

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.

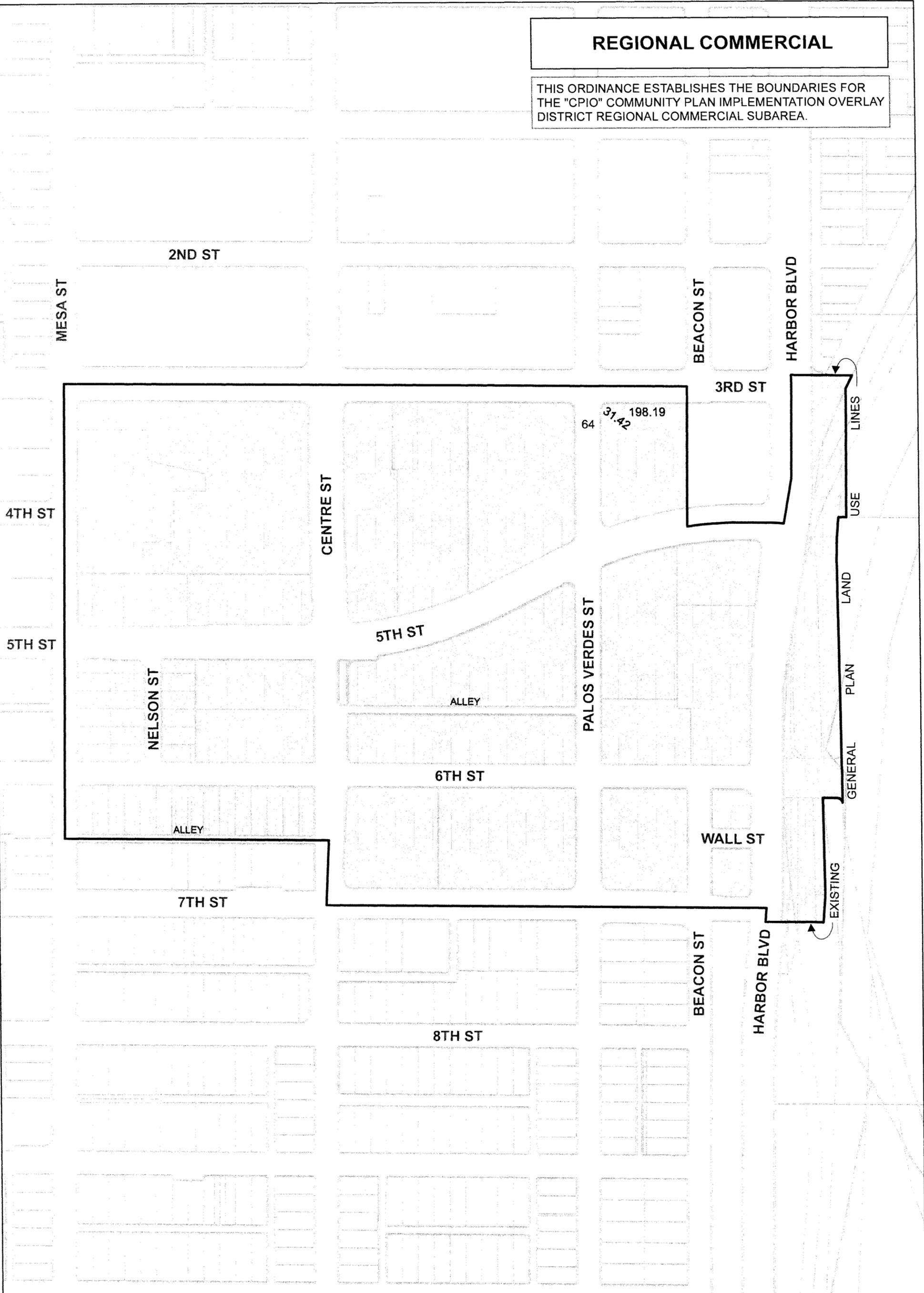
Sec. 3. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 7449007025, 7449014014, and 7449014013, provided the property is developed pursuant to Ordinance No. 181,362 and the entitlements found in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR (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.

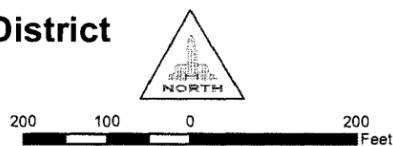
REGIONAL COMMERCIAL

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT REGIONAL COMMERCIAL SUBAREA.



CPIO - Community Plan Implementation Overlay District

 Regional Commercial CPIO Subarea Boundary



C.M. 015 B 201, 018 B 201

CPC-2009-1557-CPU

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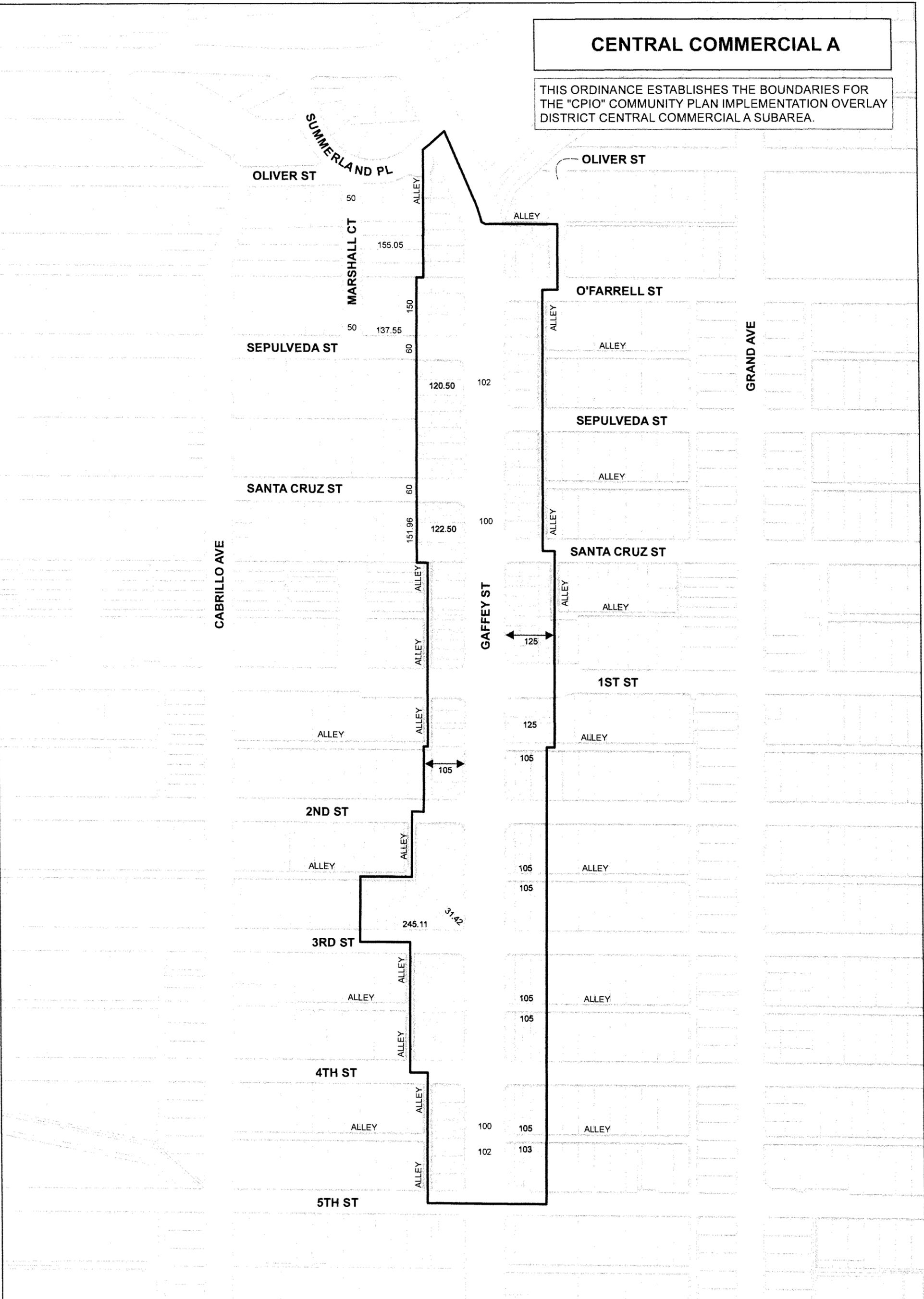
City of Los Angeles



San Pedro

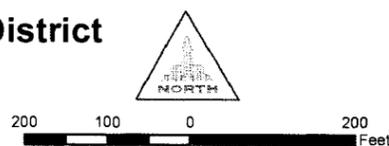
CENTRAL COMMERCIAL A

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



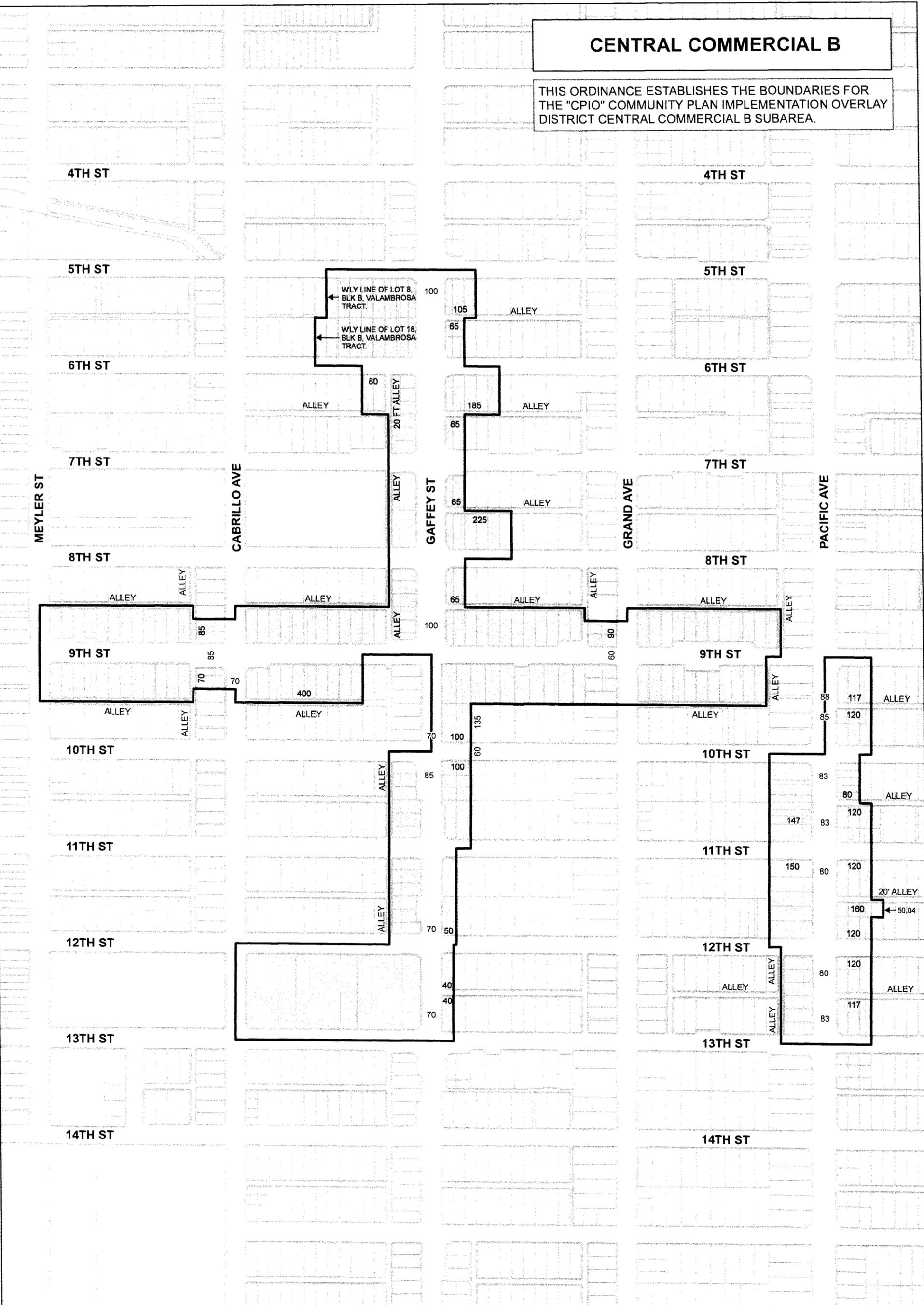
C.M. 015 B 197, 018 B 197 CPC-2009-1557-CPU

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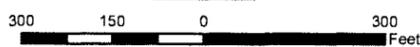
CENTRAL COMMERCIAL B

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



C.M. 015 B 197

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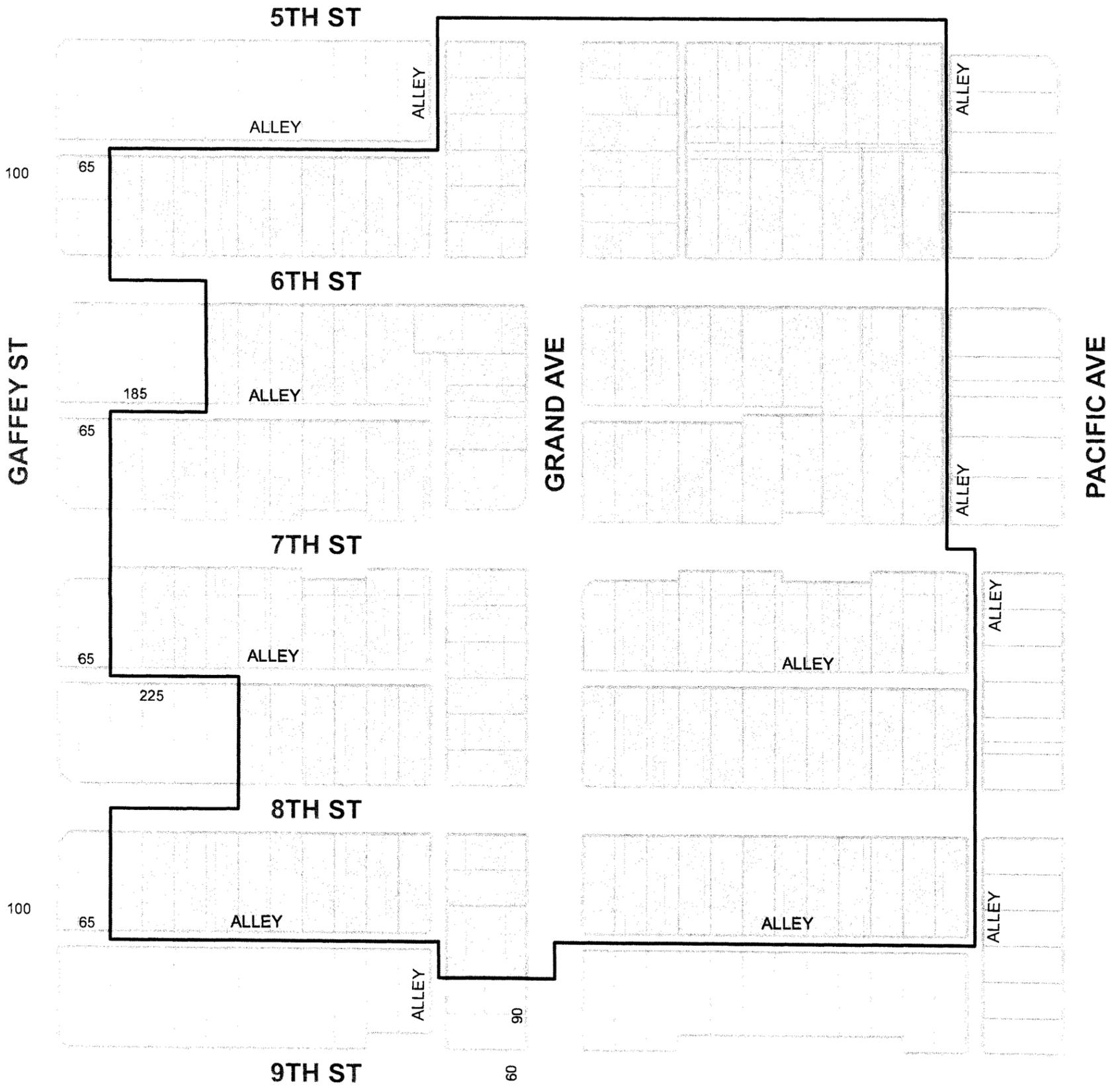
City of Los Angeles



San Pedro

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

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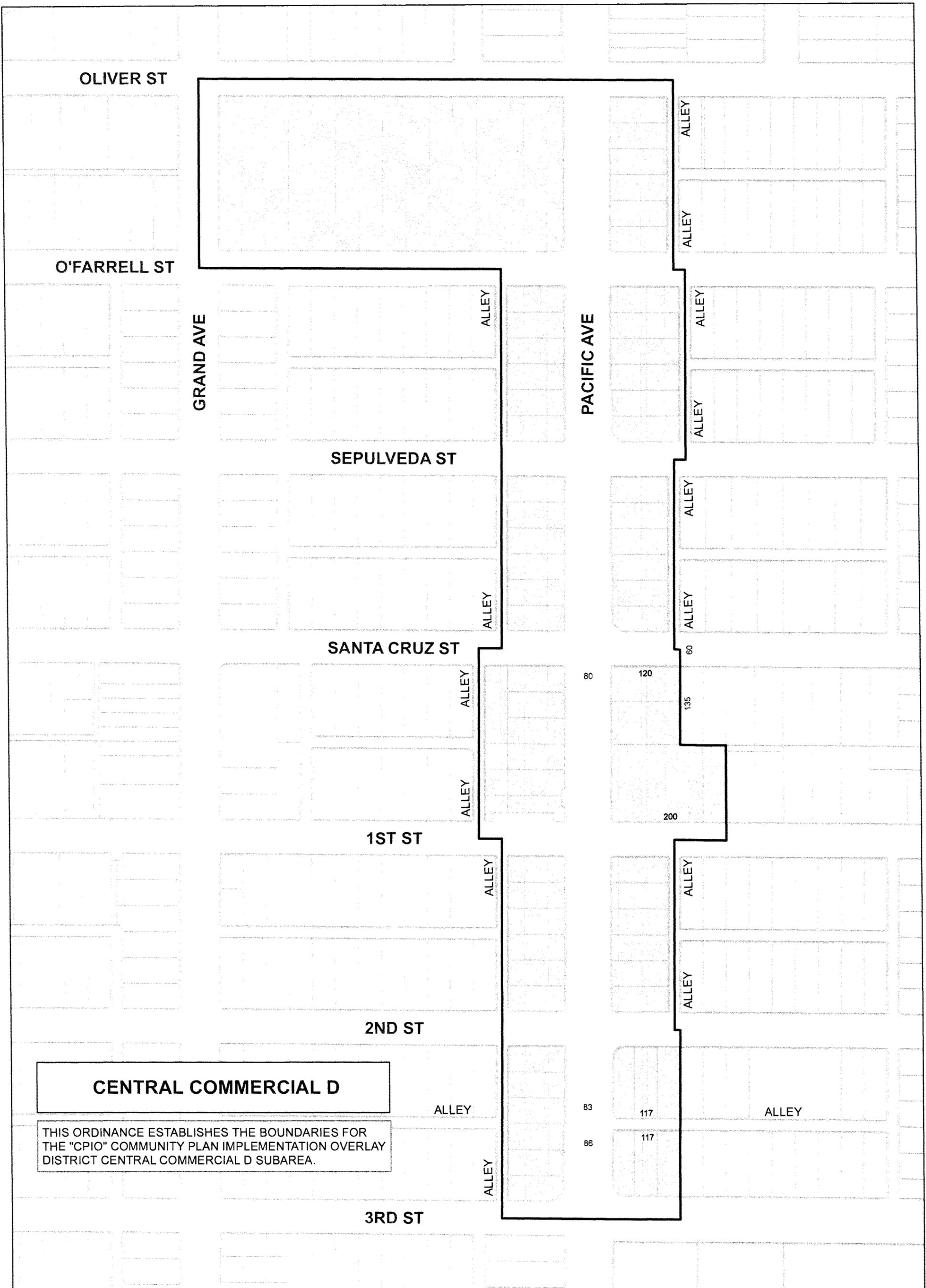
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City of Los Angeles



San Pedro

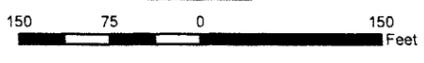


CENTRAL COMMERCIAL D

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL D SUBAREA.

CPIO - Community Plan Implementation Overlay District

 Central Commercial D CPIO Subarea Boundary



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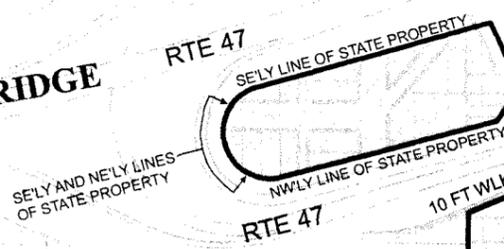
Data Sources: Department of City Planning & Bureau of Engineering



**VINCENT THOMAS
TERMINAL ISLAND**

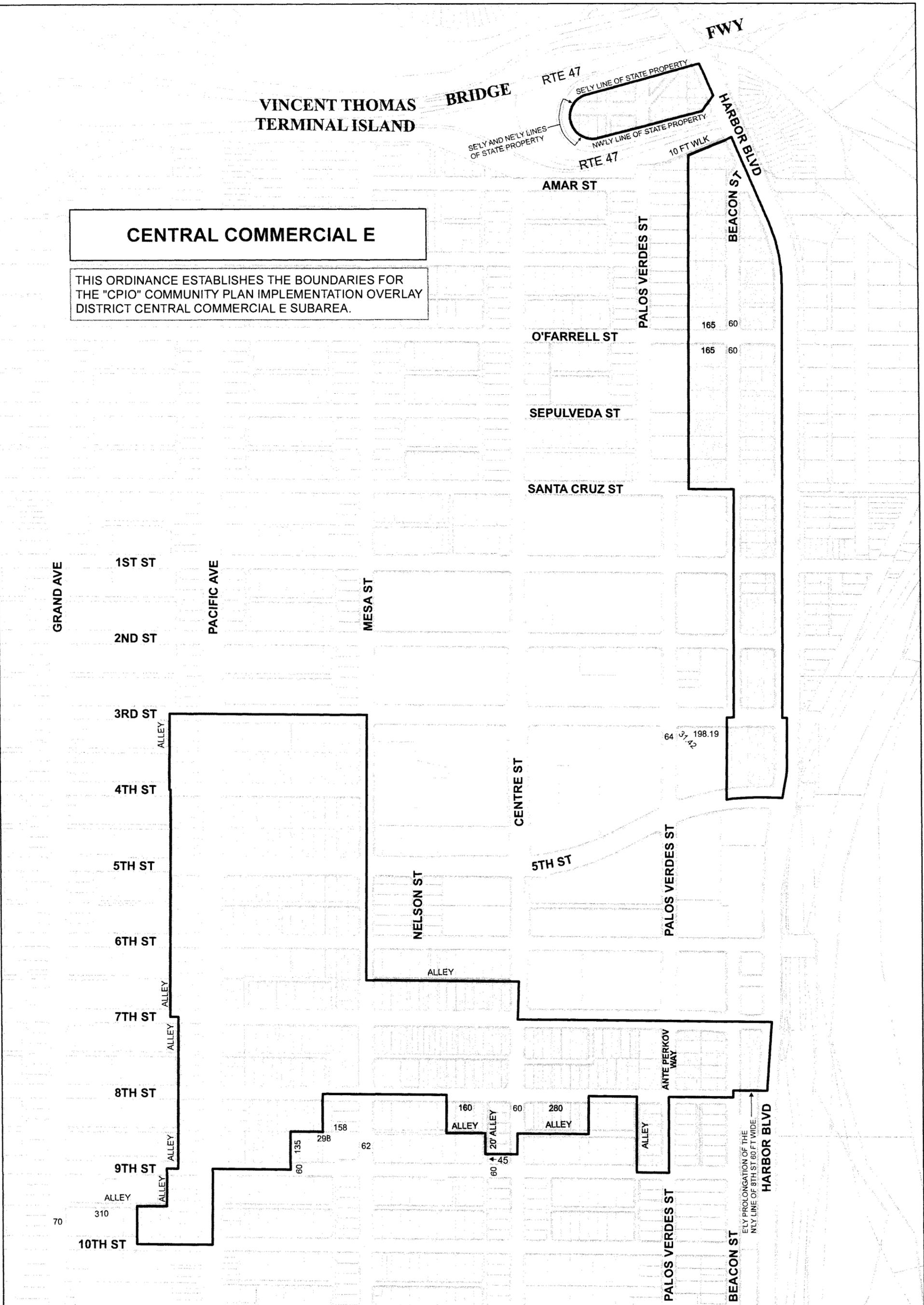
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FWY



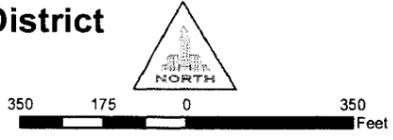
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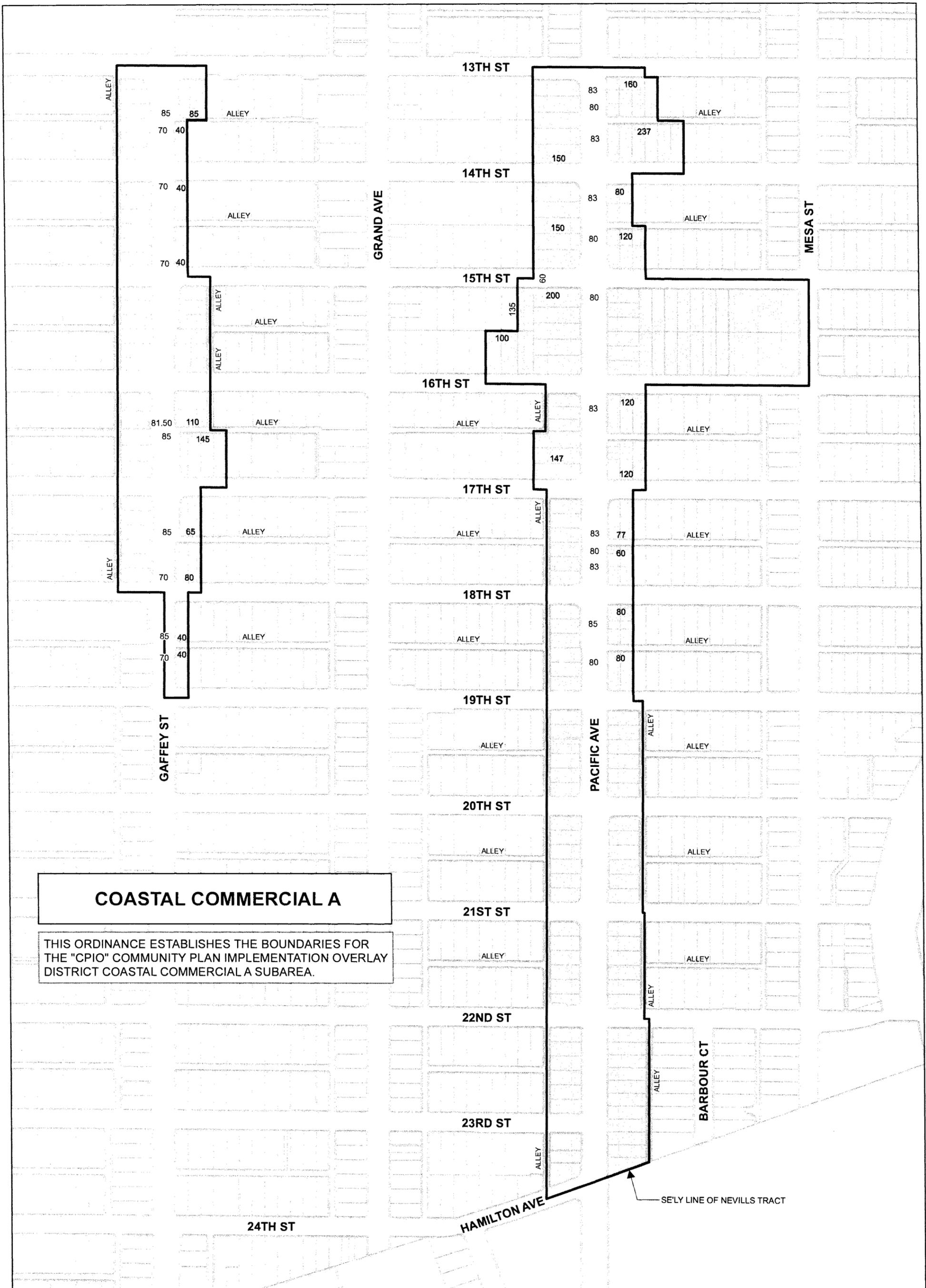
CPIO - Community Plan Implementation Overlay District

Central Commercial E CPIO Subarea Boundary



C. M. 015 B 197, 015 B 201, 018 B 197, 018 B 201, 021 B 201 CPC-2009-1557-CPU



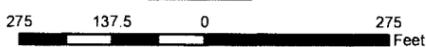


COASTAL COMMERCIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT COASTAL COMMERCIAL A SUBAREA.

CPIO - Community Plan Implementation Overlay District

Coastal Commercial A CPIO Subarea Boundary



C. M. 009 B 197, 012 B 197 012 B 201, 015 B 197	CPC-2009-1557-CPU
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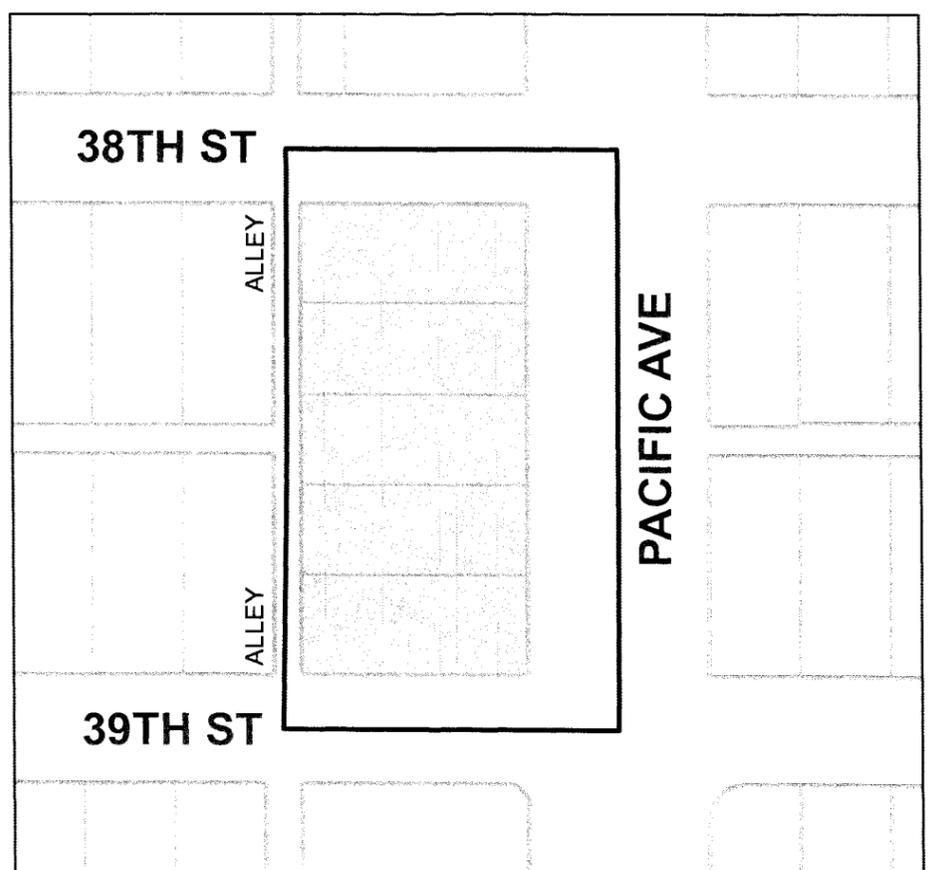
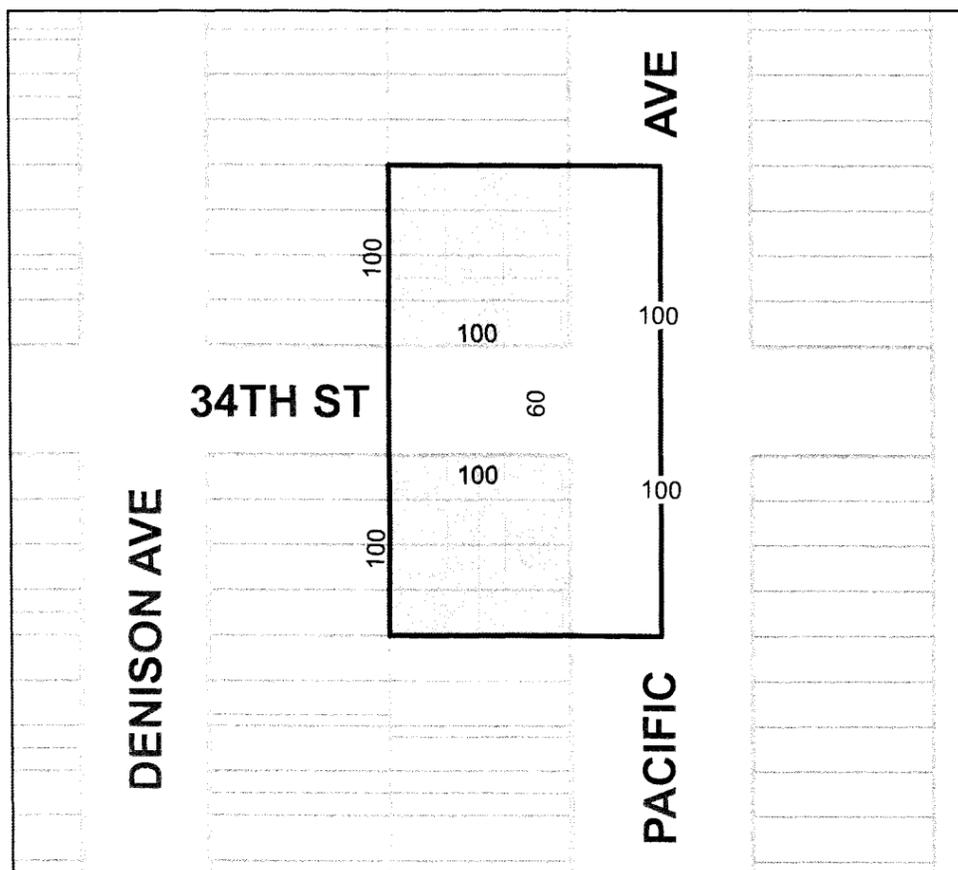
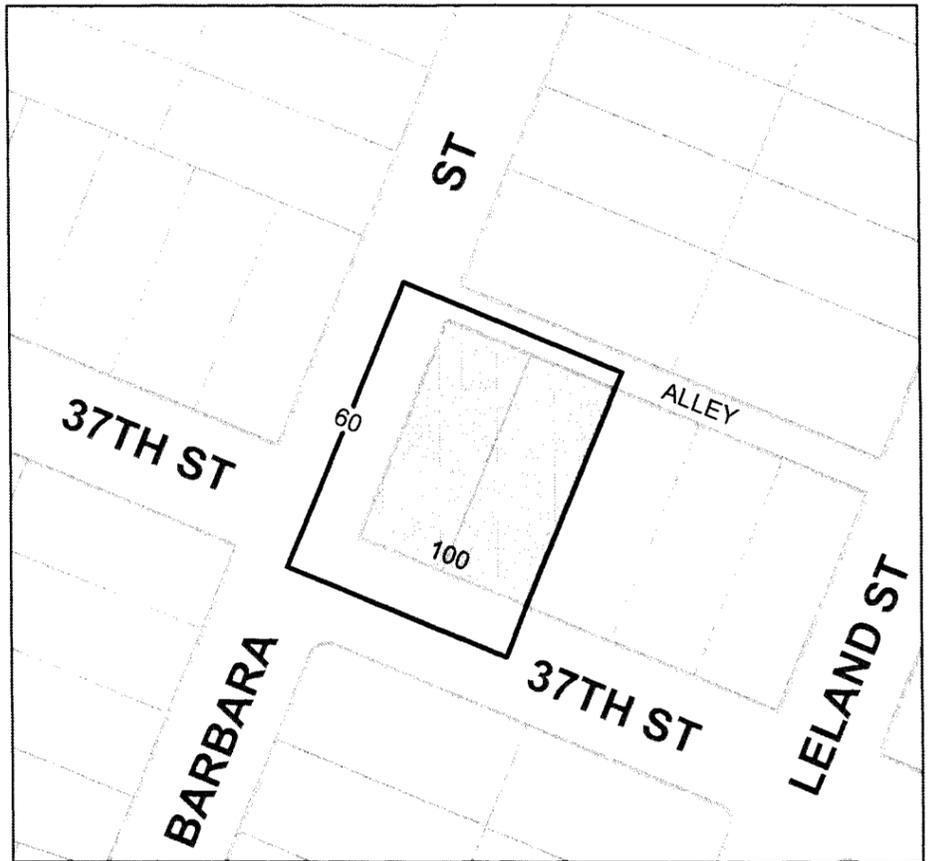
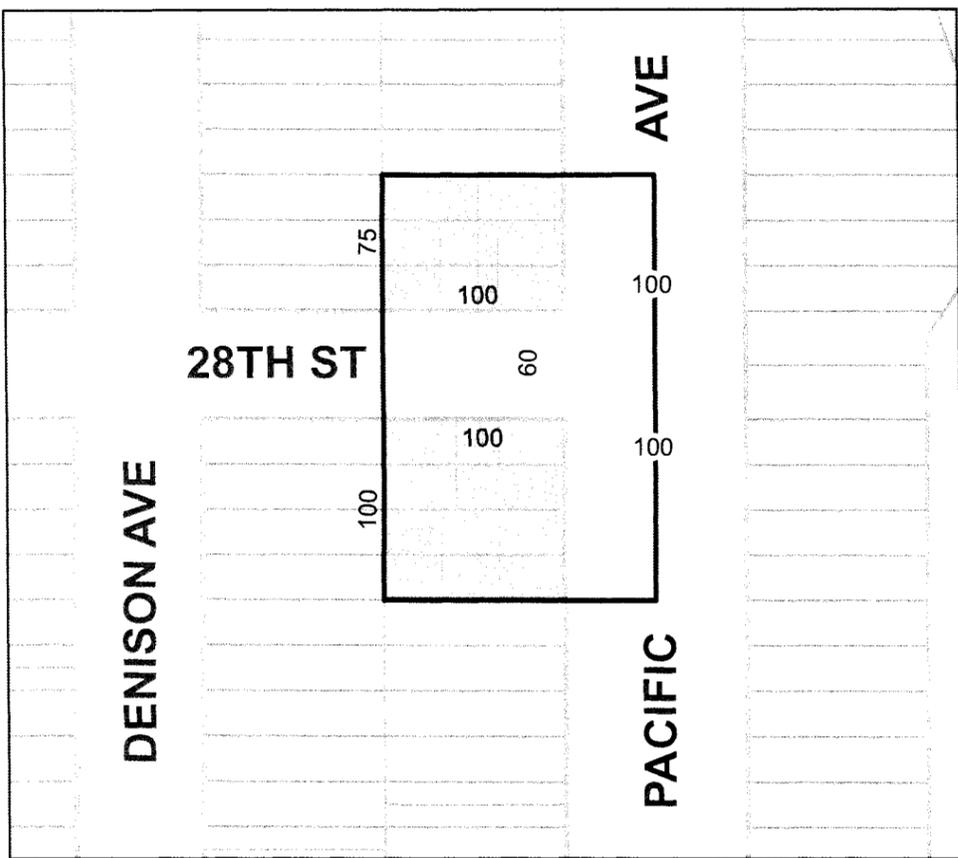
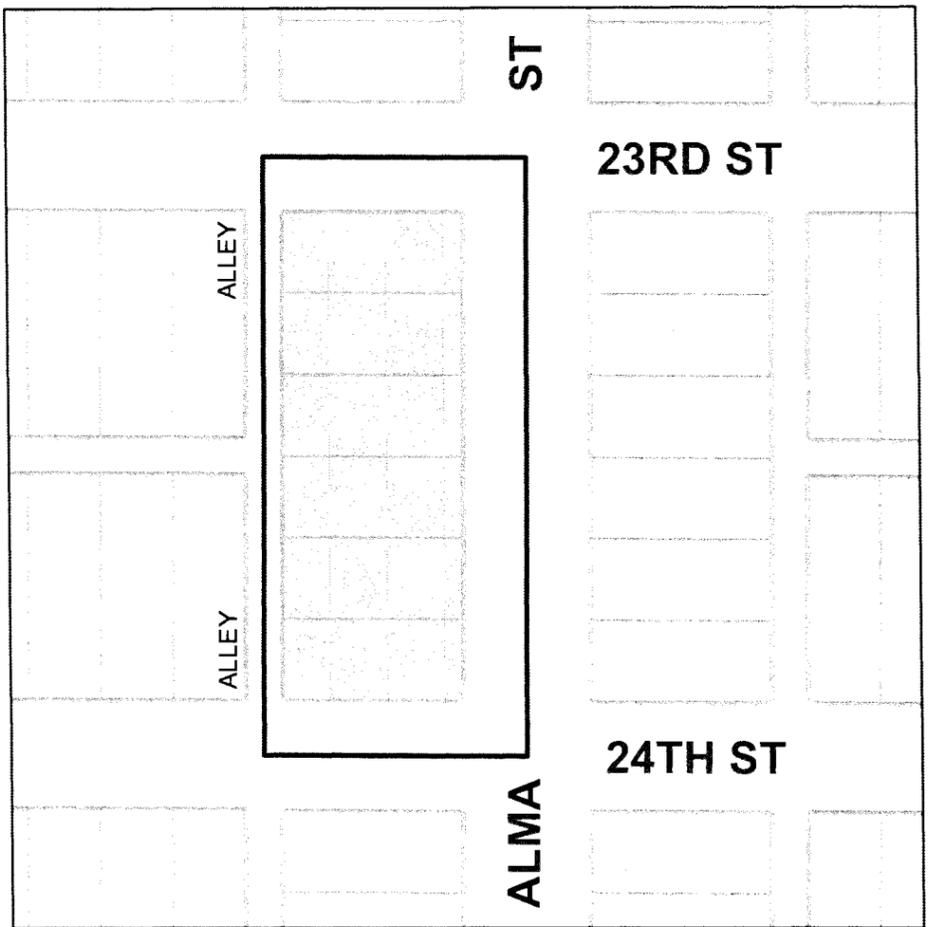
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Data Sources: Department of City Planning & Bureau of Engineering

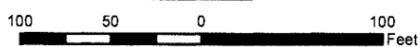
COASTAL COMMERCIAL B

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 B 193, 006 B 197, 009 B 197

CPC-2009-1557-CPU

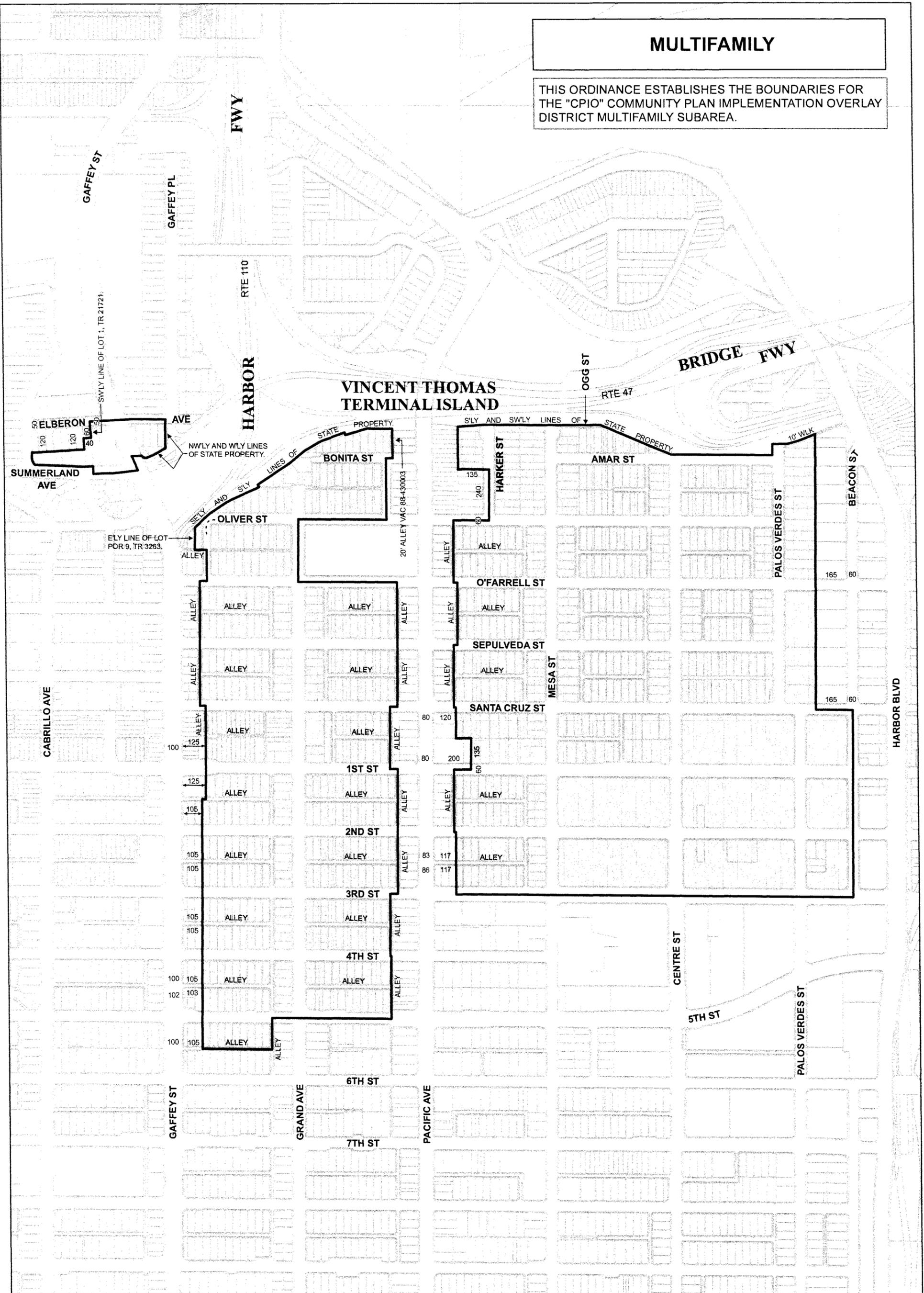
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MULTIFAMILY

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CPIO - Community Plan Implementation Overlay District

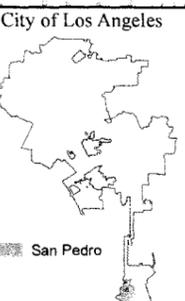
☐ Multifamily CPIO Subarea Boundary



Sheet 1 of 2

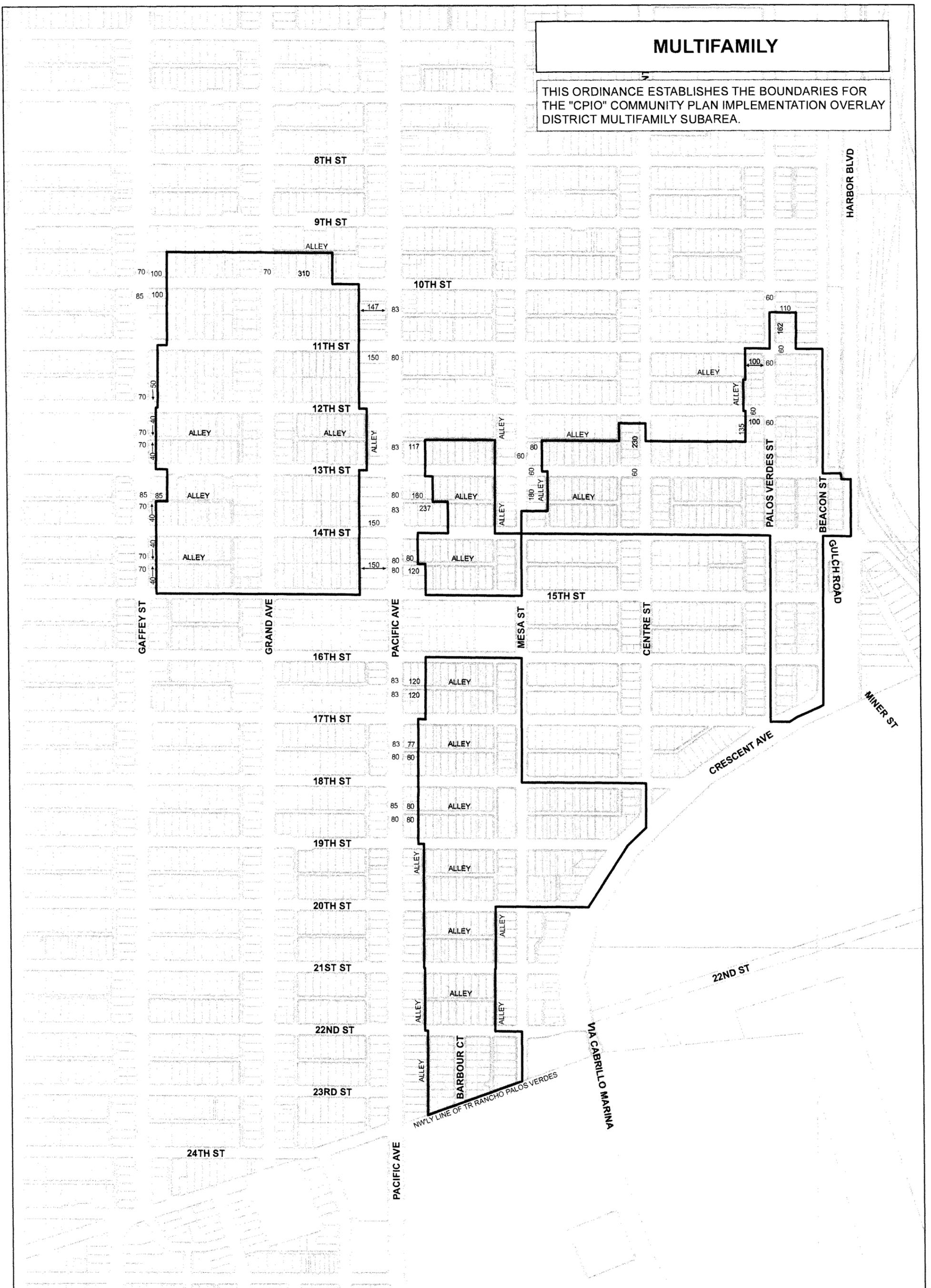
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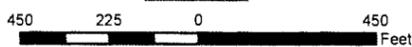
MULTIFAMILY

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



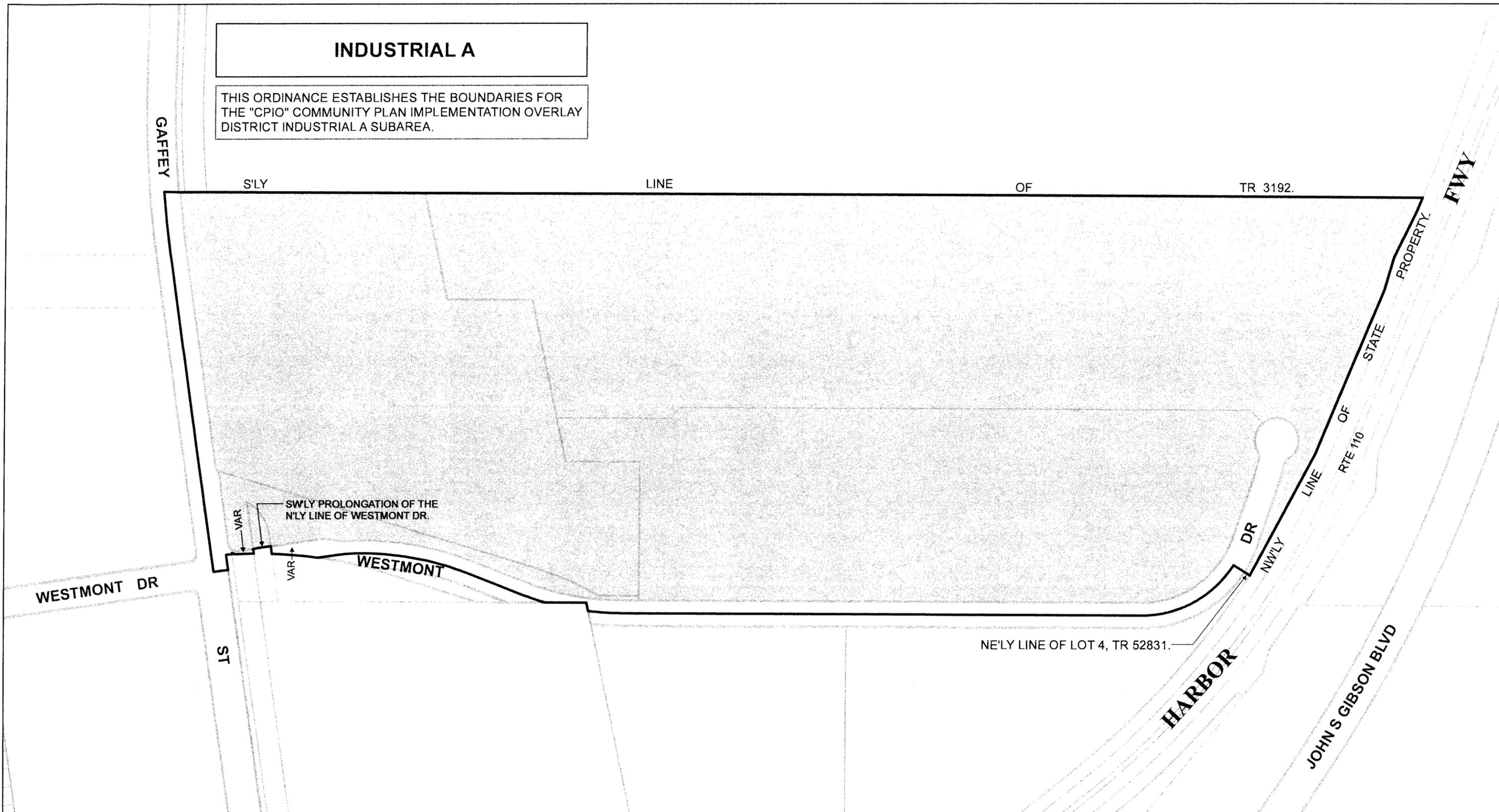
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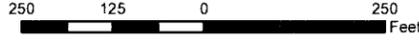
INDUSTRIAL A

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



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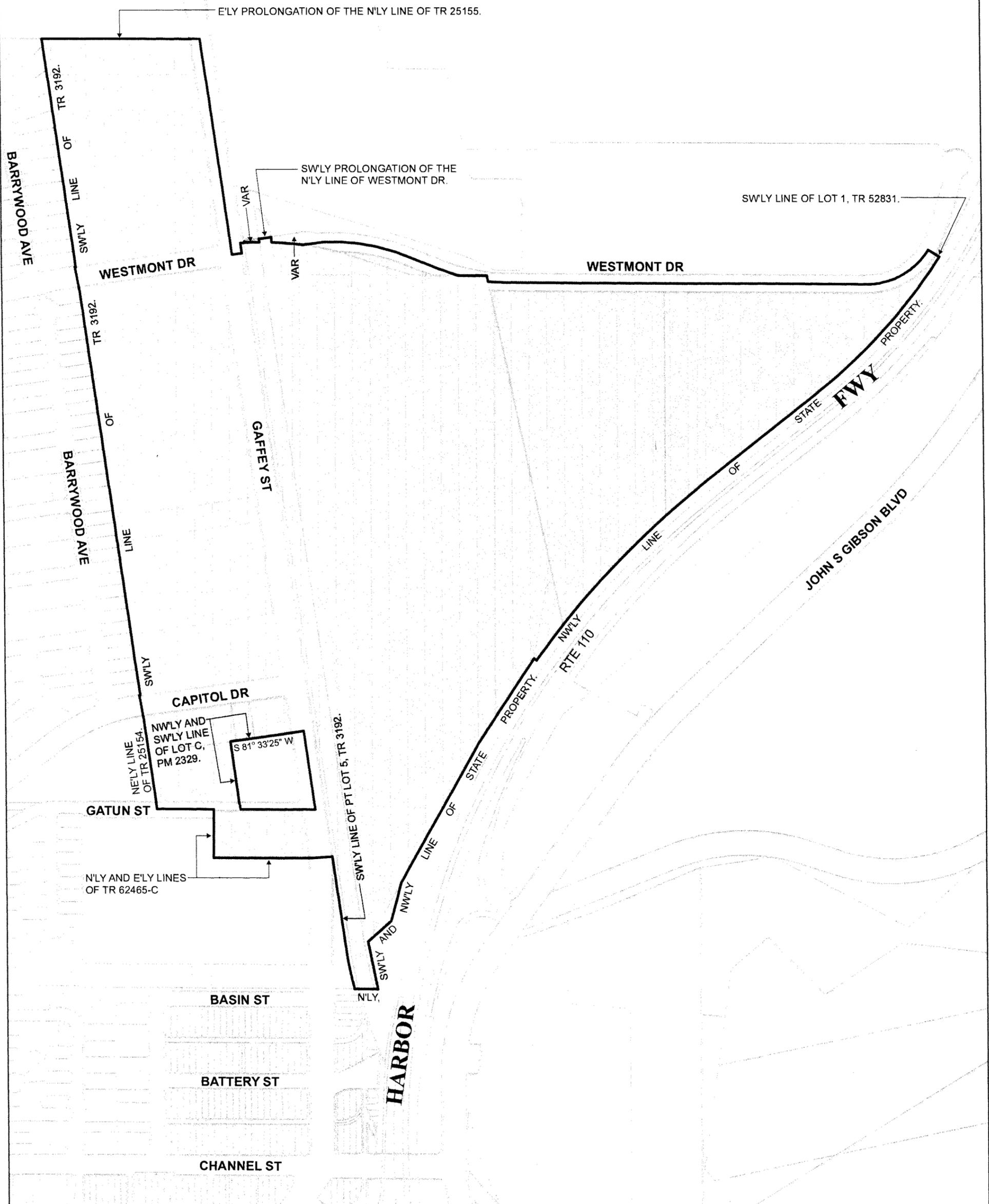
City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

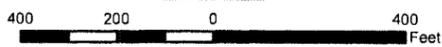
INDUSTRIAL B

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL B SUBAREA.



CPIO - Community Plan Implementation Overlay District

Industrial B CPIO Subarea Boundary



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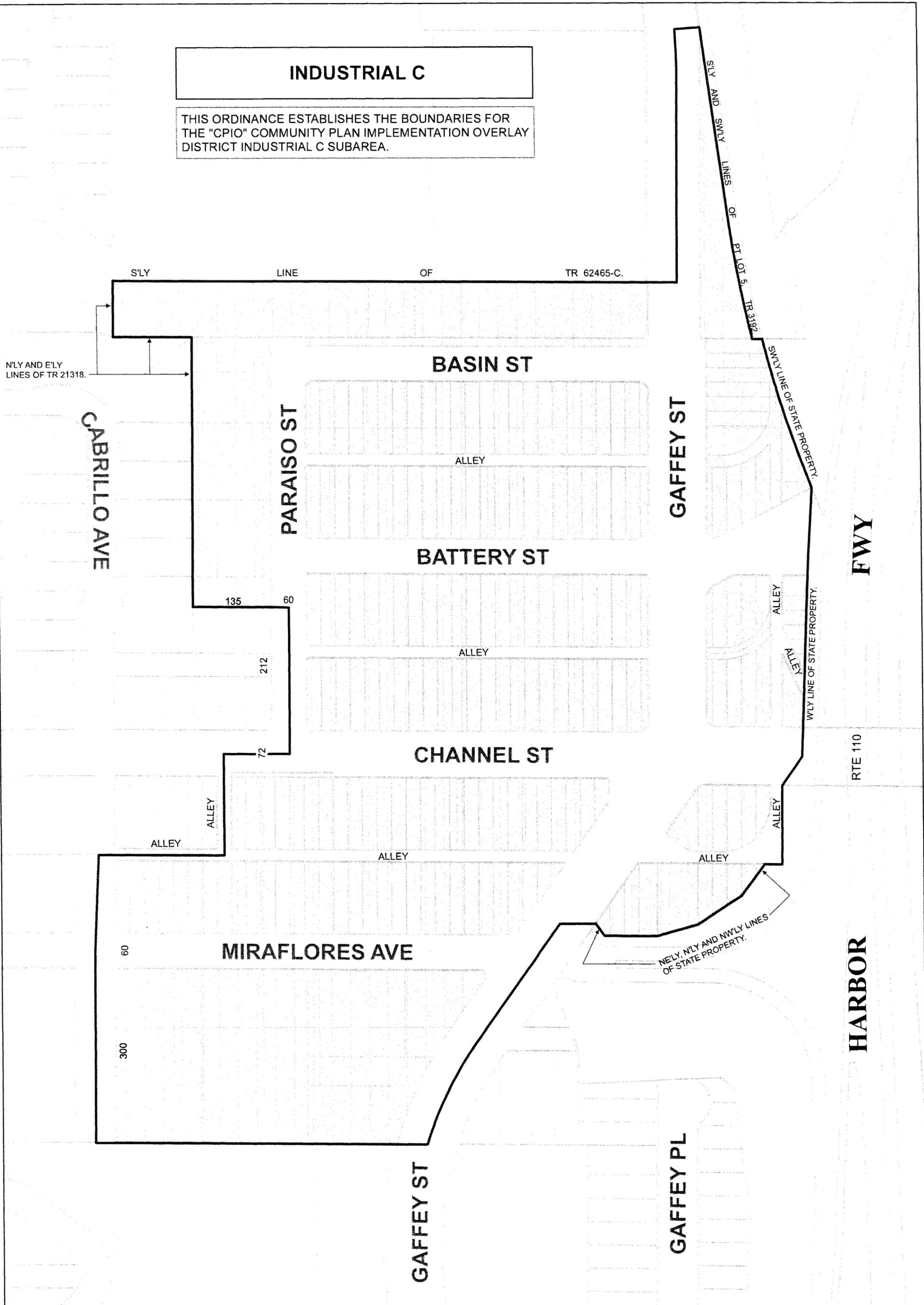
City of Los Angeles



San Pedro

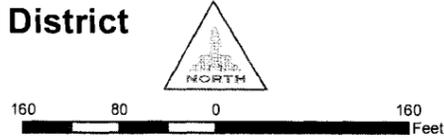
INDUSTRIAL C

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL C SUBAREA.



CPIO - Community Plan Implementation Overlay District

Industrial C CPIO Subarea Boundary



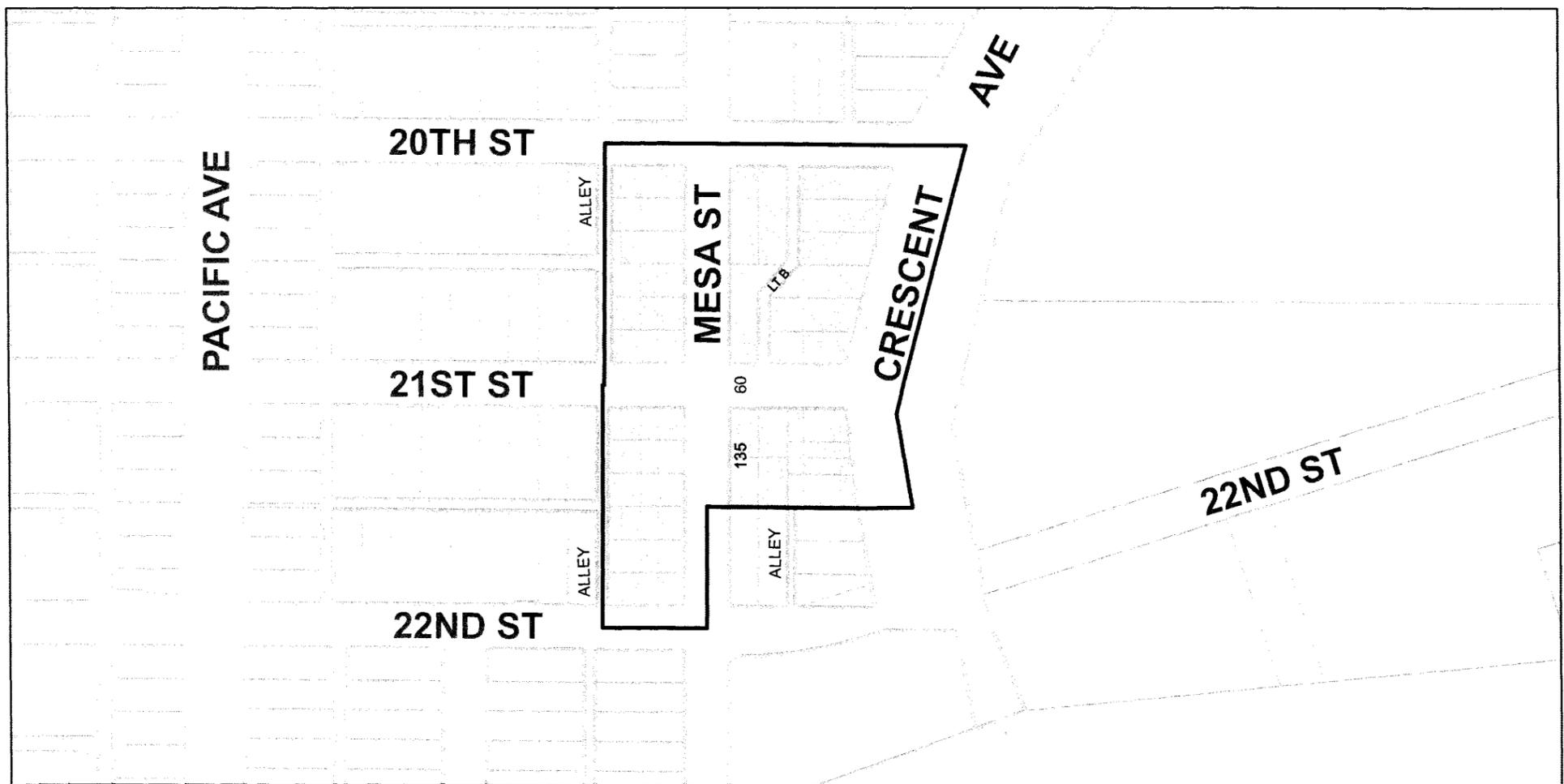
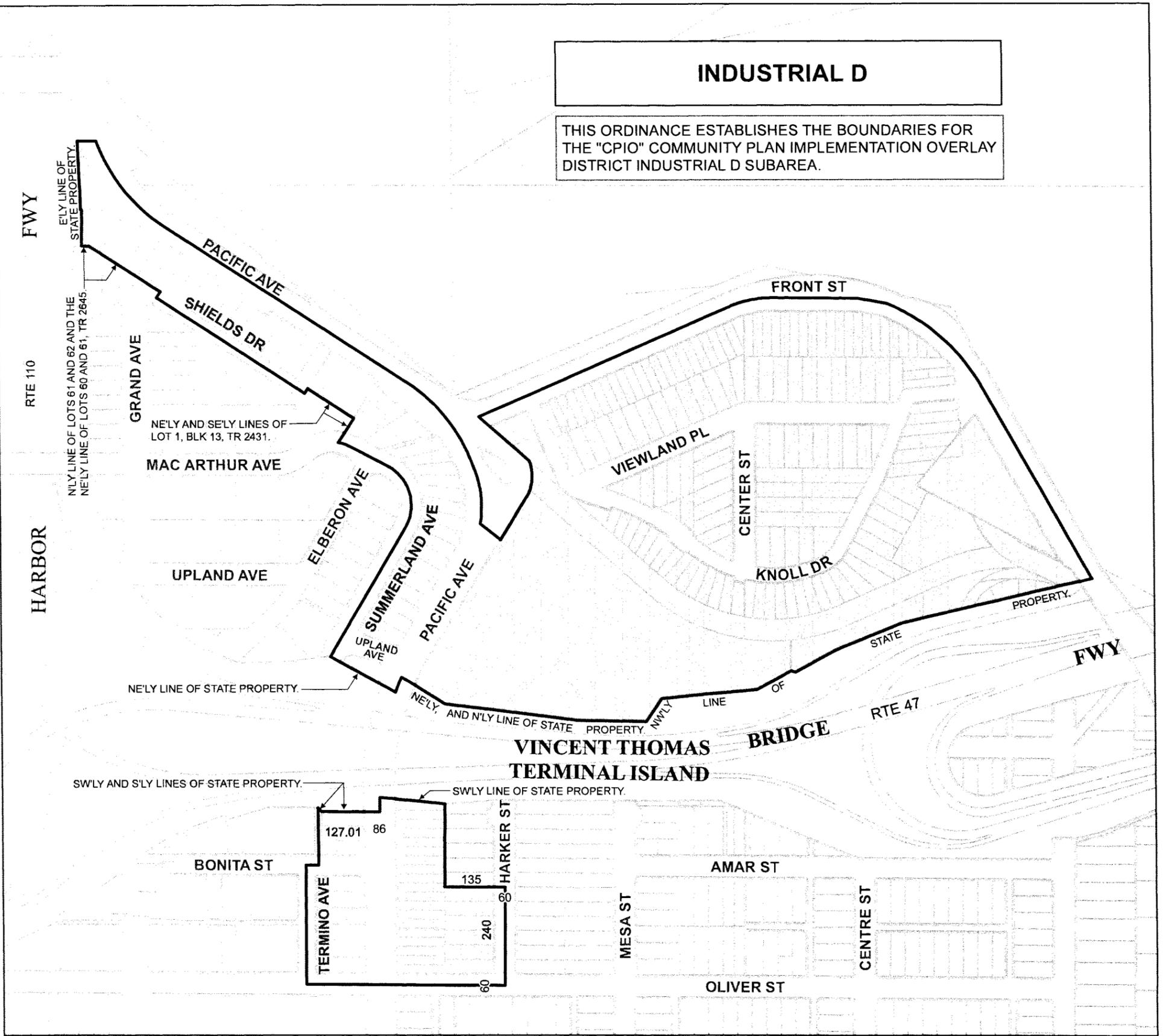
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INDUSTRIAL D

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

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City of Los Angeles



San Pedro

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

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

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

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.

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

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

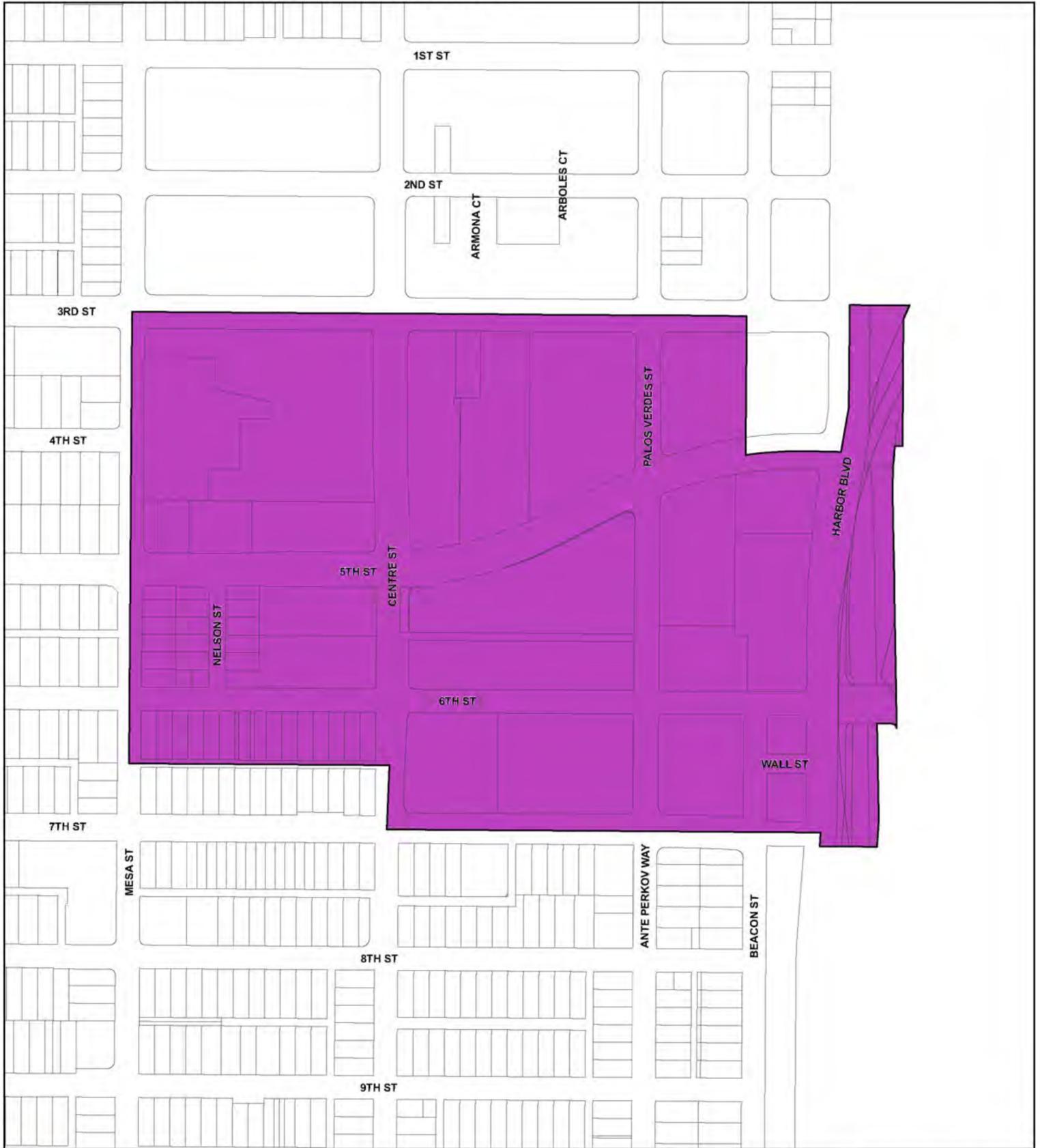
If any provision of this San Pedro CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this San Pedro CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

OVERVIEW

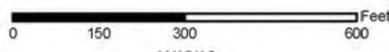
The intent of the supplemental development regulations in this Chapter II is to create a compact center of employment, entertainment, civic, and cultural uses, and waterfront tourism. These supplemental development regulations seek to create an active, pedestrian-oriented district that maximizes publicly 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



11/18/16



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

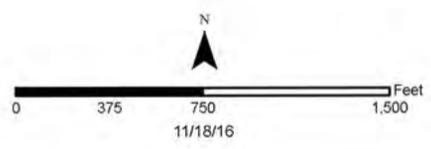
The intent of the supplemental development regulations in this Chapter III is to create entryways into San Pedro, as well as pedestrian-oriented commercial districts that serve the daily needs of residents, employees, and visitors. These supplemental development regulations create an active, pedestrian-oriented 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.
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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

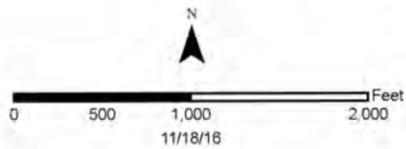
The intent of the supplemental development regulations in this Chapter IV is to create a small-scale pedestrian-friendly corridor that serves the daily needs of residents and employees. These supplemental development regulations create compatible infill development through transitions, scale, massing, 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

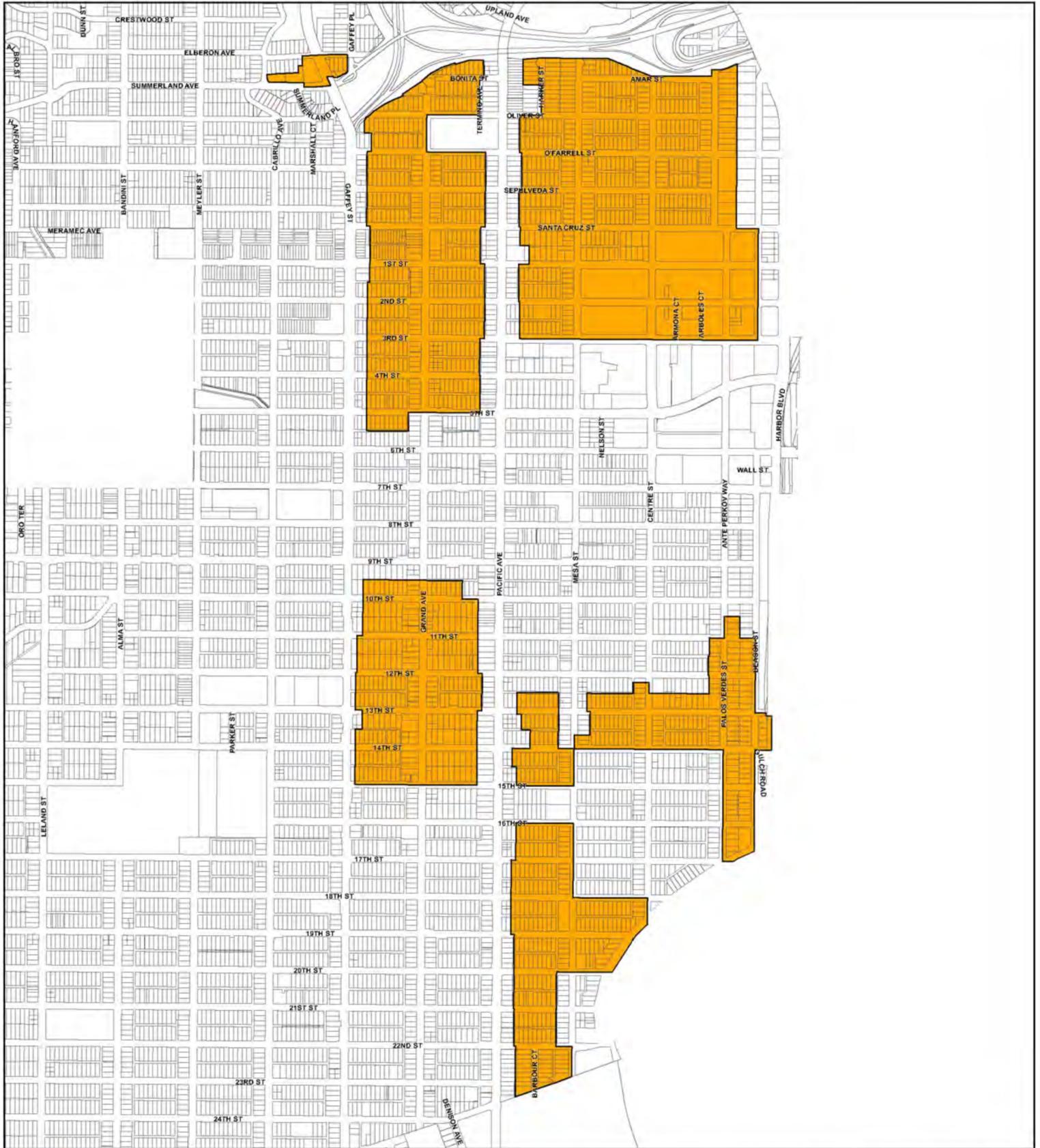
1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.
2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

OVERVIEW

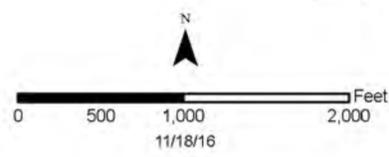
The intent of these supplemental development regulations in this Chapter V is to convey individual residential uses and create compatibility with existing development through transitions, pedestrian-scale design, and building massing. These supplemental development regulations maximize amenities such 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



11/18/16

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

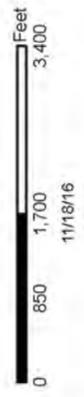
The intent of the supplemental development regulations in this Chapter VI is to create an industrial sanctuary for port and maritime support uses, while supporting clean tech and green companies, food production, and artisan industries. These supplemental development regulations seek to improve aesthetics 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

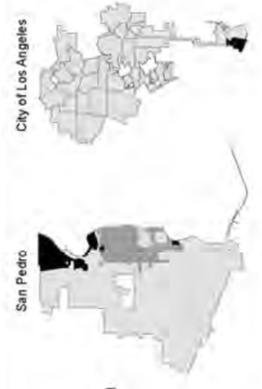


- Industrial A Subarea
- Industrial B Subarea
- Industrial C Subarea
- Industrial D Subarea

- Area Mapped
- CPIO
- Community Plan Area



11/18/16



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

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

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.

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

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 catalyts) 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.
- j. 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

TABLE OF CONTENTS

INTRODUCTION

I. COMMERCIAL AND MIXED USE DESIGN GUIDELINES

A. SITE PLANNING

Guideline A-1. Building Orientation and Frontage

Guideline A-2. Setbacks

Guideline A-3. Views

Guideline A-4. Open Space

Guideline A-5. Parking and Vehicular Access

B. BUILDING DESIGN

Guideline B-1. Building Massing

Guideline B-2. Building Scale

Guideline B-3. Articulation

Guideline B-4. Exterior Surface Materials

Guideline B-5. Entrances

Guideline B-6. Windows

Guideline B-7. Awnings and Canopies

Guideline B-8. Parking Structure Design

C. SIGNAGE

Guideline C-1. General – All Signs

Guideline C-2. Wall Signs

Guideline C-3. Projecting Signs

Guideline C-4. Other Signs

Guideline C-5. Original Art Murals

D. LANDSCAPING

Guideline D-1. Landscaping

Guideline D-2. Landscaping for Parking Lots and Structures

E. APPURTENANCES

Guideline E-1. Security Grilles

Guideline E-2. Utility & Service Areas / Mechanical Equipment

Guideline E-3. Sidewalk Dining Enclosures

Guideline E-4. Lighting

F. RESOURCE PROTECTION

Guideline F-1. Sustainable Building Design

II. MULTI-FAMILY RESIDENTIAL GUIDELINES

A. SITE PLANNING

Guideline A-1. Building Orientation and Frontage

Guideline A-2. Open Space

Guideline A-3. Parking and Vehicular Access

Guideline A-4. Topography

B. BUILDING DESIGN

Guideline B-1. Building Scale

Guideline B-2. Articulation

Guideline B-3. Exterior Surface Materials

Guideline B-4. Entrances

Guideline B-5. Windows and Doors

C. LANDSCAPING

Guideline C-1. Plant Material

Guideline C-2. Walkways/Paving

Guideline C-3. Fencing/Walls

D. APPURTENANCES

Guideline D-1. Trash Enclosures

Guideline D-2. Wireless Telecommunications

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

APPENDIX B – DESIGN GUIDELINES

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

APPENDIX B – DESIGN GUIDELINES

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

APPENDIX B – DESIGN GUIDELINES

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.

APPENDIX B – DESIGN GUIDELINES

- 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

APPENDIX B – DESIGN GUIDELINES

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 plant-
ons around the window.
- e. Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

APPENDIX B – DESIGN GUIDELINES

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.

APPENDIX B – DESIGN GUIDELINES

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.

APPENDIX B – DESIGN GUIDELINES

- 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

APPENDIX B – DESIGN GUIDELINES

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

APPENDIX B – DESIGN GUIDELINES

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.

APPENDIX B – DESIGN GUIDELINES

- 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.

APPENDIX B – DESIGN GUIDELINES

- 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.

APPENDIX B – DESIGN GUIDELINES

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.

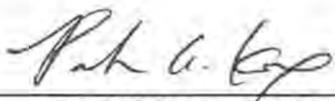
GUIDELINE D-2. Wireless Telecommunications

- 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

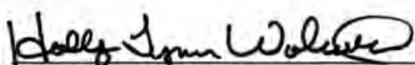
File No. CF 17-1044

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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