industrial Areas

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

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

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

Industrial Land Use

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

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

Policies

LU14.1 **Preserve employment base.** Retain Industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries. (P1, P17, P18)

*LU14.2 **Retain industrial land.** Large Industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community. (P1, P17, P18)

LU14.3 **Sustain the arts.** Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings. (P1)

LU14.4 **Improve safety and jobs.** Ensure that Industrial land uses are safe for human health and the environment and that they provide a robust source of employment.

LU14.5 **Encourage sustainable industry.** Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes. (P1, P18)

LU14.6 **Build green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)



Industrial land provides opportunities for employment



Prominent entrances to an industrial building



Example of outdoor amenities

Legend:

- Limited
- Light
- Heavy
- Hybrid Industrial

Other

- Opportunity Areas
- Community Plan Boundary

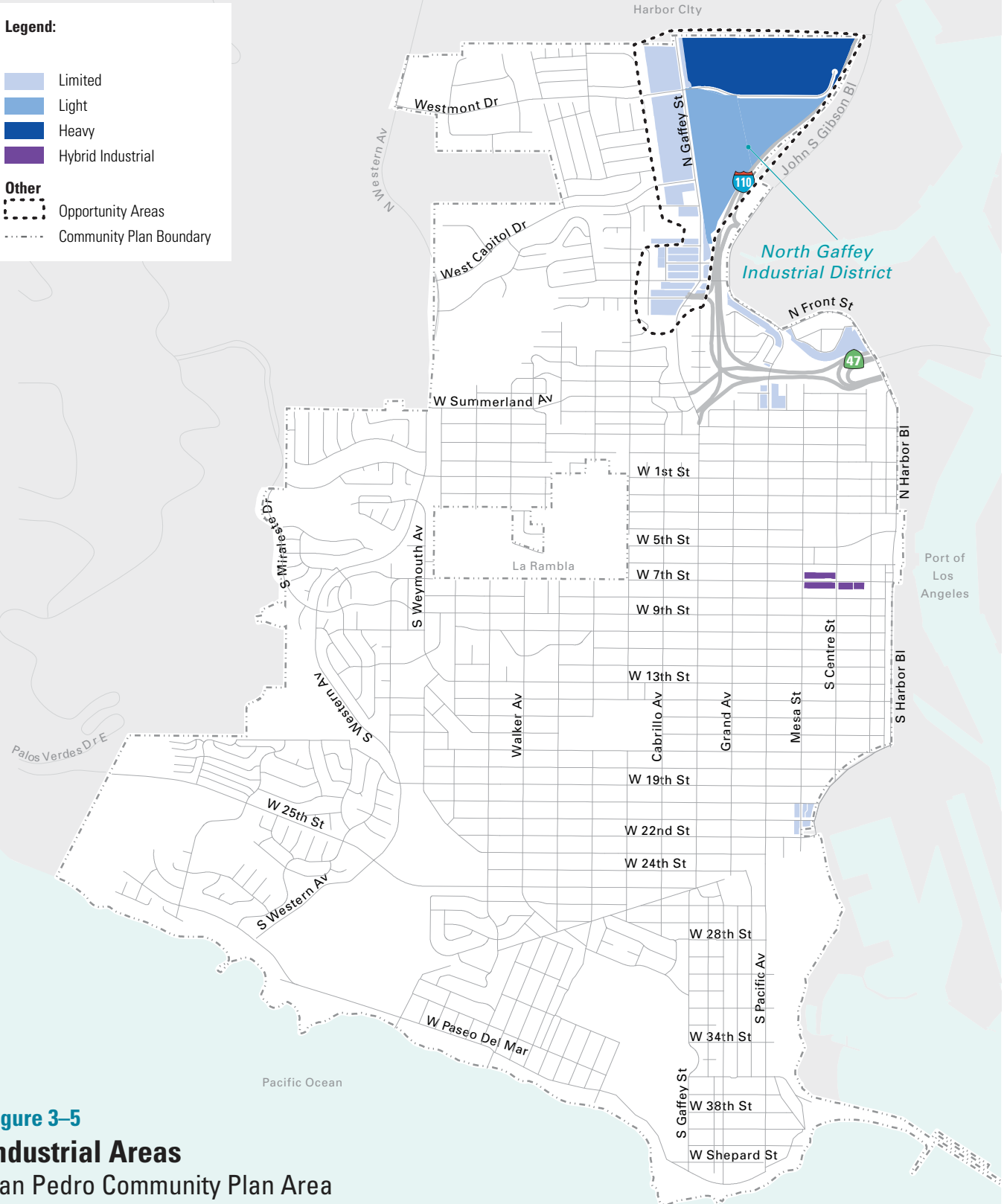


Figure 3-5
Industrial Areas
 San Pedro Community Plan Area

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

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

Policies

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

Industrial Opportunity Area

North Gaffey Street Industrial District

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

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



Example of a smaller-scaled industrial building



Landscaping softens the appearance of industrial buildings



Landscaping can provide pedestrian interest



Example of a larger-scaled industrial building



Example of drought tolerant landscaping



Example of industrial façade treatments

Policies

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

Historic and Cultural Resources

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

Vinegar Hill Historic Preservation Overlay Zone

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

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

Policies

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



The Arcade Building on 6th Street, built in 1925



Historic home characteristic of Vinegar Hill neighborhood



Monument signage for Historic Muller home on South Beacon Street

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

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



San Pedro's coastal bluffs



South Shores residential area



Paseo del Mar in the San Pedro Specific Plan area

San Pedro Local Coastal Program Specific Plan

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

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

Policies

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

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

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

adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points and other complementary public facilities. (P25, P125)

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



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

- *LU18.5 **Preserve Public View Sites.** The Osgood/Farley Battery, Lookout Point, and the Korean Bell sites shall be designated as public view sites and development that obstructs views from these sites shall be restricted. (P24, P87, P124)
- LU18.6 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P1, P15)

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

Policies

- LU19.1 **Maintain coastal resources.** Protect coastal resources from environmental hazards, such as impacts associated with offshore oil drilling and erosion of coastal bluffs. (P124)
- LU19.2 **Coastal-oriented recreation.** Maintain, develop and expand existing coastal-oriented recreational facilities where needed, including but not limited to trails, such as the California Coastal Trail, and paths, to provide local and regional access to San Pedro's coastal resources while maintaining their unique characteristics and natural terrain. (P43)
- LU19.3 **Affordable recreational opportunities.** Protect existing, public, low-cost visitor and recreational facilities and encourage their expansion, modernization and prioritization of additional resources. (P43)
- LU19.4 **Encourage public-serving uses.** On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance opportunities for coastal recreation and ensure private residential, general industrial, or general commercial developments do not compromise coastal-dependent industry. (P25)

- LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissible.
- LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.
- LU19.7 **Utilize Parking Resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas. (P26, P44)



Mobility and Public Health

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

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

Mobility

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

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

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

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

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

Streets

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

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

Complete Streets

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

Street Designations and Standards

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

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

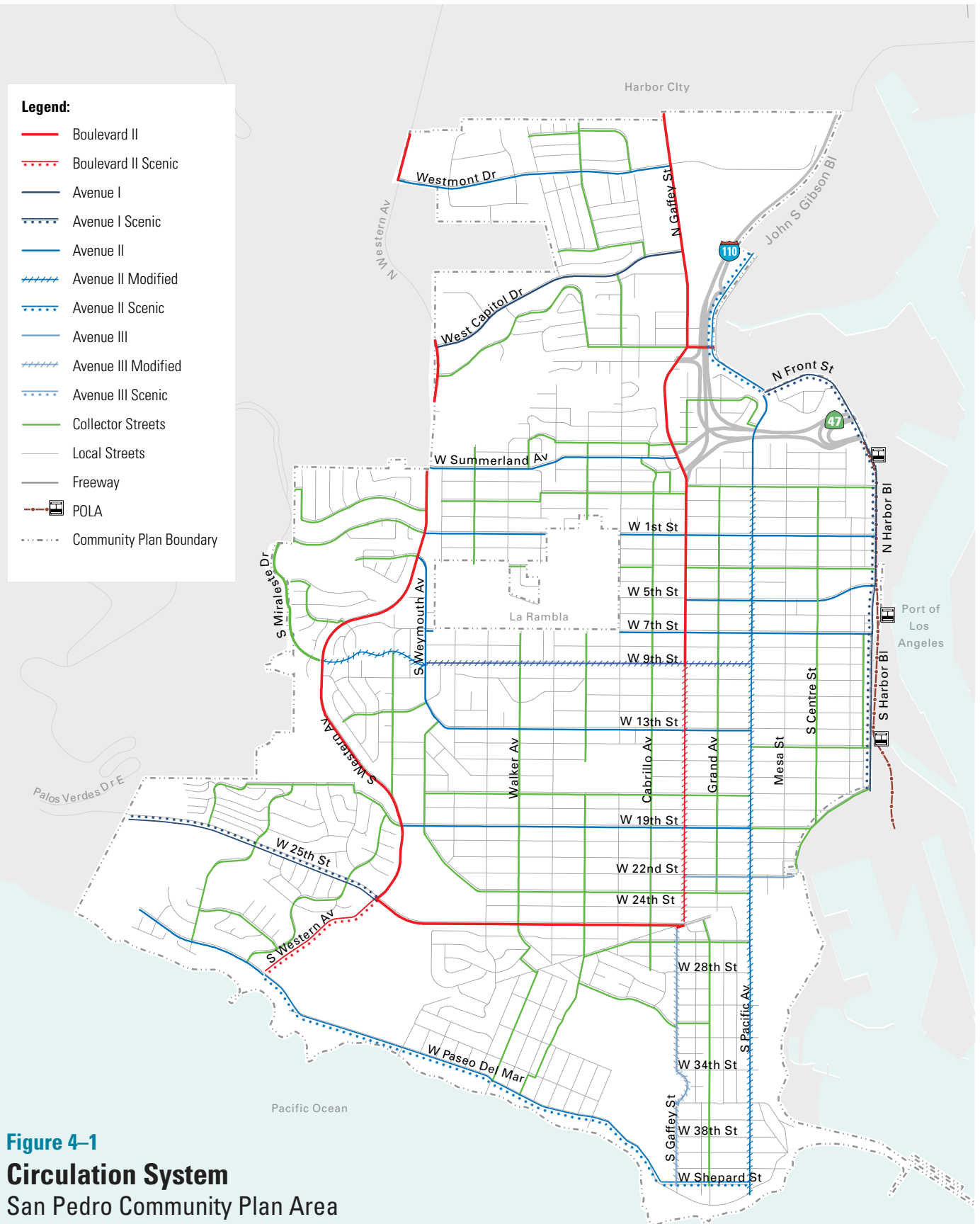
Legend:

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

Figure 4-1
Circulation System
 San Pedro Community Plan Area

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

City of Los Angeles Planning Department • November 2016



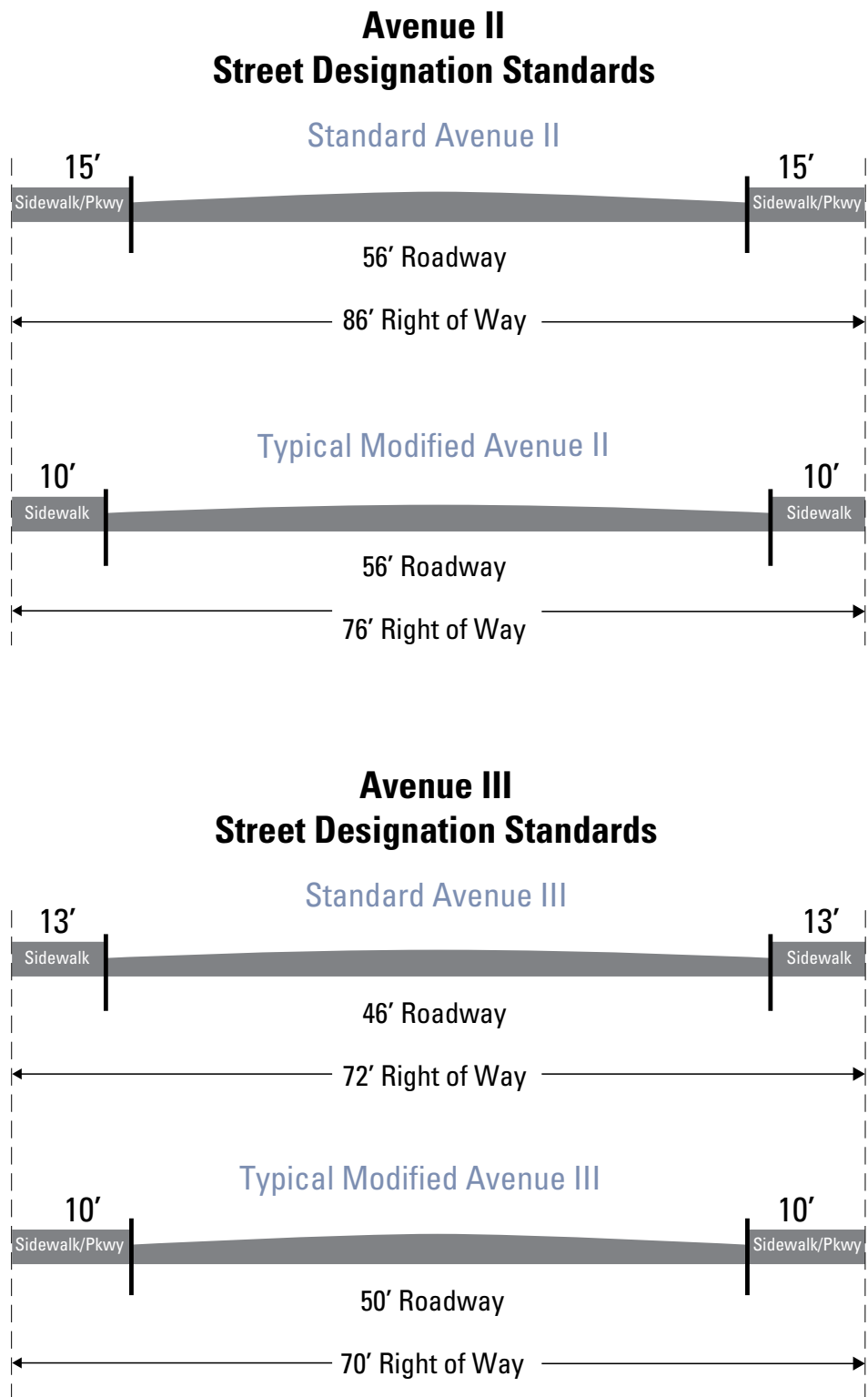


Figure 4-2
San Pedro
Standard and Modified Street Standards
City of Los Angeles Planning Department • June 2013

Not To Scale 

Street Classification

Streets are organized by official standard street classifications established in the Mobility Plan 2035, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

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

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

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

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

Priority Streets

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

Legend:

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

Figure 4-3
Priority Streets
San Pedro Community Plan Area

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

City of Los Angeles Planning Department • June 2013

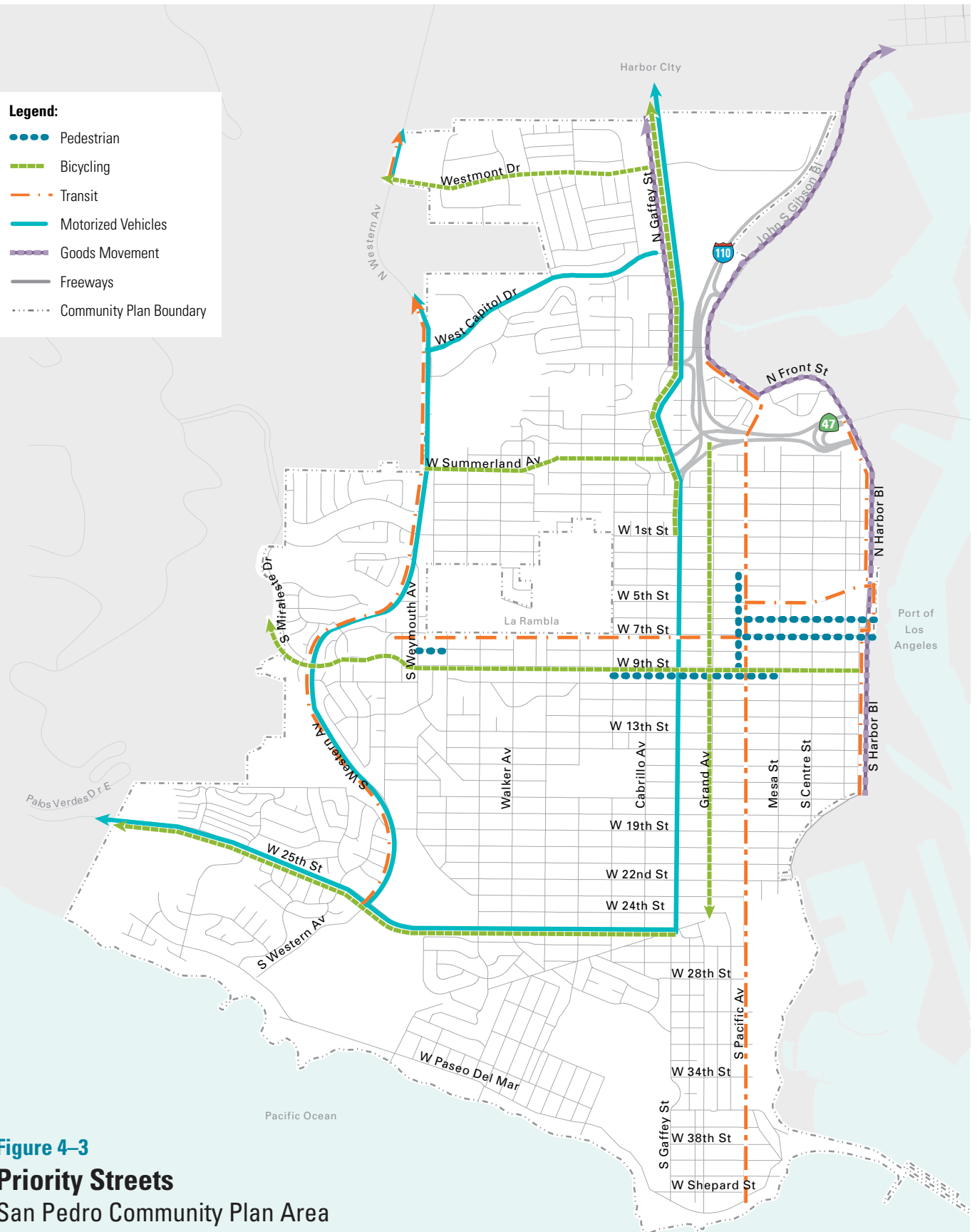


TABLE 4-1
San Pedro Priority Streets

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

Community-wide Mobility Goals and Policies

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

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

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

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

Policies

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

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

Table 4-2:
Street Reclassifications and Modifications

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

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

Policies

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



Examples of street furniture and landscaping

Walking

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

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

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



Example of building features that encourage pedestrian activity

Pedestrian Priority Streets

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



Walking is encouraged by orienting building entrances to the street

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

Policies

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



6th Street in Downtown San Pedro

Bicycling

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

The City's Bicycle Plan, a part of the Mobility Plan 2035, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the 1999 Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.

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

Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)
- M4.3 **Bicycle amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)



Southern California possesses excellent climatic conditions for bicycling



Example of bicycle parking



Example of bicycle amenities near transit



Example of a Class I Bike Path

Legend:

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

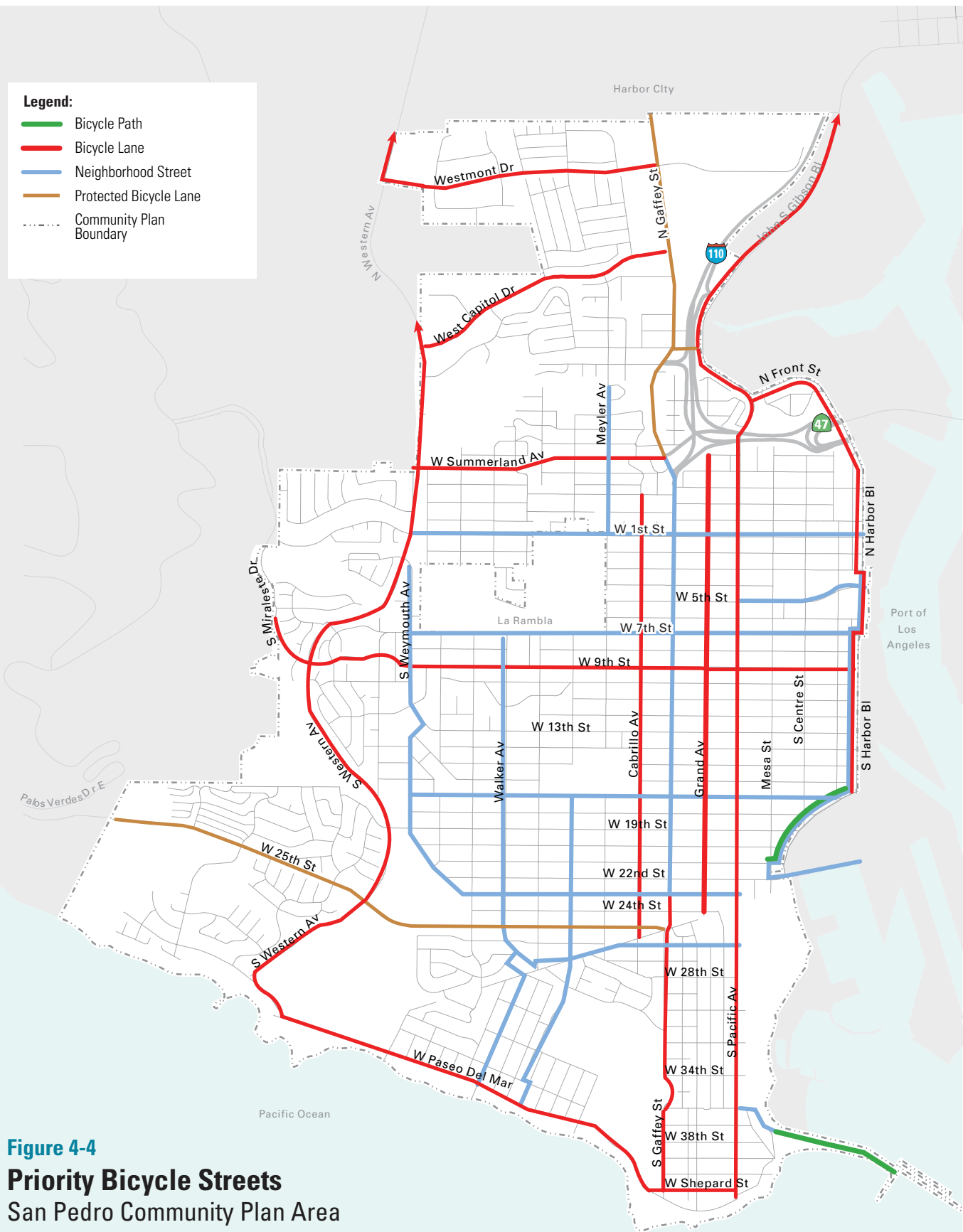


Figure 4-4
Priority Bicycle Streets
 San Pedro Community Plan Area

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

Bikeway Standards

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City’s Mobility Plan 2035, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane “cycle track” classification. See the following for descriptions:

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

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

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

Neighborhood Street (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Plan 2035 that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

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



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



LADOT provides local bus service



Buses are one of several options for travel



Buses can provide connections to regional destinations

Public Transit

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

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

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

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

Policies

- M5.1 **Transit connections to key areas.** Increase public transit access to Neighborhood Districts, Community Centers and Mixed-Use Boulevards. (P64, P65, P66, P69)
- M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)
- M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan Area and adjacent communities. (P95, P96, P109)
- M5.4 **Private transit.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro.



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

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

Policies

- M6.1 Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)
- M6.2 Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)
- M6.3 Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
- M6.4 Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

Transit Priority Streets

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

Motorized Vehicle Priority Streets.

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



Landscaping softens the appearance of parking structures

Motorized Vehicles

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

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

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

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

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

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

Policies

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

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

Policies

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

Neighborhood Traffic Control

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

Motorized Vehicles and Greenhouse Gas Emissions

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

Transportation System Management

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

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

Policies

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

Transportation Demand Management

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

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

Goods Movement

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

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

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

Policies

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

Truck Routes

Truck routes are identified in the Mobility Plan 2035. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.



Container shipping at the Port of Los Angeles



Façade treatments on parking structures provide visual interest



Green roof of a parking structure



Solar panels on top of parking structure

Parking Management

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

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

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

Policies

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

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

Policies

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

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

Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Mobility Plan 2035. Adopted City trails are identified in the Public Recreation Plan of the Service Systems Element.

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

Policies

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



Paseo del Mar



Cabrillo Beach, near San Pedro





Community Facilities & Infrastructure

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

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

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

General Plan Framework

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

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

Legend:

Public Facilities & Services

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

California Coastal Trail

Open Space

Parks

Other:

- Freeways
- POLA Trolley
- Community Plan Boundary

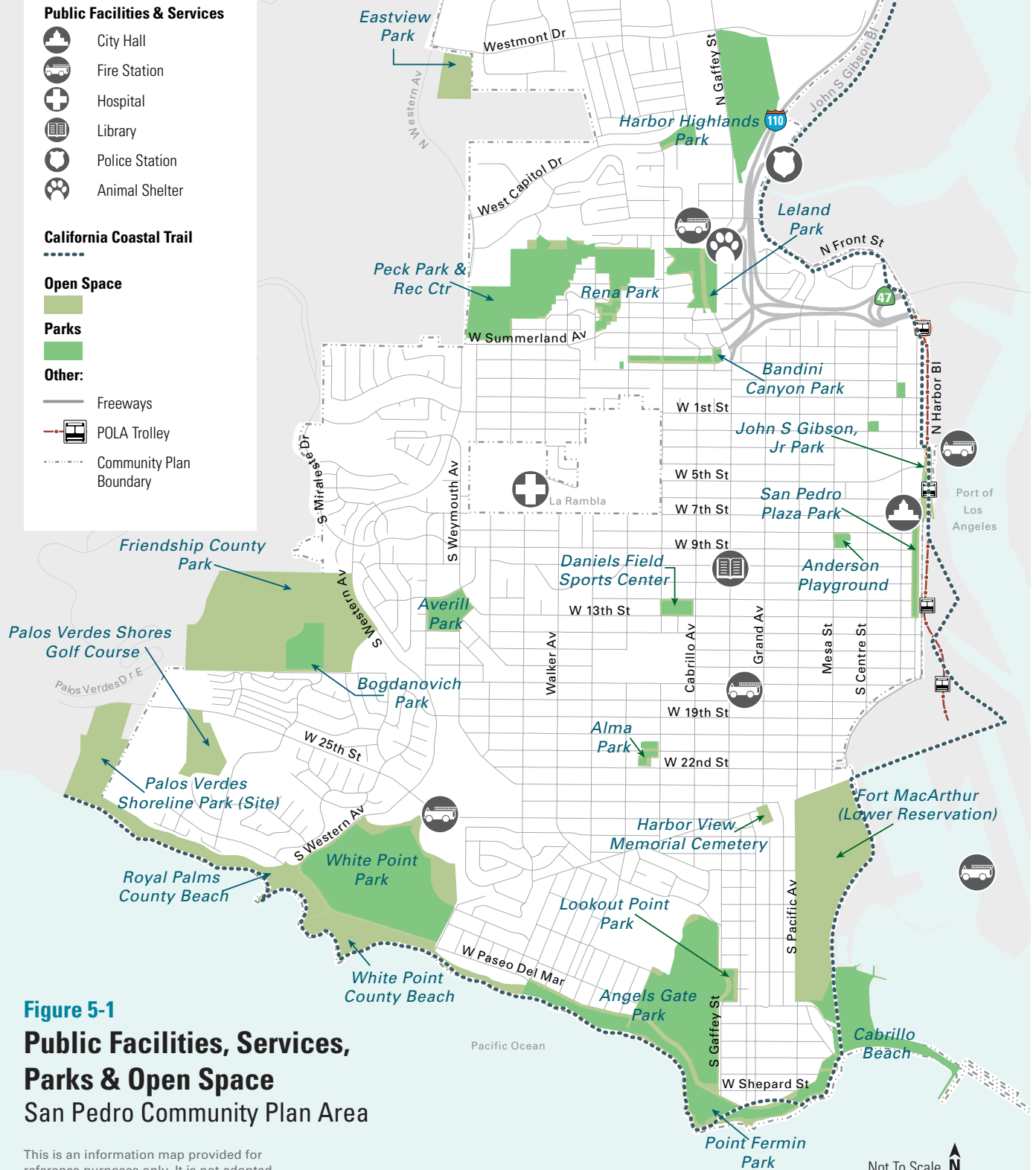


Figure 5-1
Public Facilities, Services,
Parks & Open Space
San Pedro Community Plan Area

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

*San Pedro City Hall**Cabrillo Beach**Cabrillo Marine Aquarium*

Overview

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

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

Citywide Goals

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

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

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

Facilities for Police, Fire, Libraries and Schools

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

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

Police

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



Los Angeles Port Police Headquarters

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

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

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

Policies

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



Los Angeles Police Department Harbor station, serving San Pedro

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



Fire Station 48 on S. Grand Avenue

Fire and Emergency Services

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

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



Fire Station 101 on W. 25th Street

Table 5-1:

Fire Stations in the San Pedro CPA

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

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



Los Angeles Fire Boat at Port of Los Angeles

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

Policies

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

Libraries



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

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



San Pedro Branch Library on Gaffey Street

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

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

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

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



Policies

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

Public Schools

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

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

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

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

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

Legend:

Public Schools


Charter Schools


Other
 Freeways
 Community Plan Boundary

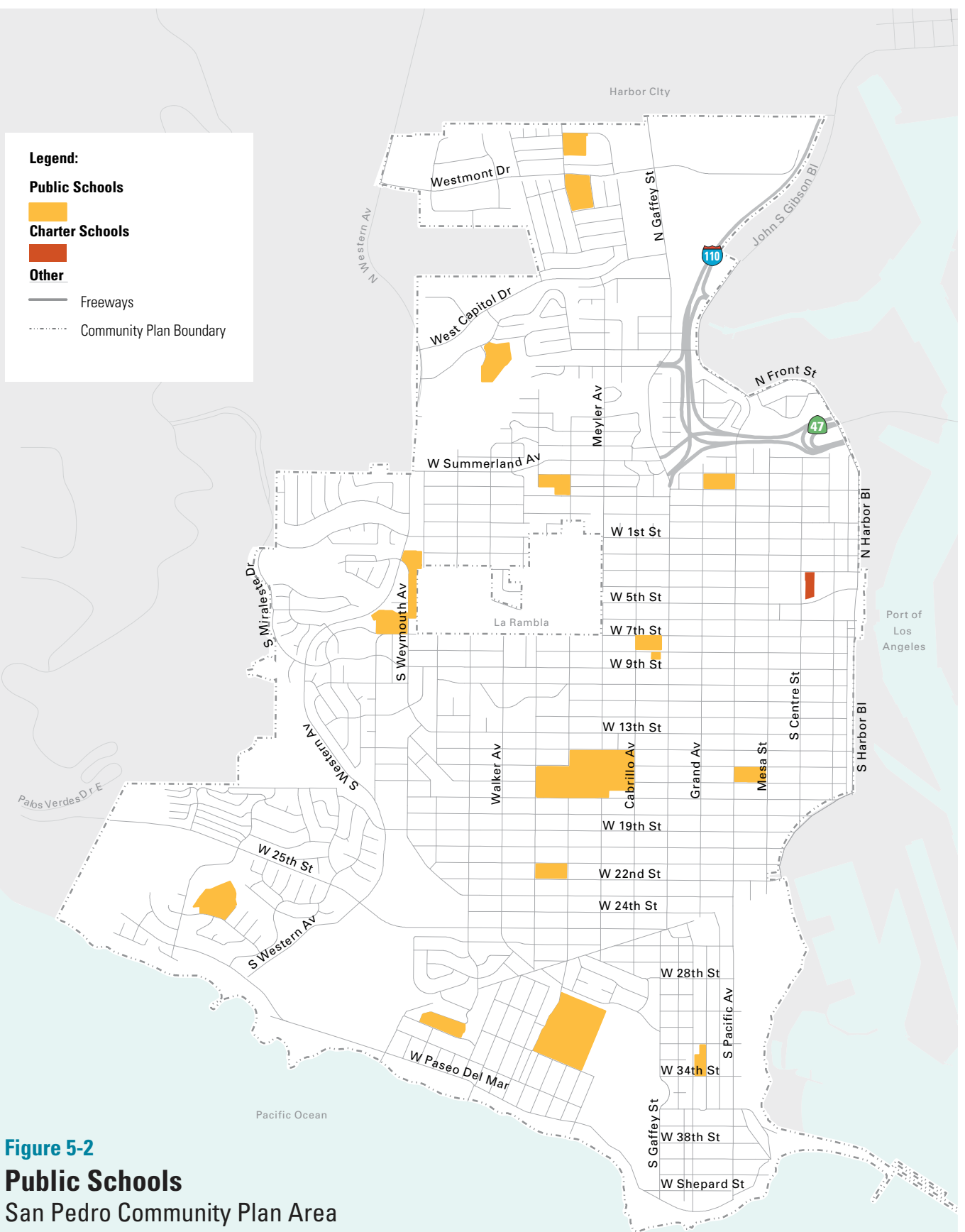


Figure 5-2
Public Schools
San Pedro Community Plan Area

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

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

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

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

Policies

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



Fifteenth Street Elementary School



Port of Los Angeles High School, opened in 2005



Barton Hill Elementary School



Anderson Park near Downtown San Pedro



Field of Dreams active open space

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

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

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

Parks, Open Space and the Urban Forest

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

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

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

Parks

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

Table 5-2:

Public Parks in the San Pedro CPA

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

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

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

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

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

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



Example of a neighborhood park



Pedestrian path to Point Fermin Park



View of Point Fermin Park and the Pacific Ocean

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

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



Playground equipment for children

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

Policies

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



Example of a pedestrian path



Trees shade pedestrian trails

Open space may include

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

Open Space

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

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

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

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

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



22nd Street Park, near San Pedro



Open space provides venues for outdoor recreation



Sunset at Point Fermin Park

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

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

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



Averill Park



Examples of Pocket Parks, which provide smaller green spaces



San Pedro Plaza Park

Tree Canopy

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

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

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

Urban Forest

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

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

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

Policies

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

- CF7.4 **Street trees.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City. (P128)
- CF7.5 **Sustainable design.** Develop design standards that promote sustainable development in public and private open space and street right-of-ways (P127)

Infrastructure

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

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

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

Water

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



LADWP ensures the City meets state and federal water quality standards

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

Terminal Island Renewable Energy (T.I.R.E.) Project

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

Water Supply

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

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

Supply and Demand

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

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

Improvements

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

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

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

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

Policies

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

Table 5-3

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

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

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



Hyperion Plant in Playa del Rey treats wastewater for the City of Los Angeles



After treatment, millions of gallons of reclaimed water are produced each day

Wastewater

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

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

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

Wastewater Treatment Facilities

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

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

Wastewater Collection System (Sewers)

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

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

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

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

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

Policies

- CF9.1 **Wastewater output.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output. (P131, P154)
- CF9.2 **Recycled water.** Promote the use of recycled water in new industrial developments. (P40)
- CF9.3 **Wastewater treatment.** Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation. (P130, P132, P155)

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range



Reclaimed water can be used for irrigation



solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

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

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

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

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

Policies

- CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities. (P133)
- CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P134)
- CF10.3 **Adequate sites for facilities.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in the San Pedro CPA if necessary, addressing environmental justice issues. (P157)

Stormwater

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

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

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

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

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

Policies

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

Energy

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

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

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

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving

stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

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

Policies

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

By the Numbers

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



Street lighting can contribute to the architectural, cultural, or historic character of a community



Typical street lighting in Downtown San Pedro

Street Lighting

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

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

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

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

Policies

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



Implementation

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

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

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

The Implementation Process

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

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

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

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

Amendments to the Community Plan

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

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

Specific Implementation Programs

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

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

Case File CPC-2009-1557-CPU

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

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

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

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

Sources of Funding

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

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

Table 6-2:

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments - Benefit Assessment District - Business Improvement District - Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: - Proposition A sales tax - Proposition C sales tax - State retail sales tax - State motor vehicle tax - Federal gas tax
Bonds	Public Revenue Funds
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	Other Federal and State Funds
• Entrance fees • Parking meter fees	• Grants

Implementation Programs

Table 6-1:

San Pedro Implementation Programs – Land Use and Urban Design

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

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P9	Housing- Distribution, Affordability, Seniors. The Plan encourages mixed-use development in transit served and pedestrian oriented areas which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community. Consistent with the goals and policies of the City's Housing Element, the Plan refines allowable heights as well as establishes and identifies future design guidelines and standards as a means to maintain and enhance quality, affordable existing housing stock.	LU3.3, LU3.4, LU3.5, LU3.7	LADBS, DCP, HCIDLA
P10	Special Needs. The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to serve homeless, transitional needs and special needs by designating land to accommodate such uses.	LU3.3, LU3.8	DCP, HCIDLA
P11	Affordable Housing and Displacement. Mello Act requires relocation and replacement of dwelling units within the Coastal Zone/Specific Plan Area. In discretionary actions involving displacement of existing affordable units, consider adoption of a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	LU3.4	DCP, LADBS
P11-B	Measure JJJ - Affordable Unit Inventory. The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU3.4	HCIDLA
P12	Key Locations and Adequate Services. The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure that housing is located in close proximity to jobs, amenities and services.	LU1.2, LU3.2	DCP, LADBS
P13	Downtown Revitalization and Investment. Continue to coordinate with Neighborhood Councils, the Council Offices and other public and private neighborhood and community groups to adopt new, as well as expand and enhance existing, Business Improvement Districts.	(LU 5.1) (LU 11.6)	CD, BID
P14	Retail Streets. Upon adoption of the Plan, the Downtown San Pedro CDO was expanded and incorporated into the CPIO to establish regulations on the size, number, and type of signs and to prohibit the installation of off-site signs. The CPIO provides guidelines to improve the pedestrian environment.	LU5.8, LU5.12, LU5.13	DCP, LADBS
P15	Discourage AGFs. The CPIO incorporates guidelines that prohibit new above ground facilities.	LU7.5, LU9.4, LU11.9, LU18.6	DCP, LADBS
P16	ACE District. The Plan retains Commercial Manufacturing (CM)-zoned properties to encourage joint/live/work buildings and artist units in the Downtown Arts, Culture and Entertainment (ACE) district.	LU12.1, LU12.2	LADBS, DCP
P17	Industrial Opportunity Sites. The Plan sets forth guiding principles, standards and guidelines for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Plan retains existing industrial designations on large industrially planned parcels.	LU14.1, LU14.2	DCP, LADBS

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P18	Preserve Employment Base, Industrial Sanctuary and Emerging Industrial Sectors. New free-standing commercial uses in areas designated for Industrial land use on the Community Plan map are prohibited in order to preserve the remaining job base of the community. The CPIO incentivizes production-related uses for the emergence of innovative new “Clean-tech,” information technology, and other “High-tech” uses, and prohibits stand alone restaurant and retail uses in the North Gaffey Industrial Districts.	LU14.1, LU14.2, LU14.5, LU16.1, LU16.2, LU16.3	DCP, LADBS
P18-B	Future Study – North Gaffey Industrial District. Collaborate with the Fire Department and the Department of Building and Safety to study the industrial area east of Gaffey Street and north of Westmont Drive. Clarify the threshold for expansion of existing uses and link future changes to upgrades for safety, with limitations of increased storage capacity.	LU 15.5	DCP, LAFD, LADBS
P19	Preserve Historic Neighborhood Character. The rehabilitation of historic properties through the utilization of historic preservation incentive programs, such as the City’s Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code are offered to help preserve historic neighborhoods.	LU17.2, LU17.3, LU17.4	DCP
P20	SurveyLA Findings - Eligible Historic Resources. The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources that promote the protection and enhancement of the area.	LU17.1	DCP
P21	Retain Historic Elements. The City’s Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance as well as compliance with the Secretary of the Interior’s Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines implements this policy.	LU17.2	DCP
P22	Retain Historic Elements. Develop a Preservation Plan for the Vinegar Hill Historic Preservation Overlay zone. Expand the Vinegar Hill HPOZ and continue to implement the Vinegar Hill Historic Preservation Overlay Zone.	LU17.1, LU17.2, LU17.3, LU17.4	DCP
P23	Governmental Coordination/ Emergency Management. Reassign the Tsunami Evacuation Route from 6th Street to 7th Street.	LU1.6, LU13.1, M7.6, CF2.3	DCP, EMD
P24	Preserve Public View Sites. Public view sites are designated on the General Plan Land Use map.	LU18.5	DCP, LADBS
P25	Maintain Visual Resources, Preserve Access to Coastal Views and Public Serving Uses. The San Pedro Specific Plan allows for the conditional approval of development in the Coastal zone and provides protection of visual resources.	LU18.1, LU18.2, LU18.3, LU19.4	LADBS
P26	Utilize Parking Resources. Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	LADOT

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
Long Term Programs			
P27	Safety, Minimize Pedestrian Conflicts, Streetscapes. Develop a prioritized list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	LU5.12, LU5.14, M3.4	LADOT, BSS
P28	Spaces for people, streetscapes, gateways. As funding becomes available, implement a Streetscape Plan for Western Avenue, the North and South Gaffey Street commercial and industrial corridors. The Plan would include specifications for lighting, street trees, benches, plazas and other amenities in the public right of way. Study parklets for key locations.	LU5.8, LU5.12, LU10.3, LU15.3	DCP, LADOT, BOE, RAP, BSS, UF, BSL, RPV
P29	Amenities and Public Spaces. When feasible, public open space and/or community facilities should be required as condition of approval of proposed projects requiring discretionary action.	LU3.6, LU5.17	DCP, LADBS
P30	Well Designed Parking. Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	LU5.15, LU5.16	LADOT, DCP
P31	Rancho San Pedro Housing Project. As funding becomes available, modernize and improve the physical conditions and quality of life in the Rancho San Pedro Housing Authority facilities, including the addition of more usable open space.	LU4.1, LU4.2	HA, HCIDLA, DCP
P32	La Rambla. Should “La Rambla” be proposed for annexation to the City, coordinate with LAFCO (Local Agency Formation Commission) Plan for Service.	LU4.4	DCP
P33	Ponte Vista. Develop a Specific Plan to regulate land use and development within the project boundaries, subject to the substantive and procedural requirements of §65460 through §6540 of the California Government Code.	LU4.5	DCP, LADBS
P34	Expand Visitor Serving Opportunities. Fund and build a public plaza in the Community Center or Regional Center and provide a potential site for publicly-owned surface parking lots or buildings.	LU7.3, LU11.4	DCP, BID
P35	Active Downtown and Waterfront Connections. Improve marketing and parking opportunities; support trolley extension into Downtown from Port; study conversion of 6th Street to pedestrian only between Pacific Avenue and Centre Street. Conduct a pilot program to ascertain the feasibility of a pedestrian only street on 6th Street between Harbor Blvd and Pacific Avenue. Consider a phased approach to street closure to ensure objectives for enhanced business activity are achieved.	LU9.1, LU9.2, LU10.5	LADOT, DCP, BID
P36	Capitalize on Synergies. Coordinate with the Port and Chamber of Commerce to: develop joint marketing programs for dining and shopping opportunities, special events, cruise visitor excursions, etc.; develop low-cost means of public transportation that will operate on a frequent schedule between Ports O’Call and the Sixth Street shopping area possible by use of jitneys or trams. The Plan’s environmental clearance has evaluated the possibility of extending the Red Car Trolley into Downtown San Pedro, connecting the waterfront promenade with the Downtown shopping area. Further study is warranted.	LU9.2, LU11.7, LU13.1, LU13.2, LU13.3, LU13.4	DCP POLA BID COC

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P37	Downtown and Waterfront Connections; Harbor Boulevard “Welcome Gateway and Attractive design. Coordinate with the Port on the design and development of the Town Plaza and Harbor development planned for the waterfront directly east of Downtown. As funding becomes available, develop parkways, landscaped medians, sidewalks with landscape buffers, community gateways, and other elements that maintain and enhance these defining neighborhood features.	LU10.1, LU10.2, LU10.3, LU10.4, LU13.1	POLA, DCP LADOT
P38	Regional Center and Expand Visitor-Serving Opportunities. Establish an economic development and revitalization program for Downtown San Pedro.	LU10.5, LU11.1, LU11.2, LU11.3, LU11.4, LU11.5, LU11.6, LU11.8, LU11.9	DCP POLA
P38-B	Development Agreements. Promote the use of development agreements for large development projects and consider the incorporation of affordable housing as a community benefit.	LU 11.2	DCP
P39	Historic Resource Preservation. Study transfer of Developments Rights as a mechanism to preserve historic resources and/or culturally significant structures in Downtown San Pedro. This will require further tools to potentially allow a transfer of floor-area-ratio between properties.	LU12.4	DCP
P40	Green the Port. Coordinate with the Port and community groups to develop strategies to improve air and water quality, aesthetic and view opportunities, and other efforts to minimize Port operational impacts.	LU13.1, LU13.3, LU13.4, CF9.2	DCP, POLA
P41	Encourage Industry. Collaborate with the POLA, DCP and elected offices to attract new green and sustainable industry development and industries that can benefit from foreign trade zone status.	LU16.2, LU16.3, LU16.6	CD, DCP, POLA
P42	Celebrate History. Support the Boathouse and Pavilion Project for Cabrillo Beach, which would rebuild the boathouse and picnic pavilions originally built for the 1932 Olympics and restore the historic fabric of this site.	LU17.1	POLA
P43	Recreation and Coastal Resources. Development which occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	LU19.2, LU19.3	DCP, LADBS
P44	Utilize Parking Resources. Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	RAP

Table 6-1

San Pedro Implementation Programs – Mobility

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

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

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

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P81	Transportation Management Associations. Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	Efficient Truck Movement. The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north San Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	On-Site Loading. The CPIO regulations for industrial districts address location and appearance of loading areas. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address. Require that site plan review for mixed-use and commercial developments incorporate adequate loading areas.	M10.3	DCP, LADOT
P84	Efficient Truck Movement. Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	Convenient Parking. Encourage the business community and property owners to provide public auto and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas for employee parking in major commercial areas.	M11.4	LADOT, LADBS, METRO, Community
P86	Scenic Highways. The Plan and the Mobility Plan 2035 identifies scenic highways. Scenic highways located within the San Pedro CPA include: 25th Street between the westerly Plan area boundary and Western Avenue; Paseo Del Mar; Harbor Boulevard; and Western Avenue between 25th Street and Paseo Del Mar.	M13.1	DCP, LADOT
P87	Development near Scenic Highways. Implement the Scenic Highways Guidelines established by the Mobility Plan 2035 where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	Recreation Trails. Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
Long Term Programs			
P91	Transit and Sidewalk Repairs. Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	Transit Amenities. Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved crosswalks, and benches at all stops on arterial streets, as funding permits.	M6.2	METRO, BSS, LADOT, BSL
P93	Priorities for Capacity Enhancement. Implement traffic control systems that optimize traffic flow throughout a network and provide priorities for high-capacity bus systems. All signalized intersections on arterial streets within the San Pedro Community Plan Area should be integrated with the City's Advanced Traffic Control System (ATCS).	M7.1	LADOT, METRO

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

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

Table 6-1

San Pedro Implementation Programs – Community Facilities and Infrastructure

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

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

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P138	Enhanced Pedestrian Lighting. See CPIO for guidelines regarding special pedestrian lighting in commercial centers or neighborhood districts.	CF13.2	BSL, BID
Long Term Programs			
P139	Adequate Library Facilities. Coordinate with LAPL to identify an appropriate site and study the construction of a new library in western San Pedro, as identified in the 2007 LAPL Branch Facilities Plan's Proposed Project List.	CF3.1	LAPL
P140	Joint-Use Libraries. Support the incorporation of such facilities when the LAPL and private property owners develop joint development projects.	CF3.3	LAPL
P141	Accessible Schools (Bikeway Connections). Encourage the location of new schools in areas where established and/or planned walkways, bicycle paths, or greenways link the schools with the surrounding uses. Develop design criteria that will help ensure compatibility between the public schools and the surrounding neighborhood character.	CF4.1, CF4.2, M4.1	LAUSD, DCP
P142	Joint Use of Facilities with LAUSD. Encourage LAUSD to incorporate recreational elements in the design of school facilities where appropriate, such as children's play areas, rooftop courts, pocket/mini parks and usable public plazas. Develop school-specific agreements with LAUSD, to enable communities to jointly use schools for recreational purposes that are accessible to surrounding neighborhoods.	CF4.4	LAUSD
P143	Neighborhood Schools, Joint Use of Facilities with LAUSD. Develop plans to address issues of siting and joint use of facilities including strategies for expansion in areas served by transit.	CF4.3, CF4.4	LAUSD
P144	Joint Use of Facilities. Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in San Pedro.	CF5.3	LAPL
P145	Increase Open Space and Parks. Construct new neighborhood parks, as land and funding become available in the northeast and southeast portions of the community. Identify and prioritize sites for new parks and submit applications for federal and state grants.	CF5.2	RAP, DCP
P146	Illumination for Safety. Identify parks in San Pedro that are inadequately illuminated so that they can be used safely by residents. Develop a budget and schedule to install or improve proper lighting. Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.	CF5.10, CF1.3	RAP, DCP
P147	Identify Surplus Properties. Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks, and recreational facilities.	CF5.4	GSD, DCP
P148	Dedication of Open Space, Integrate Reservation Sites. Include provision for public open space in future discretionary developments where feasible in Downtown, the Fort MacArthur Reservation sites, Rancho San Pedro and Northeast San Pedro.	CF5.5, LU4.3	DCP

Table 6-1:

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P149	Locate Parks Near Residential Areas. Increase public open space and recreational amenities in areas such as the Downtown, where higher density housing is located.	CF5.9	DCP
P150	Regional Coordination. Coordinate with State agencies to include identified significant ecological areas in preserves, refuges, or other appropriate State preservation areas. Study an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.	CF6.7	DCP, RAP
P151	Tree Selection, More Trees. Decision makers evaluating development projects requiring discretionary approvals, should require on-site trees. Require on-site trees in new development projects as a condition of approval for all cases. Trees that maximize sustainability, with a preference for native and drought tolerant species, are recommended. Conduct Tree Planting Projects as public-private partnerships.	CF7.1, CF7.2, CF7.3	DCP, Community
P152	Conserve Water. Support construction of water lines to permit the use of advance treated recycled water for irrigation of public parks, and large private and government owned landscaped areas, such as the Upper Reservation of the former Fort MacArthur and golf courses.	CF8.1	DWP
P153	Water Conservation for Projects. Identify improvements and methods to provide water supply to support development, improve its reliability, and reduce the City's dependency on imported water through feasible reuse, water conservation measures, and identify existing available incentive programs.	CF8.2	DWP
P154	Wastewater Output. Implement water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. Adopt a Low Impact Development ordinance.	CF9.1	BOE, LADBS, DCP
P155	Wastewater Treatment. Support the Bureau of Sanitation's Biosolids Environmental Management program which recovers residues, known as biosolids, from its wastewater treatment plants. The Hyperion Treatment Plant and the Terminal Island Treatment Plant are responsible for managing the biosolids that are produced from the wastewater processing.	CF9.3	BOS
P156	Compatible Design, Renewable Energy Sources. Support the continuation and potential expansion of the Terminal Island Renewable Energy Project.	CF12.2, CF12.5	DPW
P157	Adequate Services. Update San Pedro facilities and services in City's Capital Improvement Program (CIP)	CF1.1, CF2.1, CF3.1, CF8.3, CF10.3, CF11.1, CF12.1, CF13.1	DCP, DPW, LAPD, LAFD, LADOT, BOE, BOS, RAP, LADWP
P158	Sustainable Materials for Drainage. Study a maximum building/paving lot coverage ratio to allow for the implementation of Standard Urban Stormwater Mitigation Plans (SUSMP) and infiltration systems.	CF11.2	BOE, LADBS, DCP
P159	Coordinate with LADWP, Compatible Design. Support and encourage co-generation projects for commercial and industrial facilities, provided they meet all applicable air quality standards, are compatible with surrounding uses.	CF12.1, CF12.2	DWP

LIST OF TERMS

ACE

Arts, Cultural and Entertainment District

AFB

Air Force Base Authority

AGF

Above Ground Facilities

ATCS

Advanced Traffic Control System

BID

Business Improvement District

BOE

Bureau of Engineering (Public Works)

BOS

Bureau of Sanitation

BSL

Bureau of Street Lighting (Public Works)

BSS

Bureau of Street Services (Public Works)

CALTRANS

State of California Department of Transportation

CARB

California Air Resources Board

CC

City Council

CD

Council District

CDO

Community Design Overlay

COC

Chamber of Commerce

CLARTS

Central Los Angeles Recycling and Transfer Station

CoDRP

Los Angeles County Department of Regional Planning

CPA

Community Plan Area

CPIO

Community Plan Implementation Overlay

CRA/LA

Community Redevelopment Agency/Los Angeles

CSSA

Collection System Settlement Agreement

DCP

Department of City Planning

DOA

Department of Aging

DOD

Department on Disabilities

DPSS

Los Angeles County Department of Social Services

DPW

Department of Public Works

EIR

Environmental Impact Report

EMD

Emergency Management Department

EMS

Emergency Medical Service

WFEMA

Federal Emergency Management Association

HACLA

City of Los Angeles Housing Authority

HAS

Hyperion Service Area

HCIDLA

Los Angeles Housing + Community Investment Department

HOV

High Occupancy Vehicle

HPOZ

Historic Preservation Overlay Zone

GSD

General Services Department

ILWU

International Longshore and Warehouse Union

IRP

Integrated Resources Plan

LABS

Los Angeles Bureau of Sanitation

LACFCD

Los Angeles County Flood Control District

LADBS

Los Angeles Department of Building and Safety

LADOT

Los Angeles Department of Transportation

LADWP

Los Angeles Department of Water and Power

LAFCO

Local Agency Formation Commission

LAFD

Los Angeles Fire Department

LAMC

Los Angeles Municipal Code

LAPD

Los Angeles
Police Department

LAPL

Los Angeles Public Library

LAUSD

Los Angeles Unified
School District

LEED

Leadership in Energy
and Environmental Design

LCP

Local Coastal Program

LUP

Coastal Land Use Plan

LUV

Local Use Vehicle

MAX

Municipal Area Express

METRO

Los Angeles County
Metropolitan Transit Authority

MWD

Metropolitan Water District

NEV

Neighborhood Electric Vehicles

PHEV

Plug in Electric Vehicle

POLA

Port of Los Angeles

PVPTA

Palos Verdes Peninsula Transit Authority

RAP

Department of
Recreation and Parks

RPV

City of Rancho Palos Verdes

SAFE

Solvents, Automotives, Flammables,
and Electronics

SBCCOG

South Bay Cities
Council of Governments

SCAG

Southern California
Association of Governments

SRCIP

Solid Resources
Capital Improvement Program

SRI

Solar Reflective Index

SRO

Single Room Occupancy

SSMP

Sewer System Management Plan

SURVEYLA

Los Angeles Historic Resources Survey

SUSMP

Standard Urban Stormwater
Mitigation Plans

SWMPP

Los Angeles Solid Waste
Management Policy Plan

TDM

Transportation Demand Management

TISA

Terminal Island Service Area

TIWRP

Terminal Island Water
Reclamation Plant

TMA

Transportation
Management Association

TSM

Traffic System Management

UF

Urban Forestry (Public Works)

USAF

United States Air Force

VMT

Vehicle Miles of Travel

ZEV

Zero Emission Vehicle



Attachment B 1

Case Information & Documents

Mon 1:06 PM Danial Nord

Monday, August 31, 2020

View as Analog

View as Digital

Open Date & Time Preferences...

Case Information & Documents

https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQwMDQ00

Gmail Yahoo hotmail Facebook Instagram ZIMAS CA-tracker COX-TV W Pietà-3D-Michelang... All tools, converters... FRAN-csult

LOS ANGELES CITY PLANNING

Home City Planning Website

Case Summary & Documents

Case Number

Ordinance

Zoning Information

CPC Cards

ZA Cards

Case Number: DIR-2020-5031-RDP

Search

Format: AA-YYYY-1234 Example: ZA-2011-3269

Case Number: DIR-2020-5031-RDP

Case Filed On: 08/25/2020

Accepted For Review On:

Assigned Date: 08/25/2020

Staff Assigned: GRACIELA ACOSTA

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date : 0:00

DIR Action:

DIR Action Date:

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Approved Documents

Initial Submittal Documents

0 Approved Documents found for Case Number: DIR-2020-5031-RDP

Type	Scan Date	Signed
No Approved Documents Found		

Primary Address

Address	CNC	CD
1309 S PACIFIC AVE 90731	Central San Pedro	15

View All Addresses

Project Description:

PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.

Applicant:

Representative:

View Related Cases

Permanent Link: https://planning.lacity.org/pdiscaseinfo/caseId/MjQwMDQ00

Attachment B 2



Doug Epperhart

President

Dean Pentcheff

Vice President

Kathleen Martin

Secretary

Louis Dominguez

Treasurer

October 23, 2020

Connie Chauv via Email: connie.chauv@lacity.org

Councilmember Joe Buscaino via Email: councilmember.buscaino@lacity.org

Re: Request for information related to new application for 1309 Pacific project

Dear City Representatives:

The following Resolution was passed by the Coastal San Pedro Neighborhood Council Board at a public Board meeting on October 19, 2020.

Request for information related to new application for 1309 Pacific project

Whereas a new application was filed on August 25, 2020 for the project at 1309 Pacific that states “proposed mixed use development in the commercial designated area of the Pacific Corridor Redevelopment Plan Area”;

Whereas the detail of the new application submitted for the project refers to the project as both mixed use and residential;

Whereas without a clear, correct definition of the project and which entitlements are being requested, the planning process, including the pending appeal to the City Council, must be put on hold until the project description is clarified and corrected;

Therefore be it Resolved, that the Coastal San Pedro Neighborhood Council requests, by no later than October 26, 2020:

1. All detailed information and documents reviewed by City Planning in conjunction with the new application, including documents showing review and compliance with the Pacific Corridor Redevelopment Plan requirements;
2. All information and written documentation on changes, if any, to the long-standing Redevelopment Plan compliance process, and
3. Confirmation that while the Pacific Corridor Redevelopment Plan, the San Pedro Community Plan, and the San Pedro Community Plan Implementation Overlay District have been designed to work synergistically for the good of the community, when one is more restrictive than the others, the more restrictive plan governs, and

4. An explanation and clarification, along with a correction of all hearing notices and application documents, regarding whether the project is mixed use or residential.

Council file 20-0680

Please contact Robin Rudisill, Chair of the CSPNC Planning Committee, at 310-721-2343 should you have any questions related to this letter.

Sincerely,



Doug Epperhart, President
On behalf of the Coastal San Pedro Neighborhood Council Board

cc:

alison.becker@lacity.org
aksel.palacios@lacity.org
Vince.Bertoni@lacity.org
Lisa.Webber@lacity.org

Shannon.Ryan@lacity.org
Michelle.Singh@lacity.org
diananave@gmail.com
javier@studioarchitecture.net

rreg55@hotmail.com
carriescoville@yahoo.com

Attachment B 3



ADMINISTRATIVE REVIEW

REDEVELOPMENT PROJECT AREA – PACIFIC CORRIDOR

Administrative Review and Referral

RELATED CODE SECTION: Los Angeles Municipal Code Section (LAMC) 11.5.14 establishes the process and procedures for implementing the Redevelopment Plan.

PURPOSE: This Administrative Review and Referral form determines the appropriate review process for proposed Projects within a Redevelopment Project Area. Proposed development activity within Redevelopment Project Areas must conform to the Permitted Land Use Section of respective Redevelopment Plan.

GENERAL INFORMATION

- A Redevelopment Plan Project (Project) includes any proposed development activity within a Redevelopment Project Area with an Unexpired Redevelopment Plan, that includes the issuance of a building, grading, demolition, sign or change of use permit. Refer to 11.5.14 for the full definition.
- Permitted Land Uses, see Section 500 of the Pacific Corridor Redevelopment Plan. Visit Planning4LA.org to review the Pacific Corridor Redevelopment Plan.
- Review process options available:
 - Administrative Review - Redevelopment Plan
 - Administrative Review - Design for Development
 - Project Compliance
 - Project Adjustment

1. APPLICANT INFORMATION

Applicant Name Josh Guyer (Representative)
Address 9619 National Blvd.
City Los Angeles State CA Zip Code 90034
Telephone 310-802-4261 Email jguyer@burnsbouchard.com

2. PROJECT BACKGROUND

Project Address 1309-1331 S. Pacific Avenue
Assessor Parcel Number 7454-026-011, -012, -013, -014 Existing Zoning C2-1XL-CPIO

Project Type:

☐ Change of Use	☐ Addition	☐ Exterior Alteration
☐ Interior Alteration	☒ Demolition	☐ Signs
☐ Use of Land	☒ New Construction	☒ Grading

Project Description (include any additional requested entitlements) Demolition and clearing of (E) improvements on-site to make way for the construction of a (N) four-story, 102-unit multifamily residential apartment building.
12-units will be reserved for Very Low Income tenants. Project includes two subterranean garage levels for automobile parking with ingress and egress from 14th Street. No signage is proposed.

Eligible or Identified Historic Resource (refer to <http://zimas.lacity.org/> and <https://historicplacesla.org> check one below)

☐ Yes ☒ No

Lot Area 31,500 square-feet Project FAR 2.65

Current Use Office, Storage, Vacant Proposed Use Multifamily Residential

Existing Residential sq.ft. 0 sq. ft. Proposed Residential sq. ft. 83,158 sq. ft.

Existing Non-Residential sq.ft. (+/-) 31,000 sq. ft. Proposed Non-Residential sq. ft. 0 sq. ft.

Number of new residential units 102

Number of residential units to remain N/A

Number of residential units to be demolished 0

Building Permit No. (if applicable) TBD

Environmental Review ☐ Project is Ministerial – Environmental Review Not Required

☐ Not Yet Filed ☒ Filed (Indicate case number) ENV-2019-4909-CE

3. CHECKLIST - Pacific Corridor Redevelopment Plan

Complete the following checklist using the terms listed below. To see the full list of defined terms reference LAMC Section 11.5.14. To complete the checklist please refer to the corresponding Section of the Redevelopment Plan. The Redevelopment Plans are available on the Los Angeles City Planning website at Planning4LA.org.

- **N/A - Not Applicable:** This Redevelopment Plan Section does not apply to the proposed Project. No further action is required.
- **YES - Conforms:** The proposed Project conforms to the Redevelopment Plan section. The proposed Project may require Project Compliance. Not all Redevelopment Plans require additional action.
- **NO - Does Not Conform:** The proposed Project DOES NOT conform to the Redevelopment Plan section. The proposed Project will require a Project Adjustment. Alternatively, modify the proposed Project and resubmit this form demonstrating compliance with the Redevelopment Plan.

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
501. General Controls and Limitations	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Shows conformance
502. Redevelopment Plan Map • Input the Redevelopment Plan Land Use Designation	Commercial	☐	☒	☐	Commercial - Commercial District (Pacific Ave. Commercial Corridor)
503.1. Residential Uses • Input the City Zone designation		☒	☐	☐	N/A proposed Mixed-Use. See Sec. 503.4
503.2. Commercial Uses • Input the City Zone designation	C2-1XL-CPIO	☐	☒	☐	Proposed Mixed-Use. See Sec. 503.4
503.3. Industrial Uses • Input the City Zone designation		☒	☐	☐	N/A
503.4. Residential Uses within Commercial and Industrial Areas • Findings Required – Project Compliance • Refer to Criteria 1-4	See Findings	☐	☒	☐	Proposed mixed-use. Findings required. Must comply with DFD for design and location criteria.
503.5. Commercial Uses within Industrial Areas • Findings Required – Project Compliance • Refer to Criteria 1-4		☒	☐	☐	N/A
503.6. Restricted Commercial/Industrial Uses • Reference restricted list in Section		☒	☐	☐	N/A
504.1. Public and Open Space • Findings Required if other use – Project Compliance • Refer to Criteria 1-4		☒	☐	☐	N/A
504.2. Public Street Layout, Rights-of-Way and Easements	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Conforms, see CPC-2019-4908-DB-SPR
504.3. Other Open Space, Public and Quasi-Public Uses	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
505. Interim Uses	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
506. Nonconforming Uses	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
507. New Construction and Rehabilitation of Properties	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	Conforms, see CPC-2019-4908-DB-SPR
508. Limitation on Type, Size and Height of Buildings	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
511. Open Spaces, Landscaping, Light, Air and Privacy	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
512. Signs and Billboards • Billboards prohibited • Check Sign DFD if applicable	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A no sign currently proposed
513. Utilities	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
514. Parking and Loading Facilities	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
515. Setbacks	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR & DFD checklist
516. Incompatible Uses	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
517. Resubdivision of Parcels	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	N/A
518. Variations	<i>Applicant must review this Redevelopment Plan section. Findings in this Section must be prepared for any sections of this Form checked "NO" unless the Project is modified.</i>				N/A
520. Design Guidelines and Development Controls	<i>Applicant must review the Design Guidelines and Development Controls Redevelopment Plan section.</i>	☐	☒	☐	See DFD checklist
521. Variances, Conditional Use Permits, Building Permits and Other Land Developments Entitlements	<i>Applicant must review this Redevelopment Plan section.</i>	-	-	-	See CPC-2019-4908-DB-SPR
522. Buildings of Architectural and Historic Significance	<i>Applicant must review Survey LA.</i>	-	-	-	ENV-2019-4909-CE

4. PROJECT REVIEW REQUIREMENTS

SUBMITTAL PACKAGE (check all that apply)

☐ A. **Administrative Review for the Redevelopment Plan**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for the Administrative Review and Referral Form, listed in the Administrative Review Instruction (CP-3540).

*NOTE: For an Administrative Review **clearance**, the project must conform to the Permitted Land Uses section of the relevant Redevelopment Plan, and if applicable the Administrative Review and Referral Design for Development.*

☐ B. **Administrative Review for the Design for Development (DFD)**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for Design for Development, listed in the Administrative Review Instruction (CP-3540).

☒ C. **Project Compliance and/or Project Adjustment**

The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for *Project Compliance and/or Project Adjustment*, listed in the Administrative Review Instruction (CP-3540).

All forms and related materials shall be submitted to the Development Services Center public counter.

- CITY STAFF USE ONLY -

NOTE: Signature below only indicates that the Redevelopment Plan Unit staff reviewed proposed project. All official clearances are noted on the clearance summary sheet for issuance of a permit from LADBS on PCIS, including Administrative Sign-Off/Approval.

ADDITIONAL STAFF NOTES

Pursuant to LAMC 11.5.14, Redevelopment Plan Project Compliance to permit mixed-use development in the Commercial designated area. No density or FAR limitation per Sec. 503.2. Findings per LAMC 11.5.14D.5 and Section 503.4 of the Pacific Corridor Redevelopment Plan required. Add RDP suffix, charge appropriate fees (Major).

CASE NUMBER: related to CPC-2019-4908-DB-SPR

Section 5 - ADMINISTRATIVE REVIEW – Project Conforms to Plan. No Referral Required – Section 6 N/A. No fee is collected.

Staff Signature	Date	Phone Number
Print Name	Email	

Section 6 - PROJECT PLANNING REFERRAL - Choose one: If Project Compliance or Project Adjustment is required. Please collect required fee(s) prior to filing.

☒ **Project Compliance Required** ☐ **Project Adjustment Required**

INITIAL REVIEW BY

Staff Signature	Date	Phone Number
Print Name	8/19/2020	
Giselle Corella		Email
		planning.redevelopment@lacity.org

Attachment B 4

Conni Pallini – former CRA community planner for San Pedro

conni.pallini-tipton@lacity.org

213 – 978-1179 – nice, spoke to 061814 – will call back after doing some research.

Conni's ILATEST INFO:

Conni Pallini-Tipton, AICP
Senior City Planner, Policy Planning
Los Angeles City Planning
200 N. Spring St., Room 750
Los Angeles, CA 90012
Planning4LA.org
T: (213) 978-1179 | F: (213) 978-1477

<https://planning.lacity.org/development-services/development-services>

Metro DSC - DEEP COUNTER: REDEVELOPMENT PLANS

Metro/Downtown DSC
201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012
Phone: (213) 482-7077
Email: planning.figcounter@lacity.org

email - specialized units: Redevelopment
planning.redevelopment@lacity.org

3 planners in the unit - random as to who I'll get.

Redevelopment Plans outline a community vision and revitalization opportunities within specific neighborhoods across Los Angeles. Each Redevelopment Project Area has a unique set of land use restrictions designed specifically to enhance the quality of life for the community.

From: Conni Pallini <conni.pallini-tipton@lacity.org>
Sent: Friday, May 22, 2020 7:41 AM
To: Danial Nord <danialnord@hotmail.com>
Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro

**Hi Danial,
the redevelopment plan stands alone. As far as process goes those questions are best answered by DSC. I suggest reaching out to DSC Metro for an appt or sending questions to them directly.
Conni**

On Thu, May 21, 2020 at 5:46 PM Danial Nord <danialnord@hotmail.com> wrote:

**Thanks again, Conni.
So as I understand it, the Pacific Corridor Redevelopment plan is stand alone?**

And the process and the forms for an applicant to get their project correctly reviewed under the SP Pacific Corridor Redevelopment Plan are all through Metro DSC?

**Do applicants just click on the link for Z.I. 2488 on ZIMAS and follow the instructions?
Or is there a particular number/contact at DSC that applicants reach out to?**

Finally, which group then reviews it - or is it the same Planner that reviews the rest of the case application?

**Thanks again for your help/advice!
Best,
Danial**

**From: Conni Pallini <conni.pallini-tipton@lacity.org>
Sent: Thursday, May 21, 2020 5:16 PM
To: Danial Nord <danialnord@hotmail.com>
Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro**

**Hi Danial,
the Metro DSC is the entity providing review. They will indicate what the submittal requirements are. The CPIO and Redevelopment plans are from different eras and are stand alone, but they were evaluated to ensure their provisions did not conflict. Sounds like your next step is to reach out bto Metro DSC. Much success with your project.
Conni**

On Thu, May 21, 2020 at 4:52 PM Danial Nord <danialnord@hotmail.com> wrote:

Hi Conni,

Well basically I wanted to know how the guidelines for the Pacific Corridor Redevelopment Plan are implemented now that the CRA has been dissolved.

Who is in charge of project compliance with the Pacific Corridor Redevelopment Plan?

What do applicants have to submit, and to whom do they submit it?

Does the San Pedro Community Plan and the CPIO override or nullify the Pacific Corridor Redevelopment Plan?

Or is the Pacific Corridor Redevelopment Plan 'stand-alone' - to be adhered to in tandem with the Community Plan and CPIO?

**Thank you so much for your help with this!
Best - Danial**

From: Conni Pallini <conni.pallini-tipton@lacity.org>

Sent: Thursday, May 21, 2020 4:09 PM

To: Danial Nord <danielnord@hotmail.com>

Subject: Re: Question re: Pacific Corridor Redevelopment Plan in San Pedro

HI Danial,

yes the plan is in effect until 2033. Our website lists the Metro DSC as assigned to answer questions. If you would like to share your question I can see if I can offer any additional guidance? Glad to see I was noted favorably in your past experience!

Conni

Conni Pallini-Tipton, AICP

Senior City Planner, Policy Planning

Los Angeles City Planning

200 N. Spring St., Room 750

Los Angeles, CA 90012

Planning4LA.org

T: (213) 978-1179 | F: (213) 978-1477

On Thu, May 21, 2020 at 3:52 PM Danial Nord <danielnord@hotmail.com> wrote:

Hi Conni,

I hope that you and your loved-ones are staying healthy.

We spoke a few years ago about some issues on Pacific Avenue in San Pedro. I believe you were our Community Planner at the time. I saw a note in my notes that you were "really helpful."

I have a question about the Pacific Corridor Redevelopment Plan. I can see on the website that it's effective till 2033. Is that correct?

Since the CRA has been disbanded, who is in charge of implementing San Pedro's Pacific Corridor Redevelopment Plan now?

Best regards,
Danial Nord

Attachment B 5

Metro/Downtown DSC

201 N. Figueroa Street, 4th Floor
Los Angeles, CA 90012

Phone: (213) 482-7077

Email: planning.figcounter@lacity.org

Main Public Counter - 4th Floor

Hours of Operation:

Monday	7:30am - 4:30pm
Tuesday	7:30am - 4:30pm
Wednesday	9:00am - 4:30pm
Thursday	7:30am - 4:30pm
Friday	7:30am - 4:30pm

Redevelopment Plan Unit
Development Services Center

Los Angeles City Planning
201 N. Figueroa St., Suite 525
Los Angeles, CA. 90012
T: (213) 202-5456

From: graciela.acosta@lacity.org <graciela.acosta@lacity.org> on behalf of Planning
Redevelopment <planning.redevelopment@lacity.org>
Sent: Friday, May 29, 2020 3:06 PM
To: Danial Nord <danielnord@hotmail.com>
Subject: Re: question re: Pacific Corridor Redevelopment Plan in San Pedro

Hello Mr. Nord,

Thank you for your email.

I have cut and pasted your multiple questions(in gray) below and provided answers.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I see on the website that it is valid through 2033 - can you confirm?

Answer: Yes it is valid and has not expired. I will get back to you to confirm the expiration date.

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

Answer: If you mean if there is only one Redevelopment Plan in San Pedro then the answer is -Yes. However, this Redevelopment Plan is one overlay of many Citywide.

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

Answer: Generally, in the City, when more than one overlay exist, the most restrictive overlay requirement applies.

Who is responsible for administering the Redevelopment Plan for San Pedro?

Answer: The Department of City Planning is the Land Use authority, for the 19 Redevelopment Plans which includes the Pacific Corridors Redevelopment Plan.

What steps do applicants need to take to make sure their projects comply?

Answer:

Step One, an email request to planning.redevelopment@lacity.org and staff will send a link for the applicant to read the Redevelopment Plan for compliance to the guidelines and standards to their proposed project along with Administrative form(s).

Step Two, same review with different steps will to follow if the applicant request is a Clearance, Project Compliance or Project Adjustment.

Are there forms to fill out, and if so, can you direct me to them?

Answer: Yes, here is the link to all the forms, click on "R" for Redevelopment and all forms are listed, because I do not know all the facts about your inquiry/proposed project I can not know which forms you will require. Forms: <https://planning.lacity.org/development-services/forms>

Pacific Corridor-specific:

<https://planning.lacity.org/odocument/6b885857-93a9-4343-bf5d-da9005d11bcc/Pacific%20Corridor.pdf>

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

Answer: Yes, the Redevelopment Unit reviews all requests and staff provides options to applicants if the request is a Clearance, Project Compliance or Project Adjustment after review.

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

Answer: I am unable to answer with out all the site information.

I hope this helps.

Best Regards,

On Fri, May 22, 2020 at 8:48 AM Danial Nord <danialnord@hotmail.com> wrote:

Hello,

I'm writing with a few questions about the Pacific Corridor Redevelopment Plan in San Pedro.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I see on the website that it is valid through 2033 - can you confirm?

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

Who is responsible for administering the Redevelopment Plan for San Pedro?

What steps do applicants need to take to make sure their projects comply?

Are there forms to fill out, and if so, can you direct me to them?

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

Thank you in advance for your help.

Regards,
Danial Nord

Attachment B 6



Planning Redevelopment <planning.redevelopment@lacity.org>

Second Request Re: Pacific Corridor Redevelopment Plan in San Pedro

1 message

Danial Nord <danialnord@hotmail.com>

Thu, May 28, 2020 at 8:11 PM

To: "planning.redevelopment@lacity.org" <planning.redevelopment@lacity.org>

Hello,

I'm following from last week up to ask if someone can answer my questions below about the Pacific Corridor Redevelopment Plan in San Pedro.

I was referred to you by Conni Pallini-Tipton, Senior City Planner.

I hope that someone will be able to reply soon!

Thank you,

Danial Nord

From: Danial Nord <danialnord@hotmail.com>**Sent:** Friday, May 22, 2020 8:48 AM**To:** planning.redevelopment@lacity.org <planning.redevelopment@lacity.org>**Subject:** question re: Pacific Corridor Redevelopment Plan in San Pedro

Hello,

I'm writing with a few questions about the Pacific Corridor Redevelopment Plan in San Pedro.

If you are able to answer them (below) it would be very helpful:

Is the Pacific Corridor Redevelopment Plan in San Pedro still in effect? I [see on the website](#) that it is valid through 2033 - can you confirm?

- [SECTION 900 DURATION OF PLAN'S CONTROLS](#)

Is the Pacific Corridor Redevelopment Plan a 'stand-alone' plan, or is it tied to another plan?

- [STAND ALONE PLAN](#).

Do other plans like the San Pedro Community Plan/CPIO supersede the Pacific Corridor Redevelopment Plan?

- [THE MOST RESTRICTIVE PLAN WILL SUPERSEDE](#).

Who is responsible for administering the Redevelopment Plan for San Pedro?

- [LA CITY PLANNING REDEVELOPMENT UNIT](#).

What steps do applicants need to take to make sure their projects comply?

- [PLEASE SEE PAGE 2 FOR AN EXAMPLE OF OUR REPLY TO APPLICANT REQUESTS](#).

Are there forms to fill out, and if so, can you direct me to them?

- [SELECT "R" FOR REDEVELOPMENT](#): <https://planning.lacity.org/development-services/forms>; [SCROLL TO REDEVELOPMENT PLANS](#): <https://planning.lacity.org/plans-policies/overlays>

After forms are filled out or the process of submission is completed, which group reviews them - or is it the same City Planner that reviews the rest of the case application?

- [THE REDEVELOPMENT UNIT REVIEWS THE ADMINISTRATIVE REVIEW AND REFERRAL FORMS](#); PLEASE USE THIS EMAIL FOR REQUESTS: planning.redevelopment@lacity.org

Are there exceptions for conforming to the Pacific Corridor Redevelopment Plan?

- [PROJECTS MUST CONFORM TO THE PLAN](#).

Thank you in advance for your help.

Regards,

Danial Nord

Hello,

Thank you for your email. Please follow these steps to provide the required documents needed to review your project.

1. Review the Pacific Corridors Redevelopment Plan to verify that your project conforms to the plan.
<https://planning.lacity.org/plans-policies/overlays/alameda-district>
2. Please complete the administrative review and referral form. Please check or fill-in N/A for questions that do not apply, do not leave blank.
<https://planning.lacity.org/odocument/6b885857-93a9-4343-bf5d-da9005d11bcc/Pacific%20Corridor.pdf>
3. Provide a pdf of the clearance summary worksheet.
4. Provide a pdf of the plan set.

Regards,
David

Attachment C 1



Technical Consultation, Data Analysis and
Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

October 30, 2020

Jamie T. Hall
Channel Law Group, LLP
8383 Wilshire Blvd., Suite 750
Beverly Hills, CA 90211

Subject: Comments on the 1309-1331 South Pacific Avenue Project (ENV-2019-4909-CE)

Dear Mr. Hall,

We have reviewed the April 2020 City Planning Commission Recommendation Report ("Report") for the 1309-1331 South Pacific Avenue Project ("Project") located in the City of Los Angeles ("City"). The Project proposes to demolish three vacant commercial structures, as well as construct 102 dwelling units and 127 parking spaces, on the 0.72-acre Project site.

Our review concludes that the Report fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines") and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment. We recommend that the City prepare an EIR with a health risk assessment ("HRA") as required under the Commerce Municipal Code ("CMC" or "Code").

Air Quality

Incorrect Reliance on Class 32 Categorical Exemption

The Report claims that the Project is categorically exempt pursuant to Section 15332 of the CEQA Guidelines (p. 1). Specifically, the Report requests the following action:

"Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies" (p. 1).

According to Section 15332 of the CEQA Guidelines, a project can only be characterized as an in-fill development and qualify for a Class 32 Categorical Exemption if “approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.” Regarding the Project’s air quality impacts, the Report states:

“The Project’s emissions were estimated using the CalEEMod 2016.3.2 model (output October 29, 2019) for the purposes of evaluating air quality impacts of proposed projects and summarized in the Air Quality Technical Report prepared by DKA Planning dated November 2019. The analysis took into account construction activity emissions during demolition, grading building construction, and architectural coating, as well as effects to sensitive receptors. The analysis confirms that the Project would not exceed SCAQMD significance thresholds for air quality impacts. In addition, there are several Regulatory Compliance Measures which regulate air quality-related impacts for projects citywide as noted above” (emphasis added) (p. F-14).

As you can see in the excerpt above, the Report claims that the November 2019 Air Quality Technical Report (“AQ Report”) demonstrates that the Project would not result in a significant air quality impact. However, this claim is unsubstantiated, as the AQ Report is inadequate in its evaluation of the Project’s air quality impacts for five reasons:

- (1) The AQ Report relies upon an incorrect and unsubstantiated air model;
- (2) The AQ Report relies upon an unsubstantiated analysis of emissions;
- (3) The AQ Report fails to adequately evaluate the health risk impacts associated with diesel particulate matter emissions;
- (4) SWAPE’s updated analysis indicates potentially significant criteria pollutant emissions; and
- (5) SWAPE’s screening-level health risk assessment indicates a potentially significant health risk impact.

1) Incorrect and Unsubstantiated Air Model

According to the AQ Report, the Project’s air quality analysis relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2016.3.2 (“CalEEMod”) (AQ Report, p. 17).¹ CalEEMod provides recommended default values based on site specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but CEQA requires that such changes be justified by substantial evidence.² Once all of the values are inputted into the model, the Project’s construction and operational emissions are calculated, and “output files” are generated. These output files disclose to the reader what parameters

¹ CalEEMod website, available at: <http://www.caleemod.com/>

² CalEEMod User Guide, p. 2, 9, available at: <http://www.caleemod.com/>

were utilized in calculating the Project's air pollutant and GHG emissions and make known which default values were changed as well as provide a justification for the values selected.³

When we reviewed the Project's CalEEMod output files, provided as the Technical Appendix to the AQ Report, we found that several of the values inputted into the model are not consistent with information disclosed in the Report and associated documents. As a result, emissions associated with the Project are underestimated. A full CEQA analysis should be prepared that adequately assesses the potential air quality impacts that construction and operation of the proposed Project may have.

Use of an Underestimated Land Use Size

According to the Report, the Project “will provide 127 parking spaces in 2 subterranean levels” (p. 1). As such, the AQ Report should have modeled 127 parking spaces. However, review of the Project's CalEEMod output files demonstrates that the model includes only 65 parking spaces as “Enclosed Parking with Elevator” (see excerpt below) (Technical Appendix, pp. 269, 297, 325).

1.1 Land Usage

Land Uses	Size	Metric
Enclosed Parking with Elevator	65.00	Space
Apartments Mid Rise	109.00	Dwelling Unit

As you can see in the excerpt above, the “Enclosed Parking with Elevator” land use is underestimated by 62 parking spaces. This underestimation presents an issue, as the land use size feature is used throughout CalEEMod to determine default variable and emission factors that go into the model's calculations. The square footage of a land use is used for certain calculations such as determining the wall space to be painted (i.e., VOC emissions from architectural coatings) and volume that is heated or cooled (i.e., energy impacts). Furthermore, CalEEMod assigns each land use type with its own set of energy usage emission factors.⁴ Thus, by underestimating the proposed number of parking spaces, the model underestimates the Project's construction-related and operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the model includes several changes to the Project's anticipated individual construction phase lengths (see excerpt below) (Technical Appendix, pp. 270, 298, 326).

³ “CalEEMod User's Guide.” CAPCOA, November 2017, *available at*: <http://www.caleemod.com/> (A key feature of the CalEEMod program is the “remarks” feature, where the user explains why a default setting was replaced by a “user defined” value. These remarks are included in the report.), p. 7, 13.

⁴ “CalEEMod User's Guide, Appendix D.” CAPCOA, September 2016, *available at*: http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/05_appendix-d2016-3-1.pdf?sfvrsn=2

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	112.00
tblConstructionPhase	NumDays	10.00	32.00
tblConstructionPhase	NumDays	2.00	31.00

As a result of these changes, the model includes a construction schedule as follows (Technical Appendix, pp. 273, 302, 329):

Construction Phase						
Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Demolition	Demolition	5/1/2020	6/15/2020	5	32
2	Grading	Grading	6/15/2020	7/28/2020	5	31
3	Building Construction	Building Construction	7/29/2020	12/31/2020	5	112
4	Architectural Coating	Architectural Coating	5/1/2021	9/1/2021	5	88

As you can see in the excerpt above, the architectural coating phase was increased by approximately 1,660%, from the default value of 5 to 88 days; the building construction phase was increased by approximately 12%, from the default value of 100 to 112 days; the demolition phase was increased by approximately 220%, from the default value of 10 to 32 days; and the grading phase was increased by approximately 1,450%, from the default value of 2 to 21 days. Furthermore, the construction schedule included in the model omits both the site preparation and paving phases of construction. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.⁵ According to the "User Entered Comments & Non-Default Data" table, the justification provided for these changes is: "Developer information" (Technical Appendix, pp. 269, 297, 325). However, while the AQ Report provides a potential construction schedule, the source for the construction schedule is "DKA Planning, 2019" (see excerpt below) (AQ Report, p. 31, Table 5).

Table 5 Potential Construction Schedule		
Phase	Duration	Notes
Demolition	Months 1-1.5	3,511 tons of debris hauled up to 41 miles away
Grading	Month 2.5-3.5	23,348 cubic yards of soil export hauled up to 41 miles away
Building Construction	Months 3.5-8.5	
Architectural Coatings	Months 12-16	
Source: DKA Planning, 2019		

This construction schedule should not be relied upon to for two reasons. First, the source of the construction schedule is the AQ Report itself. This is incorrect, as the Project documents should substantiate the construction phase length changes included in the model, not vice versa. Second, the construction schedule included in the AQ Report is a potential construction schedule. The Report and AQ Report fail to provide any substantial evidence that this potential construction schedule is accurate

⁵ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

for the proposed Project. As such, we cannot verify these changes to the Project’s individual construction phase lengths.

These unsubstantiated changes present an issue, as spreading out construction emissions over a longer period than anticipated results in an underestimation of the maximum daily emissions associated with Project construction. In addition, according to the CalEEMod User’s Guide, each construction phase is associated with different emissions activities (see excerpt below).⁶

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures and buildings.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

As such, by disproportionately increasing the individual construction phase lengths, without providing proper justification, the model’s emissions calculations are altered and potentially distributed incorrectly. Thus, by including unsubstantiated changes to the Project’s anticipated construction phase lengths, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Reductions to Number of Fireplaces and Woodstoves

Review of the Project’s CalEEMod output files demonstrates that the model assumes the proposed Project would not include any woodstoves or fireplaces (see excerpt below) (Technical Appendix, pp. 271, 299, 327).

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	2.65	0.00
tblFireplaces	NumberNoFireplaces	10.90	109.00
tblFireplaces	NumberWood	5.45	0.00
tblWoodstoves	NumberCatalytic	5.45	0.00
tblWoodstoves	NumberNoncatalytic	5.45	0.00

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.⁷ According to the “User Entered Comments & Non-Default Data” table, the justification for

⁶ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: <http://www.caleemod.com/>, p. 31.

⁷ CalEEMod User Guide, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9

these changes is: “Developer information” (Technical Appendix, pp. 270, 298, 326). However, the Report and AQ Report fail to disclose the “Developer information” indicating that the Project would not include any woodstoves or fireplaces. As a result, these changes are unsubstantiated. This presents an issue, as CalEEMod uses the number of woodstoves and fireplaces to calculate the Project’s area-source operational emissions.⁸ Thus, by incorrectly assuming that the Project would not include any woodstoves or fireplaces, the model may underestimate the Project’s area-source operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Reductions to Worker Trips

Review of the Project’s CalEEMod output files demonstrates that the model includes reductions to the Project’s anticipated number of worker trips required for construction (see excerpt below) (Technical Appendix, pp. 271, 299, 327).

Table Name	Column Name	Default Value	New Value
tblTripsAndVMT	WorkerTripNumber	25.00	15.00
tblTripsAndVMT	WorkerTripNumber	30.00	20.00

As you can see in the excerpt above, the number of worker trips was reduced by a total of 20 trips. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.⁹ According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “Developer information. Assumes 14 CY haul truck capacity” (Technical Appendix, pp. 270, 298, 326). However, the Report and AQ Report fail to disclose the “Developer information” indicating the Project-specific number of worker trips expected. As a result, we cannot verify the revised worker trip numbers. By including unsubstantiated reductions to the Project’s anticipated number of worker trips, the model may underestimate the Project’s construction-related emission and should not be relied upon to determine Project significance.

Incorrect Application of Construction-Related Mitigation Measures

Review of the Project’s CalEEMod output files demonstrates that the model includes the following construction-related mitigation measures: “Replace Ground Cover,” “Water Exposed Area,” and “Clean Paved Roads” (see excerpt below) (Technical Appendix, pp. 274, 303, 330).

3.1 Mitigation Measures Construction

Replace Ground Cover
Water Exposed Area
Clean Paved Roads

⁸ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: <http://www.caleemod.com/>, p. 40.

⁹ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

Furthermore, the model includes a 46% reduction as a result of the “Clean Paved Roads” mitigation measure (see excerpt below) (Technical Appendix, pp. 270, 298, 326).

Table Name	Column Name	Default Value	New Value
CalConstDustMitigation	CleanPavedRoadPercentReduction	0	46

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.¹⁰ According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is: “Assumes SCAQMD Rule 403 control efficiencies” (Technical Appendix, pp. 270, 298, 326). Furthermore, the Report includes Regulatory Compliance Measure RC-AQ-1, which states:

“The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off” (p. F-13).

However, these justifications are insufficient for two reasons.

First, simply because the Report states that the Project would comply with SCAQMD Rule 403 does not justify the inclusion of the above-mentioned construction-related mitigation measures in the model. According to the Association of Environmental Professionals (“AEP”) *CEQA Portal Topic Paper* on mitigation measures:

“By definition, mitigation measures are not part of the original project design. Rather, mitigation measures are actions taken by the lead agency to reduce impacts to the environment resulting from the original project design. Mitigation measures are identified by the lead agency after the

¹⁰ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 2, 9

project has undergone environmental review and are above-and-beyond existing laws, regulations, and requirements that would reduce environmental impacts” (emphasis added).¹¹

As you can see in the excerpt above, mitigation measures “are not part of the original project design” and are intended to go “above-and-beyond” existing regulatory requirements. As such, the inclusion of these measures, based on the Project’s compliance with SCAQMD Rule 403, is unsubstantiated.

Second, according to SCAQMD Rule 403, Projects can either water unpaved roads 3 times per day, water unpaved roads 1 time per day and limit vehicle speeds to 15 mph or apply a chemical stabilizer (see excerpt below).¹²

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS
Unpaved Roads	(4a) Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR (4b) Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR (4c) Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.

As you can see in the above excerpt, to simply comply with SCAQMD Rule 403, the Project may either water unpaved roads 3 times per day, water unpaved roads 1 time per day and limit vehicle speeds to 15 mph, or apply a chemical stabilizer. Thus, none of the measures included in the CalEEMod model are explicitly required by SCAQMD Rule 403, and we cannot verify their inclusion in the model. By including several construction-related mitigation measures without properly committing to their implementation, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

2) *Incorrect and Unsubstantiated Analysis of Emissions*

The AQ Report concludes that the Project’s criteria pollutant emissions would not exceed SCAQMD thresholds by subtracting the operational emissions associated with the existing land uses from the emissions associated with the proposed land uses (see excerpt below) (AQ Report, p. 35).

¹¹ “CEQA Portal Topic Paper Mitigation Measures.” AEP, February 2020, available at: <https://cegaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 5.

¹² “RULE 403. FUGITIVE DUST.” SCAQMD, June 2005, available at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>, p. 403-21, Table 2.

Table 7
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	3	<1	9	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	5	15	<1	4	1
Gross Regional Total	4	6	24	<1	4	1
Existing Total	-1	-2	-4	-<1	-1	-<1
Net Regional Total	3	4	20	<1	3	1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	1	<1	7	<1	<1	<1
Localized Significance Threshold	N/A	57	585	--	1	1
Exceed Threshold?	No	No	No	No	No	No
LST analyses based on 1-acre site with 25-meter distances to receptors in South Coastal LA County source receptor area.						
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs						

However, this is incorrect, as the Report indicates that the existing land uses are currently vacant (p. 1). Since the existing land uses are currently vacant, they are not currently generating operational emissions in the capacity assumed by the AQ Report. Thus, by improperly subtracting the operational emissions associated with the existing land uses from the emissions associated with the proposed land uses, the AQ Report underestimates the net increase in operational emissions resulting from the proposed Project, and the subsequent less-than-significant impact conclusion regarding the Project's air quality emissions should not be relied upon.

3) Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The Report concludes that the Project's health risk impacts would be less than significant without conducting a quantified construction or operational health risk assessment ("HRA") (p. 37, 39). Specifically, regarding health risk impacts associated with Project construction, the Report states:

"Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be at least 16 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short- term exposure period, construction TAC emissions would result in a less-than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant" (p. 37).

Furthermore, regarding health risk impacts associated with Project operation, the Report states:

"The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Proposed Project's operational impacts on local sensitive receptors would be less than significant" (p. 39).

However, the AQ Report's analysis of the Project's potential health risk impacts is incorrect for three reasons.

First, by failing to prepare a construction HRA, the Project is inconsistent with the most recent guidance published by the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California. OEHHA released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.¹³ This guidance document describes the types of projects that warrant the preparation of an HRA. Construction of the Project will produce emissions of diesel particulate matter ("DPM"), a human carcinogen, through the exhaust stacks of construction equipment over a potential construction period of approximately 16-months (AQ Report, p. 31, Table 5). The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.¹⁴ As the Project's proposed 16-month construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold requiring a quantified HRA under OEHHA guidance (AQ Report, p. 31, Table 5). Thus, we recommend that health risk impacts from Project construction be evaluated in a full CEQA Analysis, per OEHHA guidelines, in order to determine the nature and extent of the Project's health risk impacts.

Second, the AQ Report fails to prepare a quantified operational HRA. This is incorrect, as the September 2019 *Technical Memorandum*, prepared by Linscott, Law & Greenspan, Engineers ("LLG Engineers"), indicates that Project operation would generate 577 daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions (Technical Memorandum, pp. 140, Table 3). Furthermore, the omission of a quantified operational HRA is inconsistent with the most recent guidance published by the Office of Environmental Health Hazard Assessment ("OEHHA"). The OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project, and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").¹⁵ Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an updated assessment of health risk impacts posed to nearby sensitive receptors from Project operation be included in a full CEQA analysis for the Project.

Third, by claiming a less than significant impact without conducting a quantified HRA to disclose the exposure levels to nearby, existing sensitive receptors as a result of Project construction and operation,

¹³ "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: http://oehha.ca.gov/air/hot_spots/hotspots2015.html

¹⁴ "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-18

¹⁵ "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15

the AQ Report fails to compare the excess health risk to the SCAQMD's specific numeric threshold of 10 in one million.¹⁶ Thus, the AQ Report cannot conclude less than significant health risk impacts resulting from Project construction and operation without quantifying emissions to compare to the proper threshold.

4) Updated Analysis Indicates Significant Air Quality Impact

In an effort to accurately determine the proposed Project's construction and operational emissions, we prepared an updated CalEEMod model that includes site-specific information and correct input parameters, as provided by the Report. In our updated model, we corrected parking land use size, as well as omitted the unsubstantiated increases to the individual construction phase lengths, changes to the woodstove and fireplace values, reductions to the worker trip numbers, and construction-related mitigation measures.

When correct, site-specific input parameters are used to model emissions, we find that the Project's construction-related reactive organic gas/volatile organic compound ("ROG"/"VOC") and nitrogen oxides ("NO_x") emissions increase when compared to the AQ Report's model. Furthermore, we find that the Project's construction-related ROG/VOC and NO_x emissions exceed the 75- and 100-pounds per day ("lbs/day") thresholds set by the SCAQMD, respectively (see table below).¹⁷

Maximum Daily Construction Emissions (lbs/day)		
Model	VOC/ROG	NOX
AQ Report	8.14	72.45
SWAPE	139.58	852.50
Percent Increase	1615%	1077%
SCAQMD Regional Threshold (lbs/day)	75	100
Threshold Exceeded?	Yes	Yes

As demonstrated above, when correct input parameters are used, the Project's construction-related VOC and NO_x emissions increase by approximately 1,615% and 1,077% and exceed the SCAQMD thresholds of 75- and 100-lbs/day, respectively. Our updated model demonstrates that when the Project's construction and operational emissions are estimated correctly, the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the AQ Report.

As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA

¹⁶ "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

¹⁷ "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>.

Guidelines”) and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.

5) Updated Analysis Indicates Significant Health Risk Impact

In an effort to demonstrate the potential health risk posed by Project construction and operation to nearby, existing sensitive receptors utilizing a site-specific emissions estimates, we prepared a simple screening-level HRA based on our updated CalEEMod model. The results of our assessment, as described below, demonstrate that the proposed Project may result in a significant health risk impact not previously identified or addressed in the AQ Report.

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.¹⁸ The model replaced SCREEN3, and AERSCREEN is included in the OEHHA¹⁹ and the California Air Pollution Control Officers Associated (“CAPCOA”)²⁰ guidance as the appropriate air dispersion model for Level 2 health risk screening assessments (“HRSAs”). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project’s construction and operational health-related impact to residential sensitive receptors using the annual PM₁₀ exhaust estimates from the SWAPE CalEEMod output files. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. SWAPE’s CalEEMod model indicates that construction activities will generate approximately 100 pounds of DPM over the default 172-day construction period. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$\text{Emission Rate} \left(\frac{\text{grams}}{\text{second}} \right) = \frac{100 \text{ lbs}}{172 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = 0.00305 \text{ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00305 grams per second (“g/s”). Subtracting the 172-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project’s operational DPM for an additional 29.53 years, approximately. The Project’s operational CalEEMod emissions indicate that operational activities will generate approximately 244 pounds of DPM per year throughout

¹⁸ U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

¹⁹ “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf

²⁰ CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$\text{Emission Rate} \left(\frac{\text{grams}}{\text{second}} \right) = \frac{244 \text{ lbs}}{365 \text{ days}} \times \frac{453.6 \text{ grams}}{\text{lbs}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}} = \mathbf{0.00351 \text{ g/s}}$$

Using this equation, we estimated an operational emission rate of 0.00351 g/s. Construction and operational activity was simulated as a 0.72-acre rectangular area source in AERSCREEN with dimensions of 65 by 45 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.²¹ According to the AQ Report, the nearest sensitive receptors are located approximately 10 feet west of the Project site (AQ Report, p. 16). However, review of the AERSCREEN output files demonstrates that the MEIR is located approximately 25 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 16.7 µg/m³ DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 1.67 µg/m³ for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 19.19 µg/m³ DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 1.919 µg/m³ for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHHA. Consistent with the default construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years) and the first 0.22 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 1.78 years of the infantile stage of life, the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHHA, as recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors (“ASF”) to account for the heightened susceptibility of young children to the

²¹ “Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised.” EPA, 1992, *available at*: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* “Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHHA, February 2015, *available at*: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf> p. 4-36.

carcinogenic toxicity of air pollution.^{22, 23, 24} According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.²⁵ Finally, according to SCAQMD guidance, we used a Fraction of Time At Home (“FAH”) Value of 1 for the 3rd trimester and infant receptors.²⁶ We used a cancer potency factor of 1.1 (mg/kg-day)⁻¹ and an averaging time of 25,550 days. The results of our calculations are shown below.

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk without ASFs*	ASF	Cancer Risk with ASFs*
Construction	0.25	1.67	361	2.3E-06	10	2.3E-05
3rd Trimester Duration	0.25			2.3E-06	3rd Trimester Exposure	2.3E-05
Construction	0.22	1.67	1090	6.1E-06	10	6.1E-05
Operation	1.78	1.919	1090	5.6E-05	10	5.6E-04
Infant Exposure Duration	2.00			6.2E-05	Infant Exposure	6.2E-04
Operation	14.00	1.919	572	2.3E-04	3	6.9E-04

²² “Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058).” SCAQMD, March 2019, available at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8>, p. 4.

²³ “California Environmental Quality Act Air Quality Guidelines.” BAAQMD, May 2017, available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also “Recommended Methods for Screening and Modeling Local Risks and Hazards.” BAAQMD, May 2011, available at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx>, p. 65, 86.

²⁴ “Update to District’s Risk Management Policy to Address OEHHA’s Revised Risk Assessment Guidance Document.” SJVAPCD, May 2015, available at: <https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf>, p. 8, 20, 24.

²⁵ “Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics ‘Hot Spots’ Information and Assessment Act,” July 2018, available at: <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf>, p. 16.

“Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments.” OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>

²⁶ “Risk Assessment Procedures for Rules 1401, 1401.1, and 212.” SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

Child Exposure Duration	14.00			2.3E-04	Child Exposure	6.9E-04
Operation	14.00	1.919	261	7.7E-05	1	7.7E-05
Adult Exposure Duration	14.00			7.7E-05	Adult Exposure	7.7E-05
Lifetime Exposure Duration	30.00			3.7E-04	Lifetime Exposure	1.4E-03

* We, along with CARB and SCAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, utilizing age sensitivity factors, are approximately 77, 690, 620, and 23 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing age sensitivity factors, is approximately 1,400 in one million. The 3rd trimester, infant, child, adult, and lifetime cancer risks all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. Utilizing age sensitivity factors is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without age sensitivity factors are presented in the table above, although we **do not** recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 25 meters away, over the course of Project construction and operation, without age sensitivity factors, are approximately 77, 230, 62, and 2.3 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without age sensitivity factors, is approximately 370 in one million. The infant, child, and lifetime cancer risks, without age sensitivity factors, all exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the AQ Report. While we recommend the use of age sensitivity factors, health risk impacts exceed the SCAQMD threshold regardless.

As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines") and, therefore, a full CEQA analysis must be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection.²⁷ The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that

²⁷ "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, available at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>, p. 1-5

construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare a Project-specific EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk assessment which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

Greenhouse Gas

Failure to Evaluate Greenhouse Gas Impacts

As previously stated, the Report claims that the Project is categorically exempt pursuant to Section 15332 of the CEQA Guidelines (p. 1). As a result, the Project's potential greenhouse gas ("GHG") impacts have not been evaluated. However, as discussed above, the proposed Project does not qualify for a Class 32 Exemption, as the AQ Report fails to adequately analyze the Project's potential air quality impacts. As a result, a full CEQA analysis should be prepared for the proposed Project, including an evaluation of the Project's GHG impacts.

In an effort to determine the significance of the Project's GHG impacts, we conducted an analysis of the Project's GHG emissions utilizing SWAPE's updated CalEEMod model, as previously described. The SCAQMD provides an updated Tier 4 service population efficiency target goal of 3.0 MTCO₂e/SP/year for target year 2035.²⁸ The CalEEMod output files, modeled by SWAPE with Project-specific information, disclose the Project's mitigated emissions, which include approximately 452 MT CO₂e of total construction emissions and approximately 1,471 MT CO₂e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). Furthermore, according to CAPCOA's *CEQA & Climate Change* report, service population is defined as "the sum of the number of residents and the number of jobs supported by the project."²⁹ The Project's CalEEMod output files indicate that the Project would house 312 residents. As the Project does not contain any nonresidential land uses, we assumed the Project would not employ any workers. Thus, we estimate a service population of 312 people.³⁰ When dividing the Project's GHG emissions (amortized construction + operational) by the service population, we find that the Project would emit approximately 4.8 MT CO₂e/SP/yr.³¹ When we compare the Project's service population efficiency of 4.8 MT CO₂e/SP/year to the SCAQMD's updated

²⁸ See SCAQMD (Dec. 5, 2008) Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2); see also SCAQMD (Oct. 2008) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf); SCAQMD (Sep. 28, 2010) Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group # 15, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf).

²⁹ CAPCOA (Jan. 2008) CEQA & Climate Change, p. 71-72, <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>.

³⁰ Calculated: 312 residents + 0 employees = 312 service population.

³¹ Calculated: (1,485.7 MT CO₂e/year) / (312 service population) = (4.8 MT CO₂e/SP/year).

Tier 4 service population efficiency target goal, we find a potentially significant GHG impact (see table below).

SWAPE Annual Greenhouse Gas Emissions	
Project Phase	Proposed Project (MT CO ₂ e/year)
Construction (amortized over 30 years)	15.1
Area	36.8
Energy	461.0
Mobile	858.6
Waste	25.2
Water	89.0
Total	1485.7
Service Population	312
Service Population Efficiency	4.8
Threshold	3
Exceed?	Yes

As the table above demonstrates, the Project's GHG emissions exceed the SCAQMD's 2035 service population efficiency threshold of 3.0 MT CO₂e/SP/year, thus demonstrating a potentially significant impact not previously assessed or identified in the AQ Report. Thus, a full CEQA analysis should be prepared for the Project and additional mitigation should be incorporated accordingly.

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink that reads "Paul Rosenfeld". The signature is written in a cursive style with a large initial "P" and "R".

Paul E. Rosenfeld, Ph.D.

Attachment C 2

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1331 South Pacific Avenue Future
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.

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Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2020	7-31-2020	1.8625	1.8625
2	8-1-2020	9-30-2020	0.3915	0.3915
		Highest	1.8625	1.8625

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NonBiogenic CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Energy	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	459.8243	459.8243	0.0106	2.9700e-003	460.9742
Mobile	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Waste						0.0000	0.0000		0.0000	0.0000	10.1780	0.0000	10.1780	0.6015	0.0000	25.2155
Water						0.0000	0.0000		0.0000	0.0000	2.2531	79.2079	81.4609	0.2333	5.8500e-003	89.0367
Total	1.0220	1.0896	4.5300	0.0114	0.7474	0.1220	0.8694	0.2003	0.1215	0.3218	24.0089	1,420,593 ⁰	1,444,602 ⁰	0.9275	9.6100e-003	1,470,651 ⁷

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2.2 Overall Operational**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Energy	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	459.8243	459.8243	0.0106	2.9700e-003	460.9742
Mobile	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Waste						0.0000	0.0000		0.0000	0.0000	10.1780	0.0000	10.1780	0.6015	0.0000	25.2155
Water						0.0000	0.0000		0.0000	0.0000	2.2531	79.2079	81.4609	0.2333	5.8500e-003	89.0367
Total	1.0220	1.0896	4.5300	0.0114	0.7474	0.1220	0.8694	0.2003	0.1215	0.3218	24.0089	1,420,593 ⁰	1,444,602 ⁰	0.9275	9.6100e-003	1,470,651 ⁷
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.72

Acres of Paving: 0

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048
(Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8100e-003	0.0884	0.0207	2.6000e-004	6.1100e-003	3.2000e-004	6.4300e-003	1.6600e-003	3.1000e-004	1.9800e-003	0.0000	25.6116	25.6116	1.6200e-003	0.0000	25.6521
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.7000e-004	5.1500e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2767	1.2767	4.0000e-005	0.0000	1.2777
Total	3.3900e-003	0.0889	0.0259	2.7000e-004	7.4800e-003	3.3000e-004	7.8100e-003	2.0400e-003	3.2000e-004	2.3500e-003	0.0000	26.8883	26.8883	1.6600e-003	0.0000	26.9298

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0376	0.0000	0.0376	5.6900e-003	0.0000	5.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e-003	0.0631	0.0607	1.0000e-004		3.3600e-003	3.3600e-003		3.2100e-003	3.2100e-003	0.0000	8.8544	8.8544	1.8700e-003	0.0000	8.9010
Total	7.4000e-003	0.0631	0.0607	1.0000e-004	0.0376	3.3600e-003	0.0409	5.6900e-003	3.2100e-003	8.9000e-003	0.0000	8.8544	8.8544	1.8700e-003	0.0000	8.9010

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3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8100e-003	0.0884	0.0207	2.6000e-004	6.1100e-003	3.2000e-004	6.4300e-003	1.6600e-003	3.1000e-004	1.9800e-003	0.0000	25.6116	25.6116	1.6200e-003	0.0000	25.6521
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.7000e-004	5.1500e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2767	1.2767	4.0000e-005	0.0000	1.2777
Total	3.3900e-003	0.0889	0.0259	2.7000e-004	7.4800e-003	3.3000e-004	7.8100e-003	2.0400e-003	3.2000e-004	2.3500e-003	0.0000	26.8883	26.8883	1.6600e-003	0.0000	26.9298

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	3.4000e-004	4.2200e-003	2.0500e-003	0.0000	2.7000e-004	1.7000e-004	4.4000e-004	3.0000e-005	1.5000e-004	1.8000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	3.4000e-004	4.2200e-003	2.0500e-003	0.0000	2.7000e-004	1.7000e-004	4.4000e-004	3.0000e-005	1.5000e-004	1.8000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256
Total	1.0000e-005	1.0000e-005	1.0000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0255	0.0255	0.0000	0.0000	0.0256

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4500e-003	0.0000	2.4500e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0186	0.0175	4.0000e-005		8.9000e-004	8.9000e-004		8.4000e-004	8.4000e-004	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783
Total	2.0100e-003	0.0186	0.0175	4.0000e-005	2.4500e-003	8.9000e-004	3.3400e-003	6.5000e-004	8.4000e-004	1.4900e-003	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Hauling	0.0271	0.8494	0.1992	2.5000e-003	0.0587	3.0700e-003	0.0618	0.0161	2.9400e-003	0.0191	0.0000	246.1516	246.1516	0.0156	0.0000	246.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
Total	0.0272	0.8495	0.2004	2.5000e-003	0.0590	3.0700e-003	0.0621	0.0162	2.9400e-003	0.0192	0.0000	246.4580	246.4580	0.0156	0.0000	246.8480

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4500e-003	0.0000	2.4500e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0186	0.0175	4.0000e-005		8.9000e-004	8.9000e-004		8.4000e-004	8.4000e-004	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783
Total	2.0100e-003	0.0186	0.0175	4.0000e-005	2.4500e-003	8.9000e-004	3.3400e-003	6.5000e-004	8.4000e-004	1.4900e-003	0.0000	3.0586	3.0586	7.9000e-004	0.0000	3.0783

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3.4 Grading - 2020**Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0271	0.8494	0.1992	2.5000e-003	0.0587	3.0700e-003	0.0618	0.0161	2.9400e-003	0.0191	0.0000	246.1516	246.1516	0.0156	0.0000	246.5414
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
Total	0.0272	0.8495	0.2004	2.5000e-003	0.0590	3.0700e-003	0.0621	0.0162	2.9400e-003	0.0192	0.0000	246.4580	246.4580	0.0156	0.0000	246.8480

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2991	85.2991	0.0182	0.0000	85.7543
Total	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2991	85.2991	0.0182	0.0000	85.7543

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1084	0.0293	2.6000e-004	6.3000e-003	5.0000e-004	6.8000e-003	1.8200e-003	4.8000e-004	2.3000e-003	0.0000	24.8426	24.8426	1.5800e-003	0.0000	24.8821
Worker	0.0231	0.0186	0.2058	5.7000e-004	0.0548	4.7000e-004	0.0553	0.0146	4.3000e-004	0.0150	0.0000	51.0675	51.0675	1.6100e-003	0.0000	51.1078
Total	0.0267	0.1270	0.2352	8.3000e-004	0.0611	9.7000e-004	0.0621	0.0164	9.1000e-004	0.0173	0.0000	75.9102	75.9102	3.1900e-003	0.0000	75.9898

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Off-Road	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2990	85.2990	0.0182	0.0000	85.7542
Total	0.0777	0.6715	0.6149	1.0000e-003	0.0399	0.0399	0.0399	0.0380	0.0380	0.0380	0.0000	85.2990	85.2990	0.0182	0.0000	85.7542

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1084	0.0293	2.6000e-004	6.3000e-003	5.0000e-004	6.8000e-003	1.8200e-003	4.8000e-004	2.3000e-003	0.0000	24.8426	24.8426	1.5800e-003	0.0000	24.8821
Worker	0.0231	0.0186	0.2058	5.7000e-004	0.0548	4.7000e-004	0.0553	0.0146	4.3000e-004	0.0150	0.0000	51.0675	51.0675	1.6100e-003	0.0000	51.1078
Total	0.0267	0.1270	0.2352	8.3000e-004	0.0611	9.7000e-004	0.0621	0.0164	9.1000e-004	0.0173	0.0000	75.9102	75.9102	3.1900e-003	0.0000	75.9898

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600
Total	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	0.0000	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.9300e-003	0.0181	0.0178	3.0000e-005	9.9000e-004	9.9000e-004	9.9000e-004	9.2000e-004	9.2000e-004	0.0000	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600
Total	2.1000e-004	1.7000e-004	1.8500e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4596	0.4596	1.0000e-005	0.0000	0.4600

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3481					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.3487	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Archit. Coating	0.3481					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1000e-004	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396
Total	0.3487	4.2100e-003	4.5800e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6396

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174
Unmitigated	0.1933	1.0020	2.6892	9.2900e-003	0.7474	7.9400e-003	0.7553	0.2003	7.4200e-003	0.2078	0.0000	857.4729	857.4729	0.0458	0.0000	858.6174

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment's Mid Rise	576.61	576.61	576.61	1,969,172	1,969,172
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	576.61	576.61	576.61	1,969,172	1,969,172

4.3 Trip Type Information

	Miles	Trip %					Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment's Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment's Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	406.2125	406.2125	9.5900e-003	1.9800e-003	407.0439
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	406.2125	406.2125	9.5900e-003	1.9800e-003	407.0439
NaturalGas Mitigated	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
NaturalGas Unmitigated	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.00465e+006	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.00465e+006	5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		5.4200e-003	0.0463	0.0197	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6118	53.6118	1.0300e-003	9.8000e-004	53.9304

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431649	240.4117	5.6800e-003	1.1700e-003	240.9038
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
Total		406.2125	9.6000e-003	1.9800e-003	407.0439

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431649	240.4117	5.6800e-003	1.1700e-003	240.9038
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
Total		406.2125	9.6000e-003	1.9800e-003	407.0439

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080
Unmitigated	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3972					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3570	0.0263	0.6929	1.7700e-003		0.1041	0.1041		0.1041	0.1041	11.5779	22.2487	33.8266	0.0345	7.9000e-004	34.9240
Landscaping	0.0343	0.0130	1.1282	6.0000e-005		6.2200e-003	6.2200e-003		6.2200e-003	6.2200e-003	0.0000	1.8393	1.8393	1.7900e-003	0.0000	1.8840
Total	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0348					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3972					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3570	0.0283	0.6929	1.7700e-003		0.1041	0.1041		0.1041	0.1041	11.5779	22.2487	33.8266	0.0345	7.9000e-004	34.9240
Landscaping	0.0343	0.0130	1.1282	6.0000e-005		6.2200e-003	6.2200e-003		6.2200e-003	6.2200e-003	0.0000	1.8393	1.8393	1.7900e-003	0.0000	1.8840
Total	0.8233	0.0413	1.8211	1.8300e-003		0.1103	0.1103		0.1103	0.1103	11.5779	24.0880	35.6659	0.0363	7.9000e-004	36.8080

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	81.4609	0.2333	5.8500e-003	89.0367
Unmitigated	81.4609	0.2333	5.8500e-003	89.0367

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	81.4609	0.2333	5.8500e-003	89.0367
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		81.4609	0.2333	5.8500e-003	89.0367

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	81.4609	0.2333	5.8500e-003	89.0367
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		81.4609	0.2333	5.8500e-003	89.0367

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.1780	0.6015	0.0000	25.2155
Unmitigated	10.1780	0.6015	0.0000	25.2155

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8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		10.1780	0.6015	0.0000	25.2155

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		10.1780	0.6015	0.0000	25.2155

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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1331 South Pacific Avenue Future
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.

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Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

2.0 Emissions Summary

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.1183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613		5,382.129 ⁰	5,382.129 ⁰	0.2795		5,389.116 ⁰
Total	32.3511	7.8845	79.9131	0.1965	4.1873	8.4402	12.6275	1.1206	8.4373	9.5579	1,020.994¹	7,684.167³	8,705.161⁴	3.3463	0.0752	8,811.237⁷

Mitigated Operational

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.1183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613		5,382.129 ⁰	5,382.129 ⁰	0.2795		5,389.116 ⁰
Total	32.3511	7.8845	79.9131	0.1965	4.1873	8.4402	12.6275	1.1206	8.4373	9.5579	1,020.994¹	7,684.167³	8,705.161⁴	3.3463	0.0752	8,811.237⁷

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.72

Acres of Paving: 0

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048
 (Architectural Coating – sqft)

OffRoad Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	100.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	1,952.055 ²	1,952.055 ²	1,952.055 ²	0.4114		1,962.339 ²
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	1,952.055²	1,952.055²	1,952.055²	0.4114		1,962.339²

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.5598	16.9496	4.0951	0.0523	1.2430	0.0638	1.3067	0.3407	0.0610	0.4016		5,667.864 ³	5,667.864 ³	0.3545		5,676.726 ⁸
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1151	0.0819	1.0946	2.9500e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		294.0282	294.0282	9.2700e-003		294.2600
Total	0.6749	17.0315	5.1897	0.0553	1.5224	0.0661	1.5885	0.4148	0.0631	0.4779		5,961.892 ⁵	5,961.892 ⁵	0.3638		5,970.986 ⁸

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	0.0000	1,952.055 ²	1,952.055 ²	0.4114		1,962.339 ²
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	0.0000	1,952.055 ²	1,952.055 ²	0.4114		1,962.339 ²

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3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.5598	16.9496	4.0951	0.0523	1.2430	0.0638	1.3067	0.3407	0.0610	0.4016		5,667.864 ³	5,667.864 ³	0.3545		5,676.726 ⁸
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1151	0.0819	1.0946	2.9500e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		294.0282	294.0282	9.2700e-003		294.2600
Total	0.6749	17.0315	5.1897	0.0553	1.5224	0.0661	1.5885	0.4148	0.0631	0.4779		5,961.892 ⁵	5,961.892 ⁵	0.3638		5,970.986 ⁸

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658		943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658	0.0000	943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441		3,371.530 ⁷	3,371.530 ⁷	0.8704		3,393.291 ⁹
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990		3,371.530⁷	3,371.530⁷	0.8704		3,393.291⁹

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	26.9027	814.5100	196.7892	2.5130	59.7315	3.0634	62.7949	16.3699	2.9308	19.3007		272,367.8 279	272,367.8 279	17.0356		272,793.7 172
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	27.0407	814.6082	198.1027	2.5166	60.0669	3.0662	63.1330	16.4589	2.9334	19.3922		272,720.6 618	272,720.6 618	17.0467		273,146.8 291

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441	0.0000	3,371.530 7	3,371.530 7	0.8704		3,393.291 9
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990	0.0000	3,371.530 7	3,371.530 7	0.8704		3,393.291 9

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	26.9027	814.5100	196.7892	2.5130	59.7315	3.0634	62.7949	16.3699	2.9308	19.3007		272.367.8	272.367.8	17.0356		272.793.7
												279	279			172
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	27.0407	814.6082	198.1027	2.5166	60.0669	3.0662	63.1330	16.4589	2.9334	19.3922		272.720.6	272.720.6	17.0467		273.146.8
												618	618			291

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.523	1,880.523	0.4014		1,890.558
												4	4			1
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.523	1,880.523	0.4014		1,890.558
												4	4			1

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0711	2.1275	0.5574	5.1900e-003	0.1280	0.0100	0.1381	0.0369	9.5800e-003	0.0464		554.0494	554.0494	0.0338		554.8946
Worker	0.4602	0.3274	4.3785	0.0118	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,176.1129	1,176.1129	0.0371		1,177.0399
Total	0.5313	2.4548	4.9359	0.0170	1.2458	0.0194	1.2652	0.3333	0.0182	0.3515		1,730.1623	1,730.1623	0.0709		1,731.9345

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0711	2.1275	0.5574	5.1900e-003	0.1280	0.0100	0.1381	0.0369	9.5800e-003	0.0464	554.0494	554.0494	0.0338			554.8946
Worker	0.4602	0.3274	4.3785	0.0118	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050	1,176.1129	1,176.1129	0.0371			1,177.0399
Total	0.5313	2.4548	4.9359	0.0170	1.2458	0.0194	1.2652	0.3333	0.0182	0.3515	1,730.1623	1,730.1623	0.0709			1,731.9345

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	1,035.3926	1,035.3926	0.3016			1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	1,035.3926	1,035.3926	0.3016			1,042.9323

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	139.4757	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	139.4757	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613	5,382,129	5,382,129	0	0.2795		5,389,116
											0	0	0			0
Unmitigated	1.183	5.2652	15.3478	0.0529	4.1873	0.0436	4.2309	1.1206	0.0407	1.1613	5,382,129	5,382,129	0	0.2795		5,389,116

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment's Mid Rise	576.61	576.61	576.61	1,969,172	1,969,172
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	576.61	576.61	576.61	1,969,172	1,969,172

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment's Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment's Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
NaturalGas Unmitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
Apartments Mid Rise	2752.46	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
Apartments Mid Rise	2,752.46	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

6.0 Area Detail**6.1 Mitigation Measures Area**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Unmitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 ¹	1,962.000 ⁰	2,982.994 ¹	3.0448	0.0693	3,079.764 ⁹
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 ¹	1,962.000 ⁰	2,982.994 ¹	3.0448	0.0693	3,079.764 ⁹
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994¹	1,978.220⁰	2,999.214¹	3.0606	0.0693	3,096.379⁰

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

1331 South Pacific Avenue Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2021

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MW/hr)	1227.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006

1.3 User Entered Comments & Non-Default Data

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - See SWAPE comment about parking land use size.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment - Consistent with AQ Report model.

Off-road Equipment -

Off-road Equipment -

Grading - Consistent with AQ Report model.

Demolition - Consistent with AQ Report model.

Trips and VMT - See SWAPE comment about worker trips.

Vehicle Trips - Consistent with AQ Report model.

Woodstoves - See SWAPE comment about fireplace and woodstove values.

Construction Off-road Equipment Mitigation - See SWAPE comment about construction-related mitigation measures.

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.72
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.87	0.72
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29

2.0 Emissions Summary

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	139,577.9	852,502.9	221,550.3	2,529.2	62,521.6	3,982.2	66,503.8	17,113.8	3,799.9	20,913.7	0.0000	273,614.0	273,614.0	18,265.7	0.0000	274,070.7
Maximum	139,577.9	852,502.9	221,550.3	2,529.2	62,521.6	3,982.2	66,503.8	17,113.8	3,799.9	20,913.7	0.0000	273,614.0	273,614.0	18,265.7	0.0000	274,070.7

Mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
2020	139.5779	852.5029	221.5503	2.5292	62.5216	3.9822	66.5038	17.1138	3.7999	20.9137	0.0000	273,614.0	273,614.0	18.2657	0.0000	274,070.7
Maximum	139.5779	852.5029	221.5503	2.5292	62.5216	3.9822	66.5038	17.1138	3.7999	20.9137	0.0000	273,614.0	273,614.0	18.2657	0.0000	274,070.7

[illegible]

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616		5,121.666 ¹	5,121.666 ¹	0.2782		5,128.622 ⁰
Total	32.3194	8.0234	79.1293	0.1939	4.1873	8.4404	12.6277	1.1206	8.4375	9.5381	1,020.994¹	7,423.704⁵	8,444.698⁶	3.3450	0.0752	8,550.743⁷

Mitigated Operational

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Energy	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
Mobile	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616		5,121.666 ¹	5,121.666 ¹	0.2782		5,128.622 ⁰
Total	32.3194	8.0234	79.1293	0.1939	4.1873	8.4404	12.6277	1.1206	8.4375	9.5381	1,020.994¹	7,423.704⁵	8,444.698⁶	3.3450	0.0752	8,550.743⁷

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	5/1/2020	5/14/2020	5	10	
2	Site Preparation	Site Preparation	5/15/2020	5/15/2020	5	1	
3	Grading	Grading	5/16/2020	5/19/2020	5	2	
4	Building Construction	Building Construction	5/20/2020	10/6/2020	5	100	
5	Paving	Paving	10/7/2020	10/13/2020	5	5	
6	Architectural Coating	Architectural Coating	10/14/2020	10/20/2020	5	5	

Acres of Grading (Site Preparation Phase): 0.5**Acres of Grading (Grading Phase): 0.72****Acres of Paving: 0**

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048 (Architectural Coating – sqft)

OffRoad Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56

Trips and VMT

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	100.00	20.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	1,952.055 ²	1,952.055 ²	1,952.055 ²	0.4114		1,962.339 ²
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	1,952.055²	1,952.055²	1,952.055²	0.4114		1,962.339²

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

3.2 Demolition - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.5671	17.3512	4.2204	0.0518	1.2430	0.0642	1.3072	0.3407	0.0615	0.4021		5,616.724 ³	5,616.724 ³	0.3618		5,625.768 ⁵
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1278	0.0906	1.0025	2.7800e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		276.8551	276.8551	8.7300e-003		277.0733
Total	0.6948	17.4418	5.2230	0.0546	1.5224	0.0666	1.5890	0.4148	0.0636	0.4784		5,893.579⁴	5,893.579⁴	0.3705		5,902.841⁸

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.4796	12.6103	12.1445	0.0209		0.6725	0.6725		0.6417	0.6417	0.0000	1,952.055 ²	1,952.055 ²	0.4114		1,962.339 ²
Total	1.4796	12.6103	12.1445	0.0209	7.5132	0.6725	8.1857	1.1376	0.6417	1.7792	0.0000	1,952.055²	1,952.055²	0.4114		1,962.339²

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

3.2 Demolition - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.5671	17.3512	4.2204	0.0518	1.2430	0.0642	1.3072	0.3407	0.0615	0.4021		5,616.724 3	5,616.724 3	0.3618		5,625.768 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1278	0.0906	1.0025	2.7800e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		276.8551	276.8551	8.7300e-003		277.0733
Total	0.6948	17.4418	5.2230	0.0546	1.5224	0.0666	1.5890	0.4148	0.0636	0.4784		5,893.579 4	5,893.579 4	0.3705		5,902.841 8

3.3 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658		943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	0.6853	8.4307	4.0942	9.7400e-003	0.5303	0.3353	0.8656	0.0573	0.3085	0.3658	0.0000	943.4872	943.4872	0.3051		951.1158

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3.3 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147

3.4 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441		3,371.5307	3,371.5307	0.8704		3,393.2919
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990		3,371.5307	3,371.5307	0.8704		3,393.2919

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3.4 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	27.2509	833.8072	202.8111	2.4903	59.7315	3.0869	62.8184	16.3699	2.9533	19.3232		269,910.3082	269,910.3082	17.3848		270,344.9284
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1533	0.1087	1.2030	3.3400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		332.2261	332.2261	0.0105		332.4879
Total	27.4042	833.9160	204.0142	2.4936	60.0669	3.0897	63.1565	16.4589	2.9558	19.4147		270,242.5343	270,242.5343	17.3953		270,677.4163

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Fugitive Dust					2.4548	0.0000	2.4548	0.6549	0.0000	0.6549			0.0000			0.0000
Off-Road	2.0060	18.5869	17.5361	0.0356		0.8926	0.8926		0.8441	0.8441	0.0000	3,371.5307	3,371.5307	0.8704		3,393.2919
Total	2.0060	18.5869	17.5361	0.0356	2.4548	0.8926	3.3473	0.6549	0.8441	1.4990	0.0000	3,371.5307	3,371.5307	0.8704		3,393.2919

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3.4 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	27.2509	833.8072	202.8111	2.4903	59.7315	3.0869	62.8184	16.3699	2.9533	19.3232		269.910.3082	269.910.3082	17.3848		270.344.9284
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1533	0.1087	1.2030	3.3400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		332.2261	332.2261	0.0105		332.4879
Total	27.4042	833.9160	204.0142	2.4936	60.0669	3.0897	63.1565	16.4589	2.9558	19.4147		270.242.5343	270.242.5343	17.3953		270.677.4163

3.5 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.5234	1,880.5234	0.4014		1,890.5581
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606		1,880.5234	1,880.5234	0.4014		1,890.5581

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3.5 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0744	2.1270	0.6148	5.0500e-003	0.1280	0.0102	0.1382	0.0369	9.7300e-003	0.0466		538.8981	538.8981	0.0360		539.7990
Worker	0.5110	0.3625	4.0101	0.0111	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,107.4204	1,107.4204	0.0349		1,108.2930
Total	0.5854	2.4895	4.6249	0.0162	1.2458	0.0195	1.2653	0.3333	0.0183	0.3516		1,646.3185	1,646.3185	0.0709		1,648,0920

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Off-Road	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581
Total	1.5530	13.4302	12.2980	0.0200		0.7985	0.7985		0.7606	0.7606	0.0000	1,880.5234	1,880.5234	0.4014		1,890.5581

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3.5 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	0.0744	2.1270	0.6148	5.0500e-003	0.1280	0.0102	0.1382	0.0369	9.7300e-003	0.0466		538.8981	538.8981	0.0360		539.7990
Worker	0.5110	0.3625	4.0101	0.0111	1.1178	9.3400e-003	1.1271	0.2964	8.6100e-003	0.3050		1,107.4204	1,107.4204	0.0349		1,108.2930
Total	0.5854	2.4895	4.6249	0.0162	1.2458	0.0195	1.2653	0.3333	0.0183	0.3516		1,646.3185	1,646.3185	0.0709		1,648.0920

3.6 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323

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3.6 Paving - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323

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3.6 Paving - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927

3.7 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	139.4757	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0583	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586

Mitigated Construction On-Site

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Category	lb/day															
Archit. Coating	139.2336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	139.4757	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

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3.7 Architectural Coating - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	FOG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616	5,121,666	5,121,666	5,121,666	0.2782		5,128,622
											1	1	1			0
Unmitigated	1.0866	5.4040	14.5640	0.0504	4.1873	0.0438	4.2311	1.1206	0.0409	1.1616	5,121,666	5,121,666	5,121,666	0.2782		5,128,622
											1	1	1			0

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment's Mid Rise	576.61	576.61	576.61	1,969,172	1,969,172
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	576.61	576.61	576.61	1,969,172	1,969,172

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartment's Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartment's Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427
NaturalGas Unmitigated	0.0297	0.2537	0.1079	1.6200e-003		0.0205	0.0205		0.0205	0.0205		323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Apartments Mid Rise	2752.46	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427		
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427		

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.75246	0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427	
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total		0.0297	0.2537	0.1079	1.6200e-003	0.0205	0.0205	0.0205	0.0205	0.0205	0.0205	323.8184	323.8184	6.2100e-003	5.9400e-003	325.7427	

6.0 Area Detail**6.1 Mitigation Measures Area**

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰
Unmitigated	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 ¹	1,962.000 ⁰	2,982.994 ¹	3.0448	0.0693	3,079.764 ⁹
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994 ¹	1,978.220 ⁰	2,999.214 ¹	3.0606	0.0693	3,096.379 ⁰

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1907					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	28.5619	2.2616	55.4322	0.1414		8.3263	8.3263		8.3263	8.3263	1,020.994 ¹	1,962.000 ⁰	2,982.994 ¹	3.0448	0.0693	3,079.764 ⁹
Landscaping	0.2743	0.1042	9.0252	4.8000e-004		0.0497	0.0497		0.0497	0.0497		16.2200	16.2200	0.0158		16.6141
Total	31.2031	2.3657	64.4574	0.1419		8.3761	8.3761		8.3761	8.3761	1,020.994¹	1,978.220⁰	2,999.214¹	3.0606	0.0693	3,096.379⁰

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C 3

Start date and time 10/28/20 14:41:21

AERSCREEN 16216

1331 S Pacific Avenue Construction

1331 S Pacific Avenue Construction

----- DATA ENTRY VALIDATION -----

METRIC

ENGLISH

** AREADATA **

Emission Rate: 0.305E-02 g/s 0.242E-01 lb/hr

Area Height: 3.00 meters 9.84 feet

Area Source Length: 65.00 meters 213.25 feet

Area Source Width: 45.00 meters 147.64 feet

Vertical Dimension: 1.50 meters 4.92 feet

Model Mode: URBAN

Population: 3990000

Dist to Ambient Air: 1.0 meters 3. feet

** BUILDING DATA **

No Building Downwash Parameters

**** TERRAIN DATA ****

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

**** FUMIGATION DATA ****

No fumigation requested

**** METEOROLOGY DATA ****

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity (u^*): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2020.10.28_1331SPacific_Construction.out

*** AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 10/28/20 14:42:07

Running AERMOD

Processing Winter

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Spring

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Summer

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 5

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 10

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 15

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Autumn

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 35

***** WARNING MESSAGES *****

*** NONE ***

FLOWSECTOR ended 10/28/20 14:42:17

REFINE started 10/28/20 14:42:17

AERMOD Finishes Successfully for REFINE stage 3 Winter sector 0

***** WARNING MESSAGES *****

*** NONE ***

REFINE ended 10/28/20 14:42:18

AERSCREEN Finished Successfully

With no errors or warnings

Check log file for details

Ending date and time 10/28/20 14:42:20

Concentration			Distance		Elevation	Diag	Season/Month		Zo sector		Date	
H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
REF	TA	HT										HT
	0.13009E+02		1.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.16698E+02		25.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
*	0.17527E+02		33.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10996E+02		50.00	0.00	30.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.57488E+01		75.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.37842E+01		100.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.27537E+01		125.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.21288E+01		150.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.17147E+01		175.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.14234E+01		200.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.12078E+01		225.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10434E+01		250.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.91440E+00		275.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.81077E+00		300.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.72564E+00		325.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.65508E+00		350.00	0.00	10.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

310.0	2.0										
	0.59557E+00	375.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.54485E+00	400.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.50130E+00	425.00	0.00	5.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.46347E+00	450.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.43039E+00	475.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.40110E+00	500.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.37504E+00	525.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.35170E+00	550.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.33078E+00	575.00	0.00	5.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.31192E+00	600.00	0.00	0.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.29487E+00	625.00	0.00	10.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.27937E+00	650.00	0.00	15.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.26524E+00	675.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.25230E+00	699.99	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.24040E+00	725.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.22945E+00	750.00	0.00	20.0	Winter	0-360	10011001				
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000 1.50	0.35	0.50	10.0			
310.0	2.0										
	0.21934E+00	775.00	0.00	15.0	Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21073E+00		800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20200E+00		825.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19388E+00		850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18630E+00		875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17922E+00		900.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17260E+00		925.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16639E+00		950.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16055E+00		975.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15506E+00		1000.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14989E+00		1025.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14501E+00		1050.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14040E+00		1075.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.13604E+00		1100.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.13190E+00		1125.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.12798E+00		1149.99		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043										

0.12072E+00	1200.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11735E+00	1225.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11414E+00	1250.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11108E+00	1275.00	0.00	30.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10816E+00	1300.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10537E+00	1325.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10270E+00	1350.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10015E+00	1375.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.97702E-01	1400.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.95358E-01	1425.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.93110E-01	1450.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.90953E-01	1475.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.88880E-01	1500.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.86888E-01	1525.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.84972E-01	1550.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.83128E-01	1574.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.81352E-01	1600.00	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.79640E-01	1625.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.77991E-01	1650.00	0.00	20.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.76399E-01	1675.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.74863E-01	1700.00	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.73380E-01	1725.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.71947E-01	1750.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.70561E-01	1775.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.69221E-01	1800.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.67925E-01	1824.99	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.66670E-01	1850.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.65455E-01	1875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.64277E-01	1899.99	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.63136E-01	1924.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.62029E-01	1950.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.60956E-01	1975.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.59915E-01	2000.00	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.58904E-01	2025.00	0.00	5.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.57922E-01		2050.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56968E-01		2075.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56041E-01		2100.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.55140E-01		2124.99		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.54264E-01		2150.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.53411E-01		2175.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.52582E-01		2200.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.51775E-01		2224.99		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.50988E-01		2250.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.50223E-01		2275.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.49477E-01		2300.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.48751E-01		2325.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.48042E-01		2350.00		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.47352E-01		2375.00		0.00	0.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.46678E-01		2399.99		0.00	35.0		Winter	0-360	10011001	
-											

0.45380E-01	2449.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44753E-01	2475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44142E-01	2500.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43544E-01	2525.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42961E-01	2550.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42390E-01	2575.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.41833E-01	2600.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.41289E-01	2625.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.40756E-01	2650.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.40236E-01	2675.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.39726E-01	2700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.39228E-01	2725.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.38741E-01	2750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.38263E-01	2775.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.37796E-01	2800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.37339E-01	2824.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.36892E-01	2850.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.36453E-01	2875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36024E-01	2900.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35603E-01	2925.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35190E-01	2950.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34786E-01	2975.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34390E-01	3000.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.34001E-01	3025.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.33620E-01	3050.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.33247E-01	3075.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32880E-01	3100.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32521E-01	3125.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.32168E-01	3150.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31822E-01	3174.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31482E-01	3200.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.31148E-01	3225.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.30821E-01	3249.99	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.30499E-01	3275.00	0.00	0.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.30183E-01		3300.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29873E-01		3325.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29568E-01		3350.00	0.00	5.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.29269E-01		3375.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28975E-01		3400.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28686E-01		3425.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28401E-01		3450.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.28122E-01		3475.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27848E-01		3500.00	0.00	20.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27578E-01		3525.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27312E-01		3550.00	0.00	25.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.27051E-01		3575.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26794E-01		3600.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26542E-01		3625.00	0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.26293E-01		3650.00	0.00	0.0		Winter		0-360	10011001	
-1.30											

0.25808E-01	3700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25572E-01	3725.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25339E-01	3750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25109E-01	3775.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24883E-01	3800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24661E-01	3825.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24442E-01	3850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24227E-01	3875.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.24014E-01	3900.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23805E-01	3925.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23599E-01	3950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23396E-01	3975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23197E-01	4000.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.23000E-01	4025.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22806E-01	4050.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22614E-01	4074.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.22426E-01	4100.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.22240E-01	4125.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22057E-01	4150.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21877E-01	4175.00	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21699E-01	4200.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21523E-01	4225.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21350E-01	4250.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21179E-01	4275.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.21011E-01	4300.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20845E-01	4325.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20681E-01	4350.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20520E-01	4375.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20360E-01	4400.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20203E-01	4425.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.20048E-01	4450.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19895E-01	4475.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19744E-01	4500.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.19595E-01	4525.00	0.00	10.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19448E-01		4550.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19303E-01		4575.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19159E-01		4600.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19018E-01		4625.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18878E-01		4650.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18740E-01		4675.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18604E-01		4700.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18469E-01		4725.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18336E-01		4750.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18205E-01		4775.00		0.00	30.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18075E-01		4800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17947E-01		4825.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17821E-01		4850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17696E-01		4875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17573E-01		4900.00		0.00	0.0	Winter		0-360	10011001	
-1.30											

0.17330E-01	4950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.17211E-01	4975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.17094E-01	5000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						

Start date and time 10/28/20 14:42:25

AERSCREEN 16216

1331 S Pacific Avenue Operation

1331 S Pacific Avenue Operation

----- DATA ENTRY VALIDATION -----

	METRIC	ENGLISH
** AREADATA **	-----	-----
Emission Rate:	0.351E-02 g/s	0.279E-01 lb/hr
Area Height:	3.00 meters	9.84 feet
Area Source Length:	65.00 meters	213.25 feet
Area Source Width:	45.00 meters	147.64 feet
Vertical Dimension:	1.50 meters	4.92 feet
Model Mode:	URBAN	
Population:	3990000	
Dist to Ambient Air:	1.0 meters	3. feet

** BUILDING DATA **

No Building Downwash Parameters

**** TERRAIN DATA ****

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

**** FUMIGATION DATA ****

No fumigation requested

**** METEOROLOGY DATA ****

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity (u^*): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2020.10.28_1331SPacific_Operation.out

*** AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 10/28/20 14:43:22

Running AERMOD

Processing Winter

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Spring

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Summer

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 5

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 10

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 15

***** WARNING MESSAGES *****
*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector 35

***** WARNING MESSAGES *****

*** NONE ***

Running AERMOD

Processing Autumn

Processing surface roughness sector 1

Processing wind flow sector 1

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 0

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 2

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 5

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 3

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 10

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 4

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 15

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 5

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 20

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 6

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 25

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 7

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 30

***** WARNING MESSAGES *****

*** NONE ***

Processing wind flow sector 8

AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector 35

***** WARNING MESSAGES *****

*** NONE ***

FLOWSECTOR ended 10/28/20 14:43:32

REFINE started 10/28/20 14:43:32

AERMOD Finishes Successfully for REFINE stage 3 Winter sector 0

***** WARNING MESSAGES *****

*** NONE ***

REFINE ended 10/28/20 14:43:33

AERSCREEN Finished Successfully

With no errors or warnings

Check log file for details

Ending date and time 10/28/20 14:43:35

Concentration			Distance		Elevation	Diag	Season/Month		Zo sector		Date	
H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
REF	TA	HT										HT
	0.14953E+02		1.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.19193E+02		25.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
*	0.20146E+02		33.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.12639E+02		50.00	0.00	30.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.66078E+01		75.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.43497E+01		100.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31652E+01		125.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.24469E+01		150.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.19709E+01		175.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.16361E+01		200.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.13883E+01		225.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.11993E+01		250.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.10510E+01		275.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.93191E+00		300.00	0.00	0.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.83407E+00		325.00	0.00	5.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.75296E+00		350.00	0.00	10.0			Winter		0-360		10011001
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

310.0	2.0										
	0.68457E+00	375.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.62627E+00	400.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.57621E+00	425.00	0.00	5.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.53272E+00	450.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.49470E+00	475.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.46103E+00	500.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.43108E+00	525.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.40426E+00	550.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.38021E+00	575.00	0.00	5.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.35853E+00	600.00	0.00	0.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.33893E+00	625.00	0.00	10.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.32111E+00	650.00	0.00	15.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.30488E+00	675.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.29000E+00	699.99	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.27632E+00	725.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.26373E+00	750.00	0.00	20.0		Winter	0-360	10011001			
-1.30	0.043 -9.000	0.020 -999.	21.		6.0 1.000	1.50	0.35	0.50	10.0		
310.0	2.0										
	0.25211E+00	775.00	0.00	15.0		Winter	0-360	10011001			

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.24222E+00		800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.23219E+00		825.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22285E+00		850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21414E+00		875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20600E+00		900.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19839E+00		925.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.19125E+00		950.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.18454E+00		975.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17823E+00		1000.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.17229E+00		1025.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16668E+00		1050.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.16138E+00		1075.00		0.00	15.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15636E+00		1100.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.15161E+00		1125.00		0.00	20.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.14710E+00		1150.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043										

0.13876E+00	1200.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.13488E+00	1225.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.13120E+00	1249.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12768E+00	1275.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12432E+00	1300.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.12111E+00	1325.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11805E+00	1350.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11511E+00	1375.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.11230E+00	1400.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10961E+00	1425.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10702E+00	1450.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10454E+00	1475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.10216E+00	1500.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.99871E-01	1525.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.97668E-01	1550.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.95549E-01	1574.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.93508E-01	1600.00	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.91541E-01	1625.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.89644E-01	1650.00	0.00	20.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.87815E-01	1675.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.86049E-01	1700.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.84344E-01	1725.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.82697E-01	1750.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.81105E-01	1775.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.79565E-01	1800.00	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.78075E-01	1824.99	0.00	15.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.76632E-01	1850.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.75235E-01	1875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.73882E-01	1899.99	0.00	25.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.72570E-01	1924.99	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.71298E-01	1950.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.70065E-01	1975.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.68868E-01	2000.00	0.00	35.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.67705E-01	2025.00	0.00	5.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.66577E-01		2050.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.65480E-01		2075.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.64415E-01		2100.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.63379E-01		2124.99		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.62372E-01		2150.00		0.00	30.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.61392E-01		2175.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.60439E-01		2200.00		0.00	20.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.59511E-01		2224.99		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.58608E-01		2250.00		0.00	15.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.57728E-01		2275.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56870E-01		2300.00		0.00	0.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.56035E-01		2325.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.55221E-01		2350.00		0.00	25.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.54427E-01		2375.00		0.00	5.0		Winter	0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.53653E-01		2399.99		0.00	35.0		Winter	0-360	10011001	
-1											

0.52161E-01	2449.99	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.51441E-01	2475.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.50738E-01	2500.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.50051E-01	2525.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.49380E-01	2550.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.48725E-01	2575.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.48084E-01	2600.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.47458E-01	2625.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.46846E-01	2650.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.46248E-01	2675.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.45662E-01	2700.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.45090E-01	2725.00	0.00	20.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.44529E-01	2750.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43981E-01	2775.00	0.00	15.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.43444E-01	2800.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42919E-01	2824.99	0.00	35.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.42404E-01	2850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.41900E-01	2875.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.41406E-01	2900.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.40923E-01	2925.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.40449E-01	2950.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39984E-01	2975.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39528E-01	3000.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.39082E-01	3025.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.38644E-01	3050.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.38215E-01	3075.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.37793E-01	3100.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.37380E-01	3125.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36975E-01	3150.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36576E-01	3174.99	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.36186E-01	3200.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35802E-01	3225.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35426E-01	3250.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.35056E-01	3275.00	0.00	30.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.34693E-01		3300.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.34337E-01		3325.00		0.00	15.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33987E-01		3350.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33642E-01		3375.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.33304E-01		3400.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32972E-01		3425.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32645E-01		3450.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32324E-01		3475.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.32009E-01		3500.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31698E-01		3525.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31393E-01		3550.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.31093E-01		3575.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.30798E-01		3600.00		0.00	5.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0											
	0.30508E-01		3625.00		0.00	0.0		Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35	0.50	10.0

0.29665E-01	3700.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.29393E-01	3725.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.29125E-01	3750.00	0.00	25.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28861E-01	3775.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28602E-01	3800.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28346E-01	3825.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.28095E-01	3850.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27847E-01	3875.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27603E-01	3900.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27362E-01	3925.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.27126E-01	3950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26893E-01	3975.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26663E-01	4000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26437E-01	4025.00	0.00	5.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.26213E-01	4050.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25994E-01	4075.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0
310.0 2.0						
0.25777E-01	4100.00	0.00	10.0	Winter	0-360	10011001
-1.30 0.043 -9.000	0.020 -999.	21.	6.0 1.000 1.50	0.35	0.50	10.0

310.0	2.0											
	0.25564E-01	4125.00	0.00	30.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.25353E-01	4150.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.25146E-01	4175.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24941E-01	4200.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24739E-01	4225.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24540E-01	4250.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24344E-01	4275.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.24151E-01	4300.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23960E-01	4325.00	0.00	5.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23772E-01	4350.00	0.00	10.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23586E-01	4375.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23403E-01	4400.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23222E-01	4425.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.23044E-01	4450.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22868E-01	4475.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22694E-01	4500.00	0.00	0.0		Winter	0-360	10011001				
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	
310.0	2.0											
	0.22523E-01	4525.00	0.00	0.0		Winter	0-360	10011001				

-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22354E-01		4550.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22187E-01		4575.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.22022E-01		4600.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21859E-01		4625.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21699E-01		4650.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21540E-01		4675.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21383E-01		4700.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21229E-01		4725.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.21076E-01		4750.00		0.00	5.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20925E-01		4775.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20776E-01		4800.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20629E-01		4825.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20484E-01		4850.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20340E-01		4875.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0
310.0	2.0										
	0.20198E-01		4900.00		0.00	0.0	Winter		0-360	10011001	
-1.30	0										

0.19920E-01	4950.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.19783E-01	4975.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						
0.19648E-01	5000.00	0.00	0.0	Winter	0-360	10011001
-1.30 0.043 -9.000 0.020 -999. 21.	6.0 1.000 1.50	0.35 0.50 10.0				
310.0 2.0						

Attachment D 1

Special Speed Study Report: 14TH STREET

Station ID : 14TH STREET

Info Line 1 : 14th Street (San Pedro)

Info Line 2 : E/O Grand Av

GPS Lat/Lon :

DB File : 14THEGRA W858.DB

Last Connected Device Type : RoadRunner3

Version Number : 1.34

Serial Number : 17858

Number of Lanes : 2

Posted Speed Limit : 25.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	West	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/20/20	08:00	10	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Tue	09:00	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	10	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	9	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	21	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	34
	19:00	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	22:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		173	69	26	12	1	0	0	0	0	0	0	0	0	0	0	0	281
Percent :		62%	25%	9%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		62%	86%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed 15.7 mph

50% Speed : 13.4 mph

67% Speed : 21.3 mph

85% Speed : 24.4 mph

10mph Pace: 5.4 - 15.3 (57.3%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/21/20	00:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	8	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	10	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	13	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	18	7	2	1	0	1	0	0	0	0	0	0	0	0	0	0	29
	17:00	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	13	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		194	86	50	14	2	1	0	0	0	0	0	0	0	0	0	0	347
Percent :		56%	25%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	16.8 mph	50% Speed :	14.8 mph	67% Speed :	22.4 mph	85% Speed :	26.8 mph
				10mph Pace: 6.1 - 16.0 (46.4%)			

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/22/20	00:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		16	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	32
Percent :		50%	38%	6%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	88%	94%	97%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		Average Speed 17.5 mph 50% Speed : 10.6 mph 67% Speed : 22.5 mph 85% Speed : 22.9 mph																
		10mph Pace: 9.6 - 19.5 (50.0%)																

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	East	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Special Speed Study Data From: 08:00 - 10/20/2020 To: 06:59 - 10/22/2020

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/20/20	08:00	8	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	21
Tue	09:00	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	10	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	18
	11:00	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	9	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	2	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	11	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	17	7	3	4	1	1	1	0	0	0	0	0	0	0	0	0	34
	17:00	25	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	12	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	11	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		170	87	40	13	3	2	1	0	0	0	0	0	0	0	0	0	316
Percent :		54%	28%	13%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	81%	94%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20

Average Speed	17.1 mph	50% Speed :	14.6 mph	67% Speed :	22.5 mph	85% Speed :	27.0 mph
				10mph Pace:	5.3 - 15.2 (50.9%)		

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/21/20	00:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	07:00	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	8	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	9	9	8	2	2	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	16	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	15:00	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	14	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	18	8	4	2	0	0	1	0	0	0	0	0	0	0	0	0	33
	18:00	6	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	23:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		195	112	62	15	2	1	1	0	0	0	0	0	0	0	0	0	388
Percent :		50%	29%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	79%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	17.6 mph	50% Speed : 16.0 mph	67% Speed : 22.8 mph	85% Speed : 27.0 mph
10mph Pace: 20.1 - 30.0 (44.8%)				

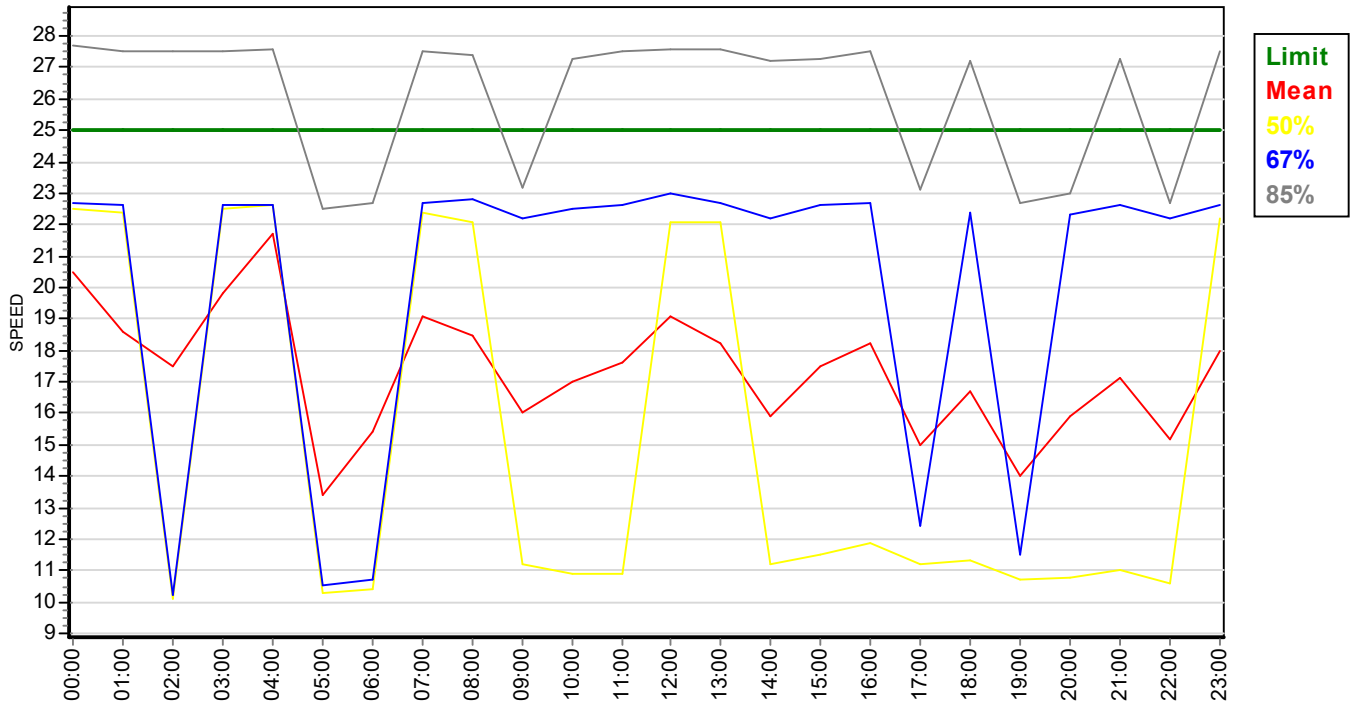
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		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	
10/22/20	00:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		16	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	31
Percent :		52%	19%	19%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	71%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		Average Speed 18.0 mph 50% Speed : 10.5 mph 67% Speed : 22.6 mph 85% Speed : 27.6 mph 10mph Pace: 9.6 - 19.5 (51.6%)																

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	

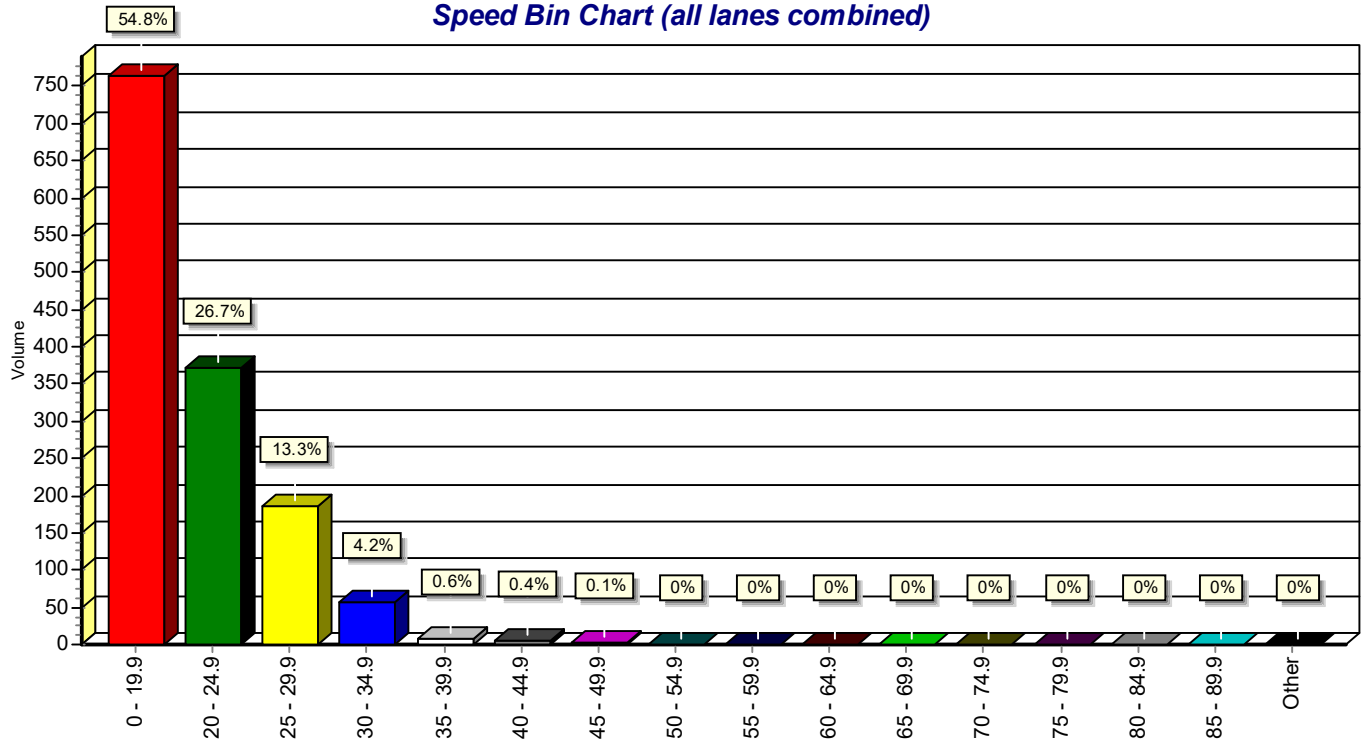
Special Speed Study Summary: 14TH STREET

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Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9		
Grand Total #1:	383	167	78	27	3	2	0	0	0	0	0	0	0	0	0	0	660
Percent :	58%	25%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 337	Average Speed 16.3 mph 50% Speed : 16.7 mph 67% Speed : 21.9 mph 85% Speed : 25.8 mph 10mph Pace: 15.0 - 24.9 (37.6%)																
Grand Total #2:	381	205	108	31	5	3	2	0	0	0	0	0	0	0	0	0	735
Percent :	52%	28%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	80%	94%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 375	Average Speed 17.4 mph 50% Speed : 19.1 mph 67% Speed : 22.7 mph 85% Speed : 27.0 mph 10mph Pace: 19.9 - 29.8 (42.7%)																
Comb. Total :	764	372	186	58	8	5	2	0	0	0	0	0	0	0	0	0	1395
Percent :	55%	27%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	81%	95%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29
ADT = 712	Average Speed 16.9 mph 50% Speed : 18.0 mph 67% Speed : 22.4 mph 85% Speed : 26.6 mph 10mph Pace: 19.9 - 29.8 (40.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Attachment D 2

Table of Contents:

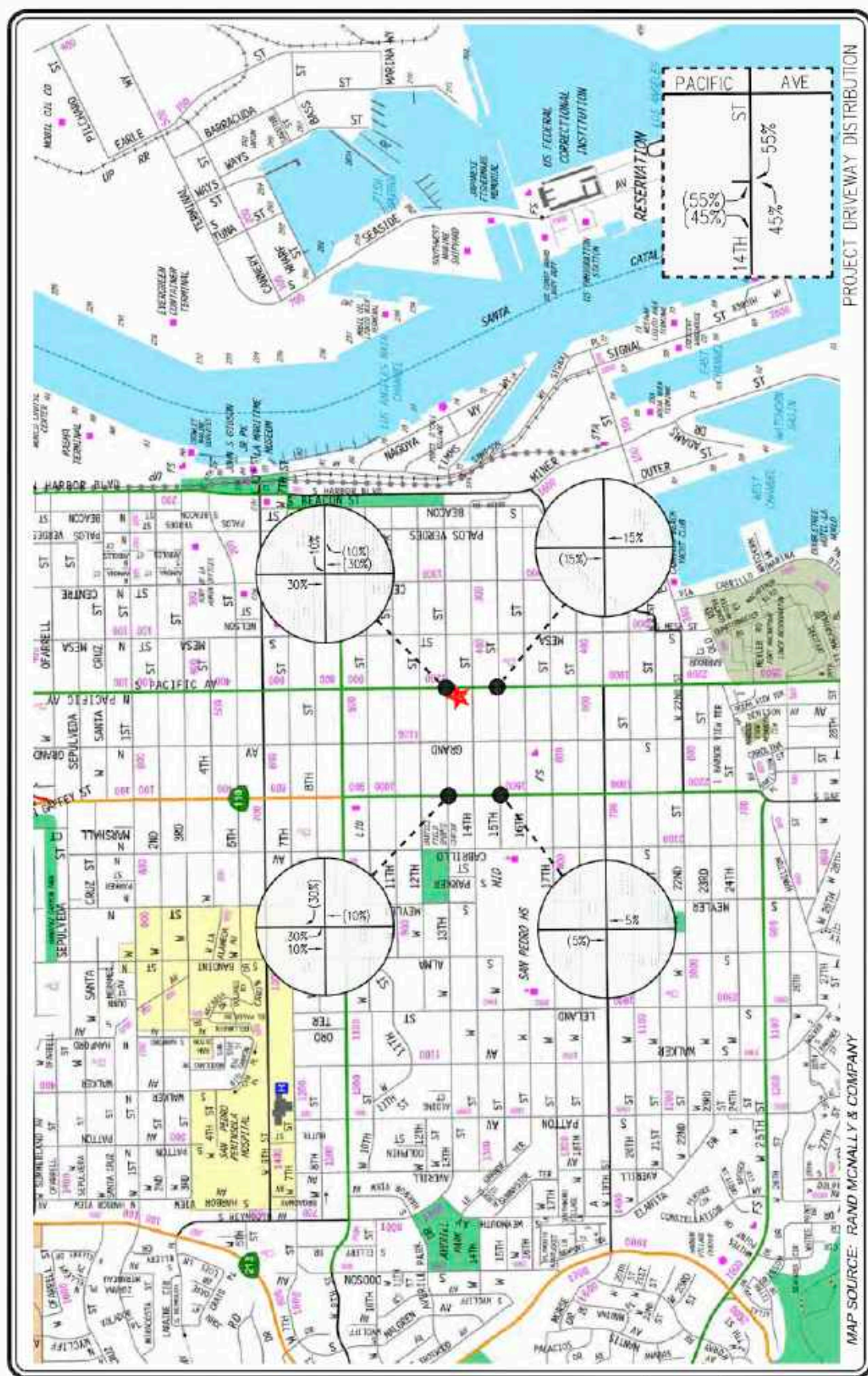
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- ☐ Census 2010
- ☐ City Planning Department
- ☐ County of Los Angeles
- ☐ DWP
- ☐ Fire Department
- ☐ General Services Department
- ☐ Geotechnical
- ☐ Housing Department
- ☐ Hydrographic Information
- ☒ LADOT
 - ☐ Bikeways (Existing)
 - ☐ City Owned Parking Lots
 - ☐ Crossing Guards
 - ☐ Crosswalks
 - ☐ DASH Routes
 - ☐ High Injury Network
 - ☐ Parking Meter Sensors
 - ☐ Railroad Crossings
 - ☐ Regulatory Signs
 - ☐ Stop and Yield Signs
 - ☒ Traffic Data
- ☐ LAPD

11TH ST
Street Designation: Local Street - Standard

LADOT Traffic Data Report

ID	Mid-Block
Location	14th St @ Grand Av
Survey Data (PDF)	14TH EO GRAND 201020-SPEED

Attachment D 3



Attachment D 4

CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT)

CEQA TRANSPORTATION ANALYSIS UPDATE

FREQUENTLY ASKED QUESTIONS – August 2019



SUMMARY

In 2013, the State of California signed Senate Bill (SB) 743 into law, which requires a shift in the way cities measure environmental impacts. The Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) updated the City's California Environmental Quality Act (CEQA) Transportation Thresholds to comply with and implement SB 743. LADOT also revised its Transportation Assessment Guidelines for evaluating project-level transportation review outside of the requirements under CEQA.

BACKGROUND

On July 30, 2019, the Los Angeles City Council unanimously voted to update the City of Los Angeles CEQA Transportation Thresholds to comply with SB 743 and implement the policies of the Mobility Plan 2035 and LA's Green New Deal.

FREQUENTLY ASKED QUESTIONS

How is Vehicle Miles Traveled (VMT) measured?

VMT captures the automobile trips generated by a proposed development, multiplied by the estimated number of miles driven for each trip. This figure is divided by the number of residents (VMT per capita) or employees (VMT per employee). Typically, development located farther from key destinations, such as job centers or transit, may result in longer distance driving. Development located closer to job centers and transit may result in lower VMT due to shorter driving distances.

Which projects will have to measure transportation-related impacts under CEQA?

Any discretionary land use project that is estimated to surpass the screening criteria, is required to analyze environmental impacts related to transportation.

How will a land use project's transportation impacts be measured under CEQA?

If a development project exceeds the screening criteria, the applicant must evaluate the VMT impact of a proposed project. The VMT Calculator, a spreadsheet-based tool available for download on LADOT's website, is one method of conducting this analysis. To initiate a VMT analysis using the VMT Calculator, input the project's address, land use mix, and intensity. The tool then assigns trip generation and travel characteristics, derived from local travel data, to estimate the VMT (per capita or per employee) generated by people



VMT Calculator

CITY OF LOS ANGELES DEPARTMENTS OF CITY PLANNING (DCP) AND TRANSPORTATION (LADOT)

CEQA TRANSPORTATION ANALYSIS UPDATE

FREQUENTLY ASKED QUESTIONS – August 2019



traveling to and from the project site. If the project's VMT exceeds the significant impact criteria threshold for the project area, the new tool offers a menu of mitigation measures to select from that have been proven to reduce VMT.

What are the CEQA impact criteria thresholds for land use projects?

The land use project threshold compares the estimated VMT of a project to the average VMT per capita observed within the boundaries of their respective Area Planning Commission (APC). A project must perform at least 15% below the average of the APC area, per capita and per employee. The APC area boundaries represent a land area equivalent to a medium-size California city and captures consistent travel behavior zones and geographies in the City of Los Angeles. The map displays APC boundaries and table summarizes the thresholds.



Area Planning Commission boundary map

Recommended Threshold by Area Planning Commission		
Area Planning Commission	VMT per capita	VMT per employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

How can a project with a significant transportation impact mitigate VMT impacts?

If a proposed project exceeds the significant impact criteria threshold for the APC in which it is located, a menu of mitigation measure options is available within the VMT Calculator. Mitigation measures were selected for inclusion based on available evidence of demonstrated ability to reduce VMT. Examples of measures include transit incentives,

**CITY OF LOS ANGELES DEPARTMENTS OF CITY
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education and marketing, commute trip reductions, parking management, improved neighborhood connectivity, and shared mobility options.

How does this affect projects that have initiated their transportation analysis process and/or are going through the entitlement process?

As previously described during the project open houses and public hearings and at City Planning Commission on February 28, 2019, upon adoption by City Council the updated transportation thresholds became effective and a transition period started. During this transition, projects that already have a signed memorandum of understanding (MOU) with LADOT and have filed an application with DCP may continue analyzing transportation impacts with level of service (LOS), as long as the project will be adopted and through any appeal period prior to the State deadline of July 1, 2020. It is strongly recommended that these projects analyze transportation impacts with VMT, or at a minimum complete a parallel review process with both LOS and VMT, in the case that they are not able to complete approval prior to the State deadline. All land use development projects must measure transportation-related CEQA impacts with VMT starting on July 1, 2020, as required by state legislation.

Will projects that do not have transportation impacts be required to make improvements?

Projects that have impacts in other CEQA categories outside of transportation will have to mitigate impacts in each respective category. The updated City of Los Angeles Transportation Assessment Guidelines may also include requirements for projects that propose physical street modifications or introduce new travel demand. Projects will be required to assess potential effects on pedestrian, bicycle, and transit facilities in the project vicinity, in addition to the review required under CEQA. A delay-based analysis may be needed to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. Proposed projects may be required to upgrade pedestrian crossings, install safety countermeasures, or optimize traffic signal performance if the project would foreseeably affect the performance of existing facilities.

Will level of service (LOS) still be measured?

LADOT may require proposed projects to evaluate scenarios outside of CEQA through vehicle LOS to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle LOS analysis to inform emissions modeling.

Does my ability to engage in land use and transportation decisions change?

No. The City's planning process will continue to allow and encourage community members to weigh in on land use changes and transportation projects through existing venues and

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methods, including opportunities to provide comments, speak at public hearings, and contact elected representatives on proposed new development.

What other cities have updated their CEQA evaluation process to include vehicle miles traveled (VMT) as a transportation performance metric?

Upon adoption on July 30, 2019, Los Angeles became the fifth city in California to align procedures with State law, along with Pasadena, San Francisco, San Jose, and Oakland. All California cities must update the way transportation impacts are analyzed under CEQA before the deadline of July 1, 2020.

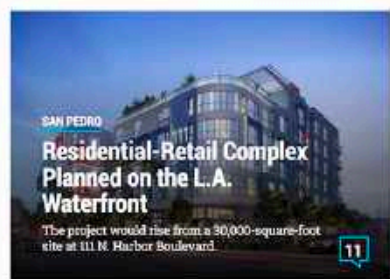
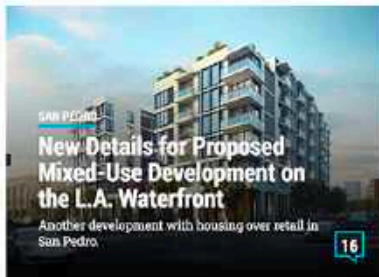
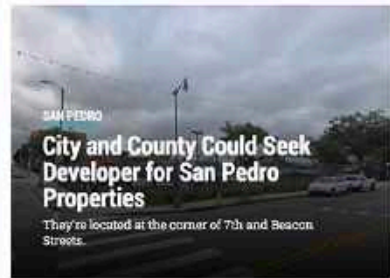
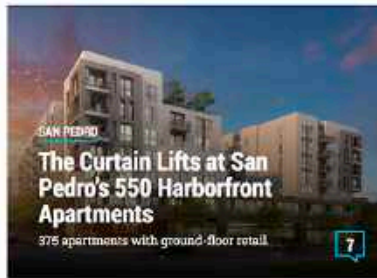
Where can I learn more?

Additional resources are available on the [DCP](#) and [LADOT](#) project websites.

Who can I contact for more information?

Questions can be directed to ladot.vmt@lacity.org

Attachment E 1



Attachment E 2

March 2020
 San Pedro Today Magazine

IF YOU THINK TRAFFIC IS BAD NOW, JUST WAIT

by Steve Marconi



It's an analogy appropriate for the town that was once the nation's fishing capital, but apparently housing developers want San Pedrans packed in like sardines.

To get a clear picture of the horror descending on our once sleepy little town, check out urbanize.la online and click on San Pedro (warning: graphic visuals). For those who don't do computers, here's a rundown on under-construction or planned housing for the near future:

- 111 N. Harbor Blvd., 120 units, seven stories
- 407 N. Harbor Blvd., 63 units, six stories
- 511 N. Harbor Blvd., 137 units,

eight stories (The Grinder location)

- 222 W. 6th St., 228 units (replacing commercial in the Topaz building)
- 1300 block of Pacific Ave., 102 units, four stories *1309 Pacific*
- 337 W. 7th St., 32 units, five stories
- 444 W. 5th St., 99 units, eight stories
- 420 W. 9th St., 56 units
- 500 block of S. Palos Verdes St., 375 units, seven stories
- 2100 block of Pacific Ave., 101 units, four stories *2111 Pacific*
- 200 block of 8th St., 24 townhomes, three stories
- 1801 Mesa, 22 townhomes, three stories

That's 12 — count 'em, 12 — new housing developments. And it's noteworthy that none of them are in what some real estate agents would call a desirable area. Even those

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 extra cheese 310.732-5800
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 excludes gourmet toppings &
 extra cheese 310.732-5800
 Limited time only.

with harbor views are bordered by arguably some of San Pedro's more questionable neighborhoods. And I doubt that "homeless encampment views" is included in the sales brochure for the townhomes on 8th Street, which reportedly are starting at nearly \$800,000. Good luck with that.

Here's the bottom line: 1,313 apartments and 46 townhomes.

Figuring a minimum of three people for each townhome and two per apartment (some units are studios), that's an increase in population of 2,764.

Figuring two cars for each townhome and just one for each tenant, which you know is low, that's an additional 1,405 cars, and if you're paying attention, all those new units are between Pacific and Harbor Boulevard. You can picture for yourself the parking nightmare, even with the planned garages.

Can you say urban disaster? I used to think San Pedro had a density limit, but apparently not, and as for zoning, I guess some of those developments are getting around it by having retail on the bottom floor. Adding retail to lower San Pedro, where it seems every other storefront is vacant now, sounds like a bad joke.

I'm sure local business is excited by the prospects of all these new customers, but what about the rest of us, the vast majority of San Pedrans who live here and already face gridlock on a daily basis? We all know there is a housing shortage in Southern California and rents, especially in San Pedro, are through the roof, but there is no doubt all these new developments will negatively impact our quality of life. Some will say this is just a NIMBY attitude. It is, because San Pedro's backyards are full and have been for some time.

The road diet on south Pacific already makes life miserable for Point Fermin residents. Gaffey at rush hour is almost impossible now with cars going on and coming off the 110. What will Gaffey be like when all those new residents on the Pacific corridor want to get on the freeway? Or Harbor Boulevard, already a traffic jam for special events on the waterfront and without the Public Market.

Our infrastructure can't handle

the current population. Just look at northwest San Pedro.

I thought maybe I was done ranting about Western Avenue after last month's column, but like Western Avenue itself, I'm far from done.

I almost choked on my morning coffee when I read "the worst is over" in our "local" paper after Western Avenue was down to one lane for most of January for work on medians.

Only someone who doesn't live in the area, like most of our developers, would say something that dumb. The worst is far from over, folks. What's it going to be like when those 800 units open at Ponte Vista? We're talking a minimum of 1,600 cars (two per household) added to Western Avenue traffic, which can't handle the current load. And adding a new light at Peninsula Verde Drive? How's that going to improve traffic flow from Ponte Vista to Palos Verdes Drive North? I'm sure that light is being put in just for the handful of people who live on Peninsula Verde, because without it, how would they ever get out once Ponte Vista is done?

The best we can hope for is that residents of Ponte Vista will resist the urge to drive their children the few blocks to Dodson and Taper Avenue schools and let them walk or ride bicycles (do kids do that anymore?).

And the "genius" traffic engineers who have created this mess have decided that the solution to the congestion at Taper Avenue and Westmont when Mary Star lets out is to close the Taper gate and funnel all of the Mary Star cars onto Western. Of course, that doesn't solve the problem, it just moves it from one street to another.

Is it any wonder more and more San Pedrans are moving away or thinking of leaving? This beautiful town that we love so much is disappearing. Those hilarious tsunami warnings along the waterfront no longer seem so funny: A tidal wave of people and vehicles will soon make this town unlivable. spt

Steve Marconi can be reached at spmarconi@yahoo.com.

Attachment E 3

Multiple Developments Data - see page 2 - from San Pedro Bay Historical Society Newsletter - SUMMER 2020

A Raft of Developments Headed This Way

The new seven-story apartment block of 375 units at 550 S. Palos Verdes Street is impossible to miss. It's simply huge. A second big box development may land right across the street, opposite the entrance to the Municipal Building. And there's more! Clustering in

the downtown area and along the commercial corridor of Pacific Avenue, at least eleven other developments are waiting in the wings, not including the adaptive reuse of Harbor View House (the old YMCA) and the increased units being fitted into the existing acreage of the eventual Rancho San Pedro redevelopment.

By including a small, and some would say inadequate, number of low-income units or by meeting other criteria, developers win approval of variances on height, square footage, set-backs, and other measures. Buildout can be maximized through so-called "density bonuses," which policies at various levels of government allow in order to promote more housing.

In practical terms, the cumulative impact of these developments is of concern. Think of safety, traffic, noise, pollution, and parking, both in Pacific Avenue adjacent neighborhoods and in the downtown area. Of equal concern is whether these developments stray from the San Pedro Community Plan, a document that reflects community input. Let's look at the vision statement embedded in the Plan: "San Pedro is a stable community that provides a high quality of life for its residents—one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community's small town feel for multiple generations of San Pedrans." Certainly that small-town feel is about to change, while the natural beauty will be obscured. Throughout much of the Community Plan, sensitive development is called for, such as the protection of residential areas by transitioning the scale and massing of new buildings; good pedestrian and vehicular access, including parking; provision for retail, especially along the Pacific Avenue corridor; and preserving the character of San Pedro.

That "Pedro pride" one hears about comes not only from our ties to one another but from the connections we feel to the visible geography and the streetscape that still remains intact. Destroying older buildings, obliterating views, both to the hills and the harbor, will diminish the uniqueness of this place. The Community Plan becomes only so much print on paper if fortress-like buildings are allowed to dwarf neighborhoods and downtown developments make access to the historic core nearly impossible for those who do not already live there.

Dedicated to preserving historical buildings and the uniquely heterogenous nature of the San Pedro Bay community, SPBHS board members are not silent.

We speak up at development hearings and at neighborhood councils; we write letters to city officials and LA City Planning, and one of our members is on the Vinegar Hill Historic

Preservation Overlay Zone Board. Still, many more voices are needed if residents are to help shape the way development unfolds in San Pedro. Can you get involved?

For the Community Plan and its overlays, visit <https://planning.lacity.org/plans-policies/community-plan-area/san-pedro>. The dramatic scope of the proposed developments can be seen at the website Urbanize LA: <https://urbanize.la/neighborhood/san>. To receive City Planning news, sign up at <https://planning.lacity.org/about/email-sign-up>.

Recently Completed

24 units — 8th and Centre Sts.

375 units — 550 South Palos Verdes St.

Proposed Projects

281 units — 625 S. Beacon St.

100 units — 921 S. Beacon, Harbor View House Adaptive Reuse Project, now underway

300 units — 505 S. Centre (old Court House property) 137 units — 511 S. Harbor Blvd.

80 rooms — 544 S. Pacific Ave., hotel

101 units — 2100 block S. Pacific Ave.

109 units — 1300 block S. Pacific Ave.

99 units — 444 5th St.

32 units — 336-350 7th St.

56 units — 420 9th St.

91 units — 456 W. 9th St.

Outside Downtown and Pacific Ave. Corridor

120 units — 120 N. Harbor Blvd.

63 units — 407 N. Harbor Blvd. 1,626 units

1,626 units — Rancho San Pedro redevelopment, between 1st & 3rd Sts. + Beacon + Mesa Sts.

676 detached homes, townhomes, and flats — 26900 S. Western Ave. Ponte Vista residential development

Note: Project information is derived from available online sources. Project scope may vary after approvals or final construction. Many articles on historic preservation are available online. One of relevance to San Pedro is at Bloomberg CityLab: <https://www.bloomberg.com/news/articles/2019-02-08/why-historic-preservation-needs-a-new-approach>

Attachment E 4

Table 2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]	
			LAND-USE	SIZE			IN	OUT	IN	OUT
1	Proposed	City Dock No. 1 Development 2200 S. Signal Street	Research & Development Phase 1 Research & Development Phase 2	87,603 GSF 234,780 GSF	[3] [3]	1,037 1,889	83 235	19 47	22 38	74 209
2	Proposed	3601 S. Gaffey Street	City Swimming Pool	140 Persons	[1]	--	--	--	35	35
3	Proposed	Harbor View Mixed-Use 921 S. Beacon Street	Mixed-Use	107,000 GSF	[1]	1,114	43	55	64	32
4	Proposed	544 S. Pacific Avenue	Hotel	80 Rooms	[1]	757	21	14	31	26
5	Under Construction	550 S. Palos Verdes Street	Apartment Retail Office	412 DU 3,800 GLSF 14,875 GSF	[1]	5,478	66	335	331	163
6	Proposed	San Pedro Mixed-Use Project 437-439 W. 4th Street	Apartment Affordable Housing Retail	91 DU 8 DU 2,000 GLSF	[4]	566	11	27	28	19
7	Under Construction	Ponte Vista at San Pedro 26900 S. Western Avenue	Single-Family Residential Condominiums	208 DU 492 DU	[5]	4,850	76	296	304	162
8	Proposed	2111 S. Pacific Avenue	Apartment Affordable Housing	94 DU 7 DU	[6]	431	11	29	18	15
TOTAL						16,122	546	822	871	735
										1,606

[1] Source: City of Los Angeles Department of Transportation (LADOT) and Department of City Planning (LADCP), except as noted below. The peak hour traffic volumes were forecast on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th or 10th Editions, 2012 and 2017. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" (10th Edition) were utilized.

[2] Trips are one-way traffic movements, entering or leaving.

[3] Source: "City Dock No. 1 Development Project Traffic Impact Study," prepared by Fehr & Peers, dated May 2012.

[4] Source: "San Pedro Mixed-Use Project Transportation Impact Study," prepared by LLG Engineers, dated December 6, 2018.

[5] Source: "Ponte Vista at San Pedro Traffic Assessment" prepared by LLG Engineers, dated September 13, 2013.

[6] Source: "2111 S. Pacific Avenue Project Transportation Impact Study Memorandum of Understanding," prepared by LLG Engineers, dated July 2019.