DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: **June 11, 2026**

Time: After 8:30 a.m.

Place: John Ferraro Council Chambers
Room 340, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Public Hearing Required
Initial Public Hearing held on February 26, 2026

Appeal Status: Not Applicable

Case No.:	CPC-2025-7122-GPA-ZC-CPIO-SP-CA
CEQA No.:	ENV-2020-6762-EIR-ADD4
Incidental Cases:	None
Related Cases:	None
Council No.:	15 - McOsker
Plan Area(s):	San Pedro Community Plan Area
Specific Plan:	San Pedro Specific Plan and One San Pedro Specific Plan
Certified NC:	Central San Pedro, Coastal San Pedro, and Northwest San Pedro
GPLU:	Various
Zone:	Various
Applicant:	City of Los Angeles
Representative:	City of Los Angeles

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

PROPOSED PROJECT:

The proposed project is the San Pedro Zoning Code Update, a targeted update to the San Pedro Community Plan. The proposed project includes amendments to the General Plan Land Use Map for the San Pedro Community Plan. The proposed project would also adopt zoning ordinances to implement the update to the Community Plan, including rezoning all parcels in the San Pedro CPA to transition to the City's New Zoning Code, repeal of the San Pedro Community Planning Implementation Overlay (CPIO) District boundary, and related amendments to the General Plan, including the Framework Element and Mobility Plan necessary to implement the Plan. The amendments to the Policy Document and the General Plan Land Use Map for the San Pedro Community Plan will further the City's broad planning goals, policies, and objectives, including the implementation of key programs from the City's 2021-2029 Housing Element.

RECOMMENDED ACTIONS:

1. **Conduct** a public hearing on the Proposed Project as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation Report as the Commission's report.
3. **Approve** and **Recommend** that the City Council **adopt** the Findings in the Staff Recommendation Report.
4. **Recommend** that the City Council instruct the Director of City Planning to amend the Environmental Protection Measures (EPMs) pursuant to Division 4C.13 (Environmental Protection) of the New Zoning Code, as appropriate to incorporate the mitigation measures (MMs) in the Mitigation Monitoring Program (MMP), and adopt water resource standards to prevent damage or disturbance to water resources, ensuring consistency with California Fish and Wildlife Code Section 1602.
5. **Determine**, based on the whole of the administrative record, that the San Pedro Zoning Code Update was analyzed in the Housing Element Environmental Impact Report (SCH No. 2021010130) (Housing Element EIR) certified on November 29, 2021, and Addendum No. 1 (ENV-2020-6762-EIR-ADD1), Addendum No. 2 (ENV-2020-6762-EIR-ADD2), Addendum No. 4 (ENV-2020-6762-EIR-ADD4); the San Pedro Zoning Code Update is within the scope of the project covered by the Housing Element EIR; and the Housing Element EIR adequately describes the activity for the purposes of CEQA; and pursuant to CEQA Guidelines Sections 15162, 15164 and 15168, no subsequent or supplemental environmental impact report is required.
6. **Instruct** the Department of City Planning to finalize the necessary General Plan land use designation maps, zone ordinances to be presented to the City Council, and authorize the Department of City Planning to make additional, non-substantive text edits to the plan policy documents and land use designation maps to correct typographical errors, and make other technical corrections/ modifications to the zoning ordinances as necessary.
7. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt**, pursuant to LAMC 13B.1.1. (Chapter 1A) and City Charter Section 555, the attached Resolutions in Exhibit A to amend the General Plan as follows:
    a. **Amend** the General Plan Land Use Element and **adopt** the San Pedro Policy Document Revisions as shown in Exhibit A2; **adopt** the General Plan Land Use Map for the San Pedro Community Plan, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A4, and the General Plan Land Use Map and Matrix as shown in Exhibit A5.
    b. **Amend** the Mobility Plan 2035 to reclassify a selected Street Designation, as shown in Exhibit A7.
    c. **Amend** the Citywide General Plan Framework Element, as shown in Exhibit A6.
8. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.4. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the draft ordinance to amend the Zoning Map, as shown in Exhibit B1 (Zone Change Map and Matrix).
9. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 13B.1.2. (Chapter 1A), and City Charter Section 558 **adopt** the draft ordinance to repeal the San Pedro Community Plan Implementation Overlay District as shown in Exhibit B6.
10. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.2. (Chapter 1A) and City Charter Section 558, the City Council adopt the draft ordinance to amend the San Pedro Specific Plan, as shown in Exhibit B7.
11. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.2. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the proposed Conservation District and Individual Historic Resource Review Supplemental Districts and Maps shown in Exhibit C2.

12. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.3. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the proposed Hillside Area Map shown in Exhibit B2.
13. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.3. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the proposed Targeted Planting Area Map shown in Exhibit B3.
14. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.3. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the proposed Freeway Adjacency Map shown in Exhibit B4.
15. **Approve** and **Recommend** that pursuant to LAMC Section 13B.1.3. (Chapter 1A) and City Charter Section 558, the City Council **adopt** the proposed Alcohol Permission Area Map shown in Exhibit B5.
16. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A4, A5 and A6) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the draft zoning ordinances (Exhibits B1-B7, C1 and C2) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.
17. **Approve** and **Recommend** that the City Council **adopt** the draft New Zoning Code Ordinance to amend Chapter 1 and 1A ("New Zoning Code") of the Los Angeles Municipal Code to add new zoning districts and related regulations to Articles 1-12, and Articles 14 and 15, and amend the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibit C1).

VINCENT P. BERTONI, AICP
Director of Planning

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PROJECT ANALYSIS

Project Summary

The San Pedro Zoning Code Update (Proposed Project) consists of a targeted update to the San Pedro Community Plan, in order to adopt the New Zoning Code in San Pedro and further the community plan goals and policies established in the San Pedro Community Plan Policy Document. The Proposed Project includes minor clarifying changes to the Community Plan Policy Document's text, maps and figures. Changes to General Plan Land Use designations and zones are proposed to implement the New Zoning Code. The San Pedro Community Plan Implementation Overlay (CPIO) District is proposed to be repealed and replaced with modular zones that will fulfill the land use goals of the CPIO. Through implementation of the New Zoning Code in the San Pedro CPA, the Proposed Project implements key programs from the 2021-2029 Housing Element and Safety Element Update, including housing incentive programs, residential protections, and Environmental Protection Measures (EPMs).

Adoption of the Proposed Project will require several implementing ordinances including amendments to the New Zoning Code. These updates will integrate hillside zoning regulations that are consistent with Chapter 1 Baseline Hillside Ordinance (BHO) with context-sensitive development standards, into San Pedro and the New Code.

The Proposed Project also includes zone changes to establish new zoning districts throughout the San Pedro CPA. The project introduces General Plan Amendments, specifically amending the Framework Element to incorporate corresponding zones for the San Pedro Zoning Code Update and a targeted street reclassification to Mobility Plan 2035 to align with policy goals.

Background

The San Pedro Community Plan was adopted by City Council on October 4, 2017. The plan set the direction for the future growth of San Pedro through the year 2030. It was developed through a collaborative effort between City staff and stakeholders including residents, businesses, developers, design professionals and property owners. The plan addressed the physical development of San Pedro through topics such as land use and housing, parks and open space, urban design, infrastructure, mobility, arts and culture, and history.

In October 2024, the City of Los Angeles adopted a new Zoning Code (Chapter 1A of the LAMC), representing the biggest comprehensive update since 1946. Initially introduced in conjunction with the Downtown Community Plan Update, the New Zoning Code will implement the policies and goals for the different neighborhoods across Los Angeles as City Planning continues to update its thirty-four community plans. Community Plan areas that have not yet transitioned to the New Zoning Code continue to operate under Chapter 1 of the LAMC. The San Pedro Zoning Code Update is a targeted update to facilitate the transition to the New Zoning Code, Chapter 1A, without a comprehensive Community Plan Update process on account of the recent update to the San Pedro Community Plan.

The Proposed Project follows the recent updates to the Wilmington-Harbor City and Harbor Gateway Community Plans, which will apply the New Zoning Code to the City's Harbor region. These neighboring communities physically connect San Pedro to the rest of the City of Los Angeles. Adopting the New Zoning Code in the San Pedro CPA would further the City's implementation of the New Code and will bring the harbor geographic area under a singular zoning code in order to create consistency in zoning and land use nomenclature, development regulations and implementation of urban planning and design strategies throughout the region.

Components of the Project

Proposed General Plan Land Use Map

The project introduces a new General Plan Land Use Map for San Pedro that corresponds with the New Zoning Code. The proposed land use changes are primarily a translation of nomenclature from the existing structure to the new General Plan Land Use structure and further described below in the section titled General Plan Land Use Descriptions. Land use designation changes to Framework include a new High Medium Residential land use category to carry the equivalent designation in the San Pedro Community Plan for the existing High Medium Residential land use designation. Parcel specific land use designation changes in the CPA include application of Public Facility designations to more accurately reflect existing public uses such as fire stations, an animal care center, and city-owned vacant land. An expansion of the Open Space designation is proposed to reflect the development of new city parks operated by the Department of Recreation and Parks. Additionally, Industrial land use designations are consolidated into the Light Industrial designation to better correspond with zoning use permissions. Removal of Hybrid Industrial land use in the core of downtown San Pedro and replacement with Community Center in order to better reflect an urban mixed-use environment, while continuing to allow for joint living and working quarters envisioned by the San Pedro Community Plan.

A key land use change is the introduction of a new land use, Medium Neighborhood Residential, that is designed for residential neighborhoods while allowing limited commercial uses. This land use is applied to targeted areas in San Pedro where a small selection of commercially designated and zoned properties within residential neighborhoods currently exist; this limited change is intended to provide more sensitive and contextual land use and zoning designations where residential is the dominant characteristic of the neighborhood. The land use is paired with zoning that allows for small-scale commercial tenants such as cafe, restaurant and retail. Other land use changes include consolidation of dual or split general plan land use properties into one designation. Minor technical changes also include application of the Freeway designation for freeways, on-ramps and some abutting and landscaped Caltrans owned parcels. Minor changes to better reflect as-built on the ground conditions and for consistency across a geographic area, particularly in cases where entitlements had been granted and projects have been built. The Project also recognizes the change of land use designation that occurred through the City Council approval of the One San Pedro development project.

Chapter 1A Zoning

The Proposed Project includes zone changes to establish new zoning districts from the new Zoning Code throughout the Community Plan Area. The proposed zones advance the policy intent of the San Pedro Community Plan and are within the menu of options available from the New Zoning Code as well as additions of zones introduced by this project to provide for the adaptation of Hillside regulations from LAMC Chapter 1 to LAMC Chapter 1A (New Zoning Code), as shown in Exhibits B1 and C1.

The New Zoning Code allows for more tailoring of land use regulations that offer more context sensitive options than the tools that preceded it. The New Zones are composed of modules that include Form, Frontage, Development Standards, Use and Density. Generally, standards that regulate the frontage of a building are applied through the use of an overlay mechanism, such as a Specific Plan or Community Plan Implementation Overlay (CPIO) District. The frontage module is applied to all properties and allows for the opportunity to regulate the design of building facades which can achieve a variety of urban design goals across the plan area. The use module consists of a package of regulations identifying the permissions levels for use groups and include standards that further ensure uses will be compatible within their setting. The variety of use districts and their permissions eliminate the need to regulate uses through Qualified conditions or Q conditions. The adoption of Chapter 1A zones includes the removal of (Q) Qualified Conditions, (T) Tentative Classifications, (D) Development Limitations and (BL) Building Line regulations; however, approved projects with conditional approvals would be required to comply with project specific Q's, T's and D's.

The project incorporates modular zoning districts to replace the zones underlying the San Pedro

Community Plan Implementation Overlay (CPIO) District. The applied zoning districts continue to advance the policy vision of the San Pedro CPIO, and therefore this project proposes removal of the CPIO zoning suffix from the relevant parcels, and the repeal of the San Pedro CPIO District Plan and Ordinance. The replacement zones achieve many of the regulations and standards in the San Pedro CPIO District Plan and Ordinance, such as those related to use permissions and urban design, while retiring select standards for the purposes of simplifying a complex regulatory environment. Further, the Project includes the Individual Historic Resource Review zoning tool and its associated "IHR" suffix to function as a replacement for the San Pedro CPIO's eligible historic resource evaluation review procedures and a Targeted Planting Map for the San Pedro CPIO area boundary to maintain drought-tolerant and/or native planting regulations.

San Pedro is a community with a substantial portion of hillside terrain. Many of its neighborhoods offer scenic views of the ocean, harbor, hills, waterfront and open spaces. Although the majority of San Pedro is developed urban land, a few areas of natural open space remain and many overlap with coastal bluffs and hillside slopes, particularly around the border of Rancho Palos Verdes. Along the Palos Verdes Peninsula, San Pedro has been historically susceptible to geological hazards such as landslides. Hillside regulations are designed to allow for new development that is in harmony with the health and safety needs of residents and to protect the area's environmental resources including public views. The ongoing effort to modernize the City's zoning code includes developing new zoning district modules for hillside residential neighborhoods already subject to BHO. The San Pedro Zoning Code Update includes adopting a Hillside Area map, Exhibit B2, to correspond to the existing Hillside Area and adopting new hillside zoning district modules in low density residential neighborhoods. The proposed regulations adapted the existing BHO, with refinements, to further the established community plan's vision for hillside residential neighborhoods. Zoning strategies for the hillside communities include grading, height, and floor area regulations, as well as setbacks, fencing, lighting and landscaping standards. The hillside zoning districts direct anticipated growth away from steeply sloping hillside areas, by limiting grading, and preserving existing open space to support ecological resources such as natural streams.

Zoning Code Tools

The New Code provides for new mechanisms to activate regulations through Supplemental District zoning and Zoning Maps. The proposed supplemental district zoning includes properties identified for individual eligible historic resource review and a Conservation District for San Pedro's downtown historic commercial area. The zoning maps proposed are for the hillside regulation areas and areas with specialized landscape planting requirements.

Two key preservation tools are proposed to advance the policy goal of maintaining character in San Pedro's Historic Commercial Core: Conservation District and Individual Historic Resource (IHR) Review. These new zoning tools are designed to maintain a cohesive character for distinct neighborhoods, while providing guidance for thoughtful growth and development. The introduction of these character tools will build upon the goals and policies established in the San Pedro Community Plan, particularly those focused on preserving and enhancing historic resources.

The Conservation District is proposed for the downtown area roughly bounded by 6th Street on the north, 12th Street on the south, Pacific Avenue on the west and Centre Street. This area includes a high concentration of historic resources according to the Historic Resources Survey and is designated as a California Registered Historic District. The Conservation District tool outlines how properties that have been identified in the historic resources survey as contributing to the district will be reviewed when a project is proposed, including adherence to the Secretary of Interior's Standards for Rehabilitation.

San Pedro's Conservation District would be paired with a special frontage district called a Character Frontage, created to enhance an infill development project's compatibility with the existing historic resources of the district. The Character Frontage includes objective design standards that respond to the existing context – such as building scale, materials and streetscape character. The proposed design standards provide specifications for roof form, exterior materials, facade articulation break up massing, and transparency requirements for the ground floor and upper stories.

Individual Historic Resource (IHR) Review is another tool proposed for properties that have been identified in SurveyLA, the Los Angeles Historic Resources Survey, as being architecturally or historically significant on their own, and located within the San Pedro CPIO District. This zoning designation provides protections in order to maintain the integrity of a site's historic features; projects will be reviewed for compliance with the Secretary of Interior's Standards for Rehabilitation, similar to current review procedures established by the CPIO.

A Targeted Planting Map, Exhibit B3, is proposed to identify an area that will be subject to specialized planting lists. This requirement will replace the San Pedro CPIO's drought-tolerant and native planting requirements, and implement the Community Plan's policy program to require on-site trees and maximize sustainability with a preference for native and drought tolerant species. The Targeted Planting Map areas match the CPIO boundary map and require all landscaping prescribed by the zoning districts within the mapped areas to comply with the proposed Coastal Harbor Planting List for San Pedro. The Coastal Harbor Planting List is informed by the California Native Plant Society (CNPS) recommended species for native and drought-tolerant plants. Filtration Planting is mapped to the Industrial subareas of the San Pedro CPIO and require plants low in water use, low in biogenic emissions, high in carbon and particulate matter filtration qualities and retain foliage.

Environmental Protection Measures

An important shift in the New Zoning Code is how broad environmental policies are translated into clear, enforceable standards. The Project proposes two additions to the City's Environmental Protections Handbook. Among the most critical resources in San Pedro are natural drainage systems, including intermittent and ephemeral streams. The new code recognizes water resources as a resource to protect through the implementation of the EPM (Environmental Protection Measures). In San Pedro, natural streams occur primarily along the western hillside areas with some streams crossing neighboring Rancho Palos Verdes. The Project proposes an addition of Water Resource clearance procedures to prevent damage or disturbance due to construction activities.

While the EPM Handbook replaces the San Pedro Community Plan Implementation Overlay District's Environmental Standards, the project proposes the addition of an EPM to address large construction projects and air quality in San Pedro to ensure that all of the CPIO's environmental standards continue to be reflected in the transition to the New Zoning Code.

Housing Element

The Project implements the City's 2021–2029 Housing Element's key programs including housing incentive programs, residential protections, and EPMs. Additionally, the Project advances multiple Housing Element programs that direct the City to increase zoning capacity, streamline development standards, and integrate new zoning tools to meet the City's Regional Housing Needs Allocation (RHNA). RHNA is the California State-required process that seeks to ensure cities and counties plan for enough housing in their Housing Element cycle to accommodate all economic segments of the community. Although the Project is largely a translation of existing zoning, it offers flexible zoning with a range of housing typologies to provide housing options throughout the CPA and includes standards requiring open space and amenity features for residential development. The Proposed Project streamlines housing development by the removal of "Q" or Qualified Conditions and replaces subjective design review standards with objective standards described in the New Zoning Code.

San Pedro Specific Plan

The San Pedro Specific Plan, established in 1990, provides supplemental regulations for San Pedro's coastal zone. The project includes a limited amendment to the Specific Plan text document, Exhibit B5, in order to remove outdated references to Chapter 1, provide clarification on how the Specific Plan will work within the framework of Chapter 1A, the New Zoning Code and the zoning system. An "SP" specific plan suffix, indicating the San Pedro Specific Plan overlay, will be applied to the end of the zone string to

indicate the additional layer of zoning rules. The project does not involve any amendments to the Coastal Land Use Plan.

Other Plans

The Redevelopment Plan for the Pacific Corridors Redevelopment Project was adopted on May 1, 2002 and is set to expire on May 1, 2033. The Redevelopment Plan's land use regulations for the Pacific Corridor Redevelopment Project would have no further force and effect due to the adoption of zoning classifications under Chapter 1A, consistent with City Ordinance No. 188,648.

Community Plan Document and Policies

The Community Plan policy document established the policies, guidelines and implementation programs for the San Pedro Community Plan. The document provides information and guidance for community members, stakeholders, developers, as well as public officials and agencies. With adopting the New Zoning Code in San Pedro, maps, figures, and references become outdated in the San Pedro Community Plan document. Therefore, as shown in Exhibit A2, the proposed text update seeks to clarify the changes that come from the advancement of this planning effort by introducing text that includes a description of necessary changes. The original community plan goals and policies remain relevant for directing the future growth of San Pedro and are proposed for changes only when clarifications are required.

Framework Element Amendments

The Proposed Project will require an amendment to Framework Appendix A (Exhibit A6). The changes are organized within a supplemental table outlining the general plan land use designations and corresponding zones proposed for the San Pedro Zoning Code Update, including the introduction of the High Medium Residential land use designation. Framework Appendix A, adopted with the Downtown Community Plan Update, and further amended with the Boyle Heights Community Plan Update and Wilmington-Harbor City and Harbor Gateway Community Plan Update, provides guidance on zoning correspondence for projects using Chapter 1A of the Municipal Code (i.e., the New Zoning Code) and builds upon the zoning correspondence established through the aforementioned plans.

Mobility Element (Mobility Plan 2035)

The City's streets are organized by official standard street designations or classifications, established in the General Plan Mobility Element, called Mobility Plan 2035 (MP 2035), and standard street dimensions shown in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street alignments can be modified to meet the specific needs of the community. The Project includes a street reclassification (Exhibit A7) to maintain the continuation of a street wall and the historic character of the Downtown San Pedro Commercial Area, a California Registered Historic District and which is proposed for a Conservation District. The intent of the reclassification is to strike a balance between street/sidewalk widening and maintaining a street-wall which is characteristic of early 20th century commercial development and maintains a dense, walkable and engaging commercial environment.

General Plan Land Use Designations

The San Pedro Zoning Code Update includes a proposed General Plan Land Use Map, which is a map identifying the General Plan Land Use Designations for all properties within the CPA. The proposed General Plan Land Use Map includes the new land use designations corresponding to Chapter 1A, which primarily involve nomenclature changes, as well as a corresponding zone table to identify the zoning district modules that are allowed for each type of land use designation (Exhibit A4). General plan land

use designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, FAR, densities, and height. The Land Use Map shows the location of the proposed land use designations in the CPA. The proposed land use designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to urbanized and transit-served areas, consistent with the vision of the San Pedro Community Plan.

In the San Pedro Community Plan Area, the following general plan land use designations are applicable and may permit the listed uses and development ranges. For more detailed information and zoning correspondence please see the General Plan Land Use Map (Exhibit A4).

Regional Center

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

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts in Regional Center allow for the greatest range of maximum Floor Area Ratio (FAR), with a maximum of 6:1, consistent with the existing San Pedro Community Plan Implementation Overlay regulations. Height is limited by FAR.
- Use Districts allow for residential uses and an array of regional commercial-serving uses to accommodate larger retail stores, and outdoor promenades.
- Density Districts work with the other zoning districts to realize the Regional Center's goal of maximizing mixed use development in Regional Centers. A residential density of "4", or 1 unit per 400 square feet of lot area is assigned in this land use designation.
- The table below demonstrates the corresponding districts within the Regional Center designation:

General Plan Land Use Designation	Form District	Use District	Density District
Regional Center	Mid-Rise Medium 3 (MM3) High-Rise Broad 7 (HB7)	Commercial-Mixed 7 (CX7)	4

Community Center

The Community Center land use designation is proposed for the areas the San Pedro Community Plan

designated for "Community Commercial" and "Hybrid Industrial." The change from Community Commercial to Community Center functions as a nomenclature change in the new land use structure. The change from Hybrid Industrial land use in the core of downtown San Pedro and replacement with Community Center is proposed to better reflect an urban mixed-use environment, while continuing to allow for joint living and working quarters envisioned by the San Pedro Community Plan through the applied zoning districts. Per the San Pedro Community Plan: *"Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Community Centers represent a range of maximum FAR.
- Use Districts allow for a broad range of commercial and residential uses. The CX7 Use District accommodates local and regional-serving commercial and institutional uses. The CX9 Use District is more permissive in regards to auto uses such as automobile service and accessory.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Community Centers. Here the Density Districts allow a residential density of "8", or 1 unit per 800 square feet of lot area to "4" or a 1 unit per 400 square feet of lot area.
- One San Pedro (OSP) is a Special Zoning District that corresponds with Community Center.
- This table demonstrates the corresponding districts within the Community Center designation in San Pedro Community Plan:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**	**Special District**
Community Center	Low Rise Medium 15 (LM15) Low Rise Medium 16 (LM16) Mid-Rise Medium 2 (MM2) Mid-Rise Medium 3 (MM3) Mid-Rise Broad 12 (MB12) Moderate-Rise Medium 6 (DM6)	Commercial-Mixed 7 (CX7) Commercial-Mixed 9 (CX9)	4, 8	One San Pedro (OSP)

Neighborhood Center

The Neighborhood Center land use designation is proposed for the areas the San Pedro Community Plan designated for "Neighborhood Commercial" and functions as a nomenclature change in the new land use structure. Per the San Pedro Community Plan, *"Commercial districts typically include the complete range of neighborhood-serving to regional types of businesses and services, including retail,*

office, lodging, cultural and entertainment facilities, schools, and libraries. The height of structures in these districts ranges from 30 feet for Neighborhood Commercial to about 250 feet in the Downtown Regional Commercial district. Most commercial districts encourage mixed-use structures, which generally incorporate commercial uses on lower floors, and residential units on upper floors."

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Neighborhood Centers represent a range of maximum FAR.
- Use Districts allow for a broad range of commercial and residential uses. The CX7 Use District accommodates local and regional-serving commercial and institutional uses. The CX9 Use District is more permissive in regards to auto uses such as automobile service and accessory. The CX6 and CX5 use districts are designed for mixed-use and commercial uses, with CX5 intended to foster small-scale commercial and CX6 for neighborhood center scale commercial.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Community Centers. Here the Density Districts allow a residential density of "15", or 1 unit per 1,500 square feet of lot area to "4" or a 1 unit per 400 square feet of lot area.
- This table demonstrates the corresponding districts within the Community Center designation in San Pedro Community Plan:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**
Neighborhood Center	Low-Rise Medium 8 (LM8) Low-Rise Medium 9 (LM9) Mid-Rise Medium 3 (MM3)	Commercial-Mixed 9 (CX9) Commercial-Mixed 7 (CX7) Commercial-Mixed 6 (CX6) Commercial-Mixed 5 (CX5)	4, 8, 12, 15

High Medium Residential

High Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers or near transit lines and stops. The High Medium Residential land use is proposed to be adopted into the Framework Element's new land use structure and applied to select sites to carry over the existing High Medium Residential land use designation.

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts in High Medium Residential allow for the greatest range of maximum Floor Area Ratio (FAR), with a maximum of 4:1, consistent with the San Pedro Community plan Implementation Overlay. Height is limited by FAR.
- The Use District emphasizes residential uses and only allows a minimal amount of compatible services and amenities. The RG2 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work with the other zoning districts to realize the goal of maximizing residential

development in the High Medium Residential land use category. A residential density of "4", or 1 unit per 400 square feet of lot area is assigned in this land use designation.

- The table below demonstrates the corresponding districts within the High Medium Residential designation:

General Plan Land Use Designation	Form District	Use District	Density District
High Medium Residential	Moderate-Rise Medium 6 (DM6)	Residential General 2 (RG2)	4

Medium Neighborhood Residential

The Medium Neighborhood General Plan Land Use designation is introduced to San Pedro with limited application to address residential neighborhoods with pockets of commercial zoning. The Framework defines Medium Neighborhood Residential as *"areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are acjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Medium Neighborhood Residential represent allow for a 1.5:1 Floor Area Ratio and three stories.
- Use Districts allow for a range of limited neighborhood commercial uses and residential uses. The residential mixed use districts emphasize residential uses and allow a selection of limited commercial uses and compatible services and amenities.
- The RX4 Use District accommodates residential uses with limited commercial uses. Small scale commercial activities such as restaurant and retail with tenant sizes of up to 3,000 square feet allowed and heavier commercial uses like large format retail, hotels and offices are prohibited.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Medium Neighborhood Residential. Here the Density Districts allow up to a residential density of "8", or 1 unit per 800 square feet of lot area and "15", or 1 unit per 1,500 square feet of lot area.
- This table demonstrates the corresponding districts within the Medium Neighborhood Residential designation in San Pedro:

General Plan Land Use Designation	Form District	Use District	Density District
Medium Neighborhood Residential	Low-Rise Medium 8 (LM8) Low-Rise Medium 9 (LM9)	Residential-Mixed 4 (RX4)	8, 15

Medium Residential

The Medium Residential designation is proposed for San Pedro in the Medium Residential designated areas. Per the San Pedro Community Plan, *"Neighborhoods designated for multi-family use are predominantly located in the central and eastern portions of San Pedro and contain duplexes, bungalow apartments, 3 to 4 story apartment buildings, and condominium complexes, as well as single-family homes."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Medium Residential represent a range of maximum FAR up to *1:1 FAR for VN2 and 1.5:1 for LN2 and LM8. VN2, LN2 and LM8 are limited in height to 3 stories.*
- The Use District emphasizes residential uses and only allows a minimal amount of compatible services and amenities. The RG2 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Medium Neighborhood Residential. Here the Density Districts allow up to a residential density of "8", or 1 unit per 800 square feet of lot area and "15", or 1 unit per 1,500 square feet of lot area.
- This table demonstrates the corresponding districts within the Medium Neighborhood Residential designation in San Pedro:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**
Medium Residential	Very Low-Rise Narrow 2 (VN2) Low-Rise Narrow 2 (LN2) Low-Rise Medium 8 (LM8)	Residential General 2 (RG2)	8, 10

Low Medium Residential

The Low Medium Residential designation is proposed for San Pedro to replace the Low Medium I and Low Medium II land use designations and functions as a nomenclature change. Per the San Pedro Community Plan, *"Neighborhoods designated for multi-family use are predominantly located in the central and eastern portions of San Pedro and contain duplexes, bungalow apartments, 3 to 4 story apartment buildings, and condominium complexes, as well as single-family homes."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Low Medium Residential represent a range of maximum FAR up to 0.75:1 FAR for H2, 1:1 FAR for VN2 and 1.5:1 for LN2. The H2 Form Districts limit height to 33' and VN2, VN3 and LN2 limit height to 3 stories. HLG5 is applied on a limited basis and is based on a slopeband floor area to determine FAR, with a maximum height of 36 feet and overall height of 45 feet for sloping lots.

- The Use District emphasizes residential uses and only allows a minimal amount of compatible services and amenities. The RG2 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Low Medium Residential. Here the Density Districts allow up to a residential density of "2L", or 2 units per lot and "10", or 1 unit per 1,000 square feet of lot area.
- The table below demonstrates the corresponding districts within the Low Residential designation in San Pedro:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**
Low Medium Residential	Hillside Large Lot 5 (HLG5) House 2 (H2) Very Low-Rise Narrow 2 (VN2) Low-Rise Narrow 2 (LN2)	Residential General 2 (RG2)	10, 15, 20, 30, 60, 2L

Low Residential

The Low Residential land use category is applied to protect neighborhood character in San Pedro, in lieu of the existing Low II Residential land use designation. Per the San Pedro Community Plan, *"San Pedro's single-family neighborhoods are important to the community's sense of character and identity. The Plan preserves the character of existing lower-density neighborhoods by maintaining lower-density land use designations."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Low Residential represent a range of maximum FAR up to 0.45:1. For H1; The height limit for H1 is 33 feet. HH1 is applied to hillside single-family neighborhoods and is based on a slopeband floor area to determine FAR, with a maximum height of 33 feet and overall height of 45 feet for sloping lots. Large Lot 5 allows for a .25 FAR and a height of 45 feet.
- The Use District emphasizes residential uses and only allows a minimal amount of compatible services and amenities. The RG2 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- The Density District in Low Residential allows up to a residential density of "1L", or 1 unit per minimum lot area.
- The table below demonstrates the corresponding districts within the Low Residential designation in San Pedro:

General Plan Land Use Designation	Form District	Use District	Density District
Low Residential	Large Lot 5 (LG5) Hillside House 1 (HH1) House 1 (H1)	Residential General 2 (RG2) Residential General 3 (RG3)	1L

Light Industrial

The Light Industrial land use category is applied to better correspond with zoning use permissions, in lieu of the existing Limited Manufacturing to Heavy Manufacturing/Industrial land uses designations. Per the San Pedro Community Plan, *"Industrial land use is a valuable commodity that must be maintained due to the city-and community-wide economic benefits and the employment opportunities generated*." Use districts are assigned based on guidance from the San Pedro Community Plan Implementation Overlay use permissions for the Industrial Subarea.

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Light Industrial have a FAR up to 1.5:1.
- The Industrial Use Districts are intended to support employment and accommodate industrial activities while minimizing potential disruptions to surrounding uses. The I5 and I6 Use Districts accommodate most light industrial uses with the goal of preserving industry. The I5 and I6 Use District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity.
- Density Districts work in concert with the other zoning districts. Here the Density is "N", indicating that there is no residential density, because residential uses are not permitted.
- This table demonstrates the corresponding districts within the Light Industrial designation in San Pedro:

General Plan Land Use Designation	Form District	Use District	Density District
Light Industrial	Low-Rise Broad 3 (LB3) Low-Rise Full 3 (LF3)	Industrial 5 (I5) Industrial 6 (I6)	N

Open Space

The Project applies the Open Space designation to existing Open Space designated land. Additionally, an expansion of Open Space is recognized through rezoning and/or re-designation of land use is proposed to reflect the development of new city parks operated by Recreation and Parks. Per the San Pedro Community Plan, *"Parks, open space and the urban forest are a vital part of a livable, sustainable*

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

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within the Open Space designation are Very Low Scale, Large Lot and Hillside House and are intended for sensitive development.
- The Open Space Use District allows for open spaces, recreational facilities, agricultural and accessory uses.
- Open Space designations in most cases have a Density District "N", that does not allow residential development, with exceptions for agricultural uses that allow one dwelling unit.
- This table below demonstrates the corresponding districts within the Open Space designation in San Pedro:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**	**Special District**
Open Space	Large Lot 5 (LG5) Hillside House 1 (HH1) Very Low-Rise Full 2 (VF2)	Agricultural 1 (A1) Open Space 1 (OS1) Open Space 2 (OS2)	1L, N	Submerged Lands (SL)

Public Facilities

Public Facilities designations are proposed for existing public facilities designated land and expanded to more accurately reflect existing public uses such as fire stations, an animal shelter, and city-owned vacant land. Per the San Pedro Community Plan*, "the ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving San Pedro residents' quality of life as well as supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, parks, open space, and the urban forest, as well as, water and sewer systems, solid waste treatment systems, stormwater drainage facilities and public utilities. These facilities, services, and infrastructure can influence the pattern of land uses within the community, where growth should occur, and at what intensities."*

Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Public Facilities vary and are assigned based on neighboring Form Districts to encourage continuity in form.
- Use Districts under Public Facilities are designed for civic and institutional uses but also permits uses based on what adjacent zoning permits.

- In limited cases, the Use District permits housing to be built through public-private partnerships.
- Density Districts work in concert with the other zoning districts to realize plan goals, particularly to allow for development of housing on publicly owned land. Density districts applied vary by zone, allowing for flexibility or housing density.
- The table below demonstrates the corresponding districts within the Public Facilities designation in San Pedro:

General Plan Land Use Designation	**Form District**	**Use District**	**Density District**
Public Facilities	Large Lot 5 (LG5) Hillside House 1 (HH1) Very Low-Rise Narrow 2 (VN2) Very Low-Rise Full 2 (VF2) Low-Rise Medium 8 (LM9) Low-Rise Full 3 (LF3) Low-Rise Broad 3 (LB3) Mid Rise Medium 3 (MM3) Mid Rise Broad 3 (MB3)	Public 1 (P1) Public 2 (P2)	4, 8, 12, 15, 20, 2L, 1L, N

Public Facilities - Freeways

The Public Facilities – Freeways designation is designed for parcels used for freeway purposes throughout the San Pedro CPA, as well as on-ramps and some abutting and landscaped Caltrans owned parcels. This designation does not have corresponding Form, Use, and Density districts applied, instead the "FWY" Special District is applied to all parcels with this designation.

- The table below demonstrates the corresponding districts within the Low Residential designation in San Pedro:

General Plan Land Use Designation	**Special District**
Public Facilities - Freeways	FWY

Environmental Clearance/CEQA

A Program EIR 15168/Addendum to the certified Final Environmental Impact Report (EIR) for the 2021–2029 Housing Element Update and Safety Element Update (the "Housing Element EIR" or "HE EIR") certified on November 24, 2021, by the Los Angeles City Council is the CEQA document for the San Pedro Zoning Code Update. The Program EIR 15168/Addendum analyzes the reasonably foreseeable physical environmental impacts associated with the adoption and implementation of the Project in relation to the analysis contained in the previously certified HE EIR.

The Housing Element Final EIR analyzed the reasonably foreseeable environmental effects of accommodating the City of Los Angeles' (the "City") RHNA allocation, including the Housing Element Rezoning Program, Inventory of Sites, and related programs and policies that could result in physical environmental effects. The HE Final EIR was prepared as a programmatic and project-level document to analyze citywide housing strategies (including the Rezoning Program) and build out of the RHNA housing throughout the City and their potential environmental effects, and it specifically anticipated subsequent implementing actions such as community plan and zoning code amendments, targeted rezoning of candidate parcels, and local code updates. Although the Housing Element is not a development project and does not authorize any construction, the HE Final EIR analyzes potential environmental impacts associated with the anticipated implementation of strategies included in the Housing Element and the development of 456,643 new housing units across the City. The HE Final EIR analyzes foreseeable impacts from the build-out of the RHNA allocation in consideration of where residential development is allowed and where it may be allowed through future rezoning programs, as well as foreseeable indirect impacts from amendments to the Safety Element. The HE Final EIR found that the environmental impacts of several environmental topic areas were significant and unavoidable even with the imposition of mitigation measures. Based on the analysis in the HE Final EIR, the HE Final EIR concluded that implementation of the HE would result in significant and unavoidable environmental impacts with regard to the following environmental topic areas:

• Air Quality (Exceedance of Criteria Pollutants—Construction and Operations)

• Biological Resources (Special Status Species, Sensitive Habitats, Wildlife Corridors)

• Cultural Resources (Historical Resources and Archaeological Resources)

• Geology and Soils (Paleontological Resources)

• Hazards and Hazardous Materials (Hazardous Materials Near Schools and Hazardous Materials Sites)

• Noise (Construction Noise, Operation Noise, and Construction Vibration)

• Public Services (Fire Protection, Police Protection, and School Facilities)

• Recreation (Deterioration of Recreational Facilities and Construction of Recreational Facilities)

• Transportation (Freeway Queuing)

• Tribal Cultural Resources (Ground Disturbance during Construction)

• Wildfire (Impair Emergency Response Plan, Exacerbate Wildfire Risks in State Responsibility Area [SRA] or Very High Fire Hazard Severity Zone [VHFHSZ], Require Infrastructure that may Exacerbate Fire Risk, Expose People or Structures to Significant Risks in SRA or VHFHSZ, and Expose People or Structures to Significant Risks Involving Wildland Fires)

Two addenda to the Housing Element EIR have been prepared since certification of the EIR. The first addendum was adopted on June 14, 2022, to address environmental effects associated with additional targeted amendments to the HE that were identified as needed to achieve substantial compliance with state Housing Element Law; the second addendum was adopted on December 10, 2024, to address

environmental effects associated with changes to the Housing Element project made in conjunction with the Citywide Housing Incentive Program, which adopted new land use incentives for affordable housing and updates to the City's existing incentive-based housing development programs, specifically the CHIP project rezoned certain very high fire hazard zone area parcels as part of the Housing Element rezoning program.

A third addendum (Project) is being prepared to satisfy the requirements of *State CEQA Guidelines* Sections 15164(a), 15164(d), and 15164(e) as stated above, as well as comply with 15168 to use a written device to demonstrate an activity is within the scope of the Housing Element program and its impacts are within the scope of the Housing Element EIR. The Project applies the City's New Zoning Code (Los Angeles Municipal Code [LAMC] Chapter 1A) to all parcels within the San Pedro Community Plan Area (CPA), consolidates existing regulatory tools, corrects land use and zoning inconsistencies, and aligns zoning with the San Pedro Community Plan (adopted in 2017). While the entirety of LAMC Chapter 1A is not proposed to be adopted at this time, the Project would include those regulations specifically applicable to the San Pedro CPA, along with any citywide provisions necessary to implement the Project (for example, Environmental Protection Measures [or EPMs]). Mitigation measures adopted in the Housing Element EIR and the San Pedro Community Plan Update remain applicable to the Project through the application of the City's EPMs. Currently, a Community Plan Implementation Overlay (CPIO) is in place in the San Pedro CPA, the CPIO includes Mitigation Measures from the San Pedro Community Plan Update EIR, as well as environmental standards and construction period and site specific protections specific to the San Pedro CPA. With adoption of the Project, the CPIO will be replaced with a combination of the Mitigation Measures from the Housing Element EIR and the EPMs. Individual projects in the CPA will determine the appropriate measure based on their specific project details. The EPM Handbook consolidates uniformly applicable construction-period and site development protections and is intended to be consistent with, and not supplant, the HE Final EIR mitigation measures adopted in the certified HE Final EIR. The EPMs and the HE mitigation measures are designed to work together to ensure environmental protection.

Through implementation of the New Zoning Code in the San Pedro CPA, the Project implements key programs from the 2021-2029 Housing Element and Safety Element Update, including housing incentive programs, residential protections, and EPMs. As such, the Project is an implementing action anticipated by the programmatic analysis of the HE EIR. Generally, the new zoning and land use designations are equivalent to the zoning and land use framework established by the 2017 San Pedro Community Plan Update. In most cases, the proposed changes represent a shift in terminology and mapping rather than substantive alterations to existing land use policy. As described above, the existing CPIO will be removed, and its standards will be incorporated into the modular zoning system of LAMC Chapter 1A through the EPMs and/or the HE mitigation measures. Because the HE Final EIR was programmatic and anticipated implementing actions of this type, this Addendum relies on the certified Housing Element EIR as the parent document for CEQA review for the Project. The Addendum analyzes the reasonably foreseeable physical environmental impacts associated with the adoption and implementation of the Project in relation to the analysis contained in the previously certified HE Final EIR.

The Project implements the goals of the Housing Element in the San Pedro CPA and does not involve changes that would modify potential development in other areas of the City that were analyzed in the HE Final EIR. As described above, no substantial changes are proposed by the Project that would require major revisions of the HE Final EIR due to the involvement of new significant environmental effects, and the Project would not substantially increase the severity of impacts beyond what was previously identified in the Housing Element EIR. As such, the Project would not meet the conditions outlined in *State CEQA Guidelines* Sections 15162, and a subsequent or supplemental EIR is not required to be prepared for the Project. Accordingly, consistent with the City's review under PRC Section 21166 and *State CEQA Guidelines* Sections 15168, 15162, and 15164, the administrative record demonstrates that the Project is an implementing action of the Housing Element, no new substantial information or changed circumstances warrant a subsequent or supplemental EIR, and that an Addendum to the certified HE Final EIR is the appropriate environmental documentation under CEQA for the Project, respectively.

Outreach

The Project team made regular appearances at the San Pedro Neighborhood Councils' Joint Land Use Committee throughout the development of the proposed project. At the meeting, staff shared progress and updates, and responded to questions from the committee members and those in attendance. The meetings were agendized and open to the public. Upon release of detailed zoning information to the project website, the team held office hours by appointment so that interested parties could engage with planning staff on the proposed project in addition to walking through the plan proposal and concepts at the Joint Land Use Committee's standing meeting.

The Department maintains a website for the San Pedro Zoning Code Update to enable ongoing public participation and collaboration with the community, other city departments, and agencies. The reader-friendly website provides up-to-date information on the planning process and access to all the information and materials of the Proposed Plan as they become available. An English-Spanish website for the San Pedro Zoning Code Update was created to enable public participation and to encourage involvement in the planning process regardless of English language limitations. The website includes a variety of material including Fact Sheets, Draft Maps, informational resources that explain planning terms and concepts and includes a sign-up page to receive email updates.

FINDINGS

Project Location

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

City Charter Findings

Charter Section 555 – Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has a significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to three elements of the General Plan: (1) adopting the revised San Pedro Community Plan through the San Pedro Zoning Code Update, including amendments to the Plan Text document and amendments to the General Plan Land Use Map for the San Pedro CPA, (2) amendment to the Mobility Element 2035, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the San Pedro CPA's boundaries, an area which has a significant social, economic, and physical identity as a harbor adjacent geography and one of the oldest developed areas of the City as reflected in this report and the Attachments and the whole of the record on the Proposed Project.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

(1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
(2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Plan: adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the Conservation District and Individual Historic Resources Review Map, Hillside Map, Targeted Planting Map, Freeway Adjacency Map, Alcohol Permission Area Map, repeal of the San Pedro Community Plan Implementation Overlay (CPIO) District and amendment to the San Pedro Specific Plan text (SPSP) (collectively, "Implementing Zoning Ordinances").

LAMC FINDINGS

LAMC Section 12.32 C - All the Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan. The proposed zone change ordinances directly implement policies contained in the adopted San Pedro Community Plan through the application of the New Zoning Code, and as such, the proposed changes follow good zoning practice in implementing such policies.

LAMC Section 13.14 C.4 - In addition to the findings in 12.32 C, the amendment of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan

for that area. The San Pedro CPIO District Plan is proposed to be removed as it is no longer necessary to implement the programs, policies and urban design goals of the Community Plan for the area due to the project's proposed implementation of the New Zoning Code's zoning district modules and tools.

State General Plan Consistency Requirements

In addition to the requirement for zoning ordinances to be consistent with the General Plan (vertical consistency), state law also requires that the General Plan must have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plan and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan includes a Framework Element, an Infrastructure Systems Element, a Public Facilities and Services Element, and an Air Quality Element. State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plans, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commission's consideration in approving and recommending the Proposed Plan and implementing zoning ordinances and its determination that the Proposed Plan is consistent with the City's General Plan.

I. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes, the adoption of the Proposed Project's Hillside Map, Targeted Planting Map, Freeway Adjacency Map, Alcohol Permission Area Map, repeal of the San Pedro Community Plan Implementation Overlay (CPIO) and amendment to the San Pedro Specific Plan text (SPSP) (collectively, "Implementing Zoning Ordinances") are:

(1) in substantial conformance with the purposes, intent, and provisions of the General Plan.

(2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The findings for the amendments to the City's Zoning Map for the zone changes and adoption of New Zones, and the findings for the adoption of Hillside Area Map, Targeted Planting Map, Freeway Adjacency Map, Alcohol Permission Area Map, repeal of the San Pedro CPIO District and amendments to the San Pedro Specific Plan are discussed together in one section. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

A. Findings for Adoption of the New Zones, Zone Changes, and the Hillside Area Map, Targeted Planting Map, Freeway Adjacency Map, Alcohol Permission Area Map, Conservation District and Individual Historic Resources Review Maps, repeal of the San Pedro CPIO and amendments to the San Pedro Specific Plan.

The Proposed Plan as used in this Section A refers to the Community Plans text and land use map amendments and Zoning Ordinances to amend the Zoning Map to implement the project's amendments, unless otherwise specified.

LAMC Section 11.5.8

In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The Proposed Project does not reduce the capacity for creation and preservation of affordable housing or reduce access to local jobs or undermine any affordable housing incentive program.

The Proposed Project applies land use designations and zoning districts consistent with existing land uses and zones as envisioned by the San Pedro Community Plan with minor changes as described in this report. The Project proposes elimination of restrictive Q-conditions that limit housing density, removes building lines that require greater setbacks, rezones parcels designated as Parking zones with less restrictive zones, and corrects land use and zoning inconsistencies. Through implementation of the New Code, the project implements key programs of the Housing Element, including housing incentive programs and residential protections. Zoning districts are proposed that continue to allow multi-unit residential development and align with citywide incentive tools that prioritize affordable housing. The Project utilizes the New Code's zoning districts that offer "right-sizing" of Floor Area Ratio to reflect the existing development patterns in residential neighborhoods and discourage redevelopment with large less affordable rental residential units that may lead to a decrease in the number of overall residential units. Additionally, the new zoning districts incorporate decreased yard requirements for front, side and rear setbacks for multi-unit residential zones, which would allow existing non-conforming structures to be more easily converted to residential units and would facilitate the construction of new units. This would allow for additional infill development to occur throughout residential neighborhoods while preserving the existing housing stock on a property which may be subject to the Rent Stabilization Ordinance (RSO).

The proposed project applies land use designations and zoning districts consistent with the adopted San Pedro Community Plan. Through the proposed zoning use districts, a more flexible mix of uses are offered, which would facilitate access to local jobs and adapt to changes in economic conditions over time. The Proposed Project also maintains the existing restriction on dwelling units in the industrial neighborhoods in order to safeguard land for industrial use which is an important local jobs base.

The Project proposes to work in conjunction with all applicable statewide and citywide incentive programs to ensure the availability of affordable housing, such as the State Density Bonus Program and the Citywide Housing Incentive Program and would therefore not undermine California Government Code Section 65915 or any other affordable housing incentive program.

Charter and Code Findings

Framework Element

The following "findings" are listed under categories similar to the categories found in the Framework Element, which, although it does not mandate any particular policy or program be included in a Community Plan, is intended to guide Community Plan updates:

With respect to *distribution of land use*, the General Plan Framework Element states the following:

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

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient

for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.

Policy 3.1.3: Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open space.

Other General Plan Elements

The Proposed Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help to implement policies in a number of other General Plan Elements in addition to the Framework Element discussed above, including the Conservation Element, the Housing Element, the Mobility Element (Mobility Plan 2035), and the Plan for a Healthy Los Angeles.

Conservation Element

With respect to Land Form and Scenic Vistas, the Conservation Element states the following:

Conservation Element Objective (Chapter II, Section 5): protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy (Chapter II, Section 5): continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Conservation Element Policy (Chapter II, Section 12): continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.

Conservation Element Policy (Chapter II, Section 15): protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

The Proposed Plan advances citywide preservation policies established by the General Plan through applying new zoning designations that further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, Article 8 of the New Zoning Code (Chapter 1A) enables the Conservation District and Individual Historic Resource Review designations that require additional planning review for areas mapped with this designation and that contain eligible resources identified through the City of Los Angeles Historic Resources Survey (Survey LA). Additionally, the Proposed Plan introduces a frontage district for compatible infill development through Character Frontage applied to San Pedro's Historic Commercial Area. The Proposed Project also continues to protect and enhance habitat areas within city-owned or managed sites by expanding Open Space land use designations and applying zoning use district modules to reinforce sites for conservation. The New Zoning Code offers two open space use district packages, OS1 and OS2, with one district approach designed for traditional park space and the second district approach for preservation and minimal development. Additionally, the proposed project maintains provisions of the San Pedro Specific Plan which identifies scenic vistas and regulates them with further height restrictions.

Housing Element (2021-2029)

With respect to housing, the Housing Element states the following:

Policy 1.1.8: Introduce more flexible zoning and incentives for existing lower density residential areas to create opportunities for more "missing middle" low-scale housing typologies, particularly in Higher Opportunity Areas.

Policy 3.1.2: Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.

Policy 3.1.3: Develop and implement design standards that promote quality residential development

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a prcject and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

The Proposed Project is in substantial compliance with the Housing Element. The Project implements the City's 2021–2029 Housing Element's key programs including housing incentive programs, residential protections, and EPMs. Additionally, the Project advances multiple Housing Element programs that direct the City to increase zoning capacity, streamline development standards, and integrate new zoning tools to meet the City's Regional Housing Needs Allocation (RHNA). Although the Project is largely a translation of existing zoning, it includes standards requiring open space and amenity features for residential development. It also offers flexible zoning with a range of housing typologies to provide housing options throughout the plan area. The Proposed Project streamlines housing development by the removal of subjective design review standards and replacement with objective standards described in the New Zoning Code.

Safety Element

With respect to community health and wellbeing, the Safety Element states the following:

Policy 1.2.5 Housing and Development: In keeping with the Housing Element, create housing opportunities that enhance affordability, equity, livability, sustainability and resilience.

Policy 1.2.8 Industrial Emissions and Air Quality Monitoring: In keeping with the Air Quality Element, ensure that every Angeleno can breathe clean, healthy air by addressing air pollution from all sources, with a particular emphasis on prioritizing the health and wellbeing of overburdened families and delivering environmental justice.

Policy 1.2.11 Urban Ecosystem and Resilience. In keeping with the Conservation and Open Space Elements, create a more temperate biodiverse city with more green space for people and habitats.

The Proposed Plan is consistent with the Safety Element. The project implements the Housing Element's rezoning program, including the Citywide Housing Incentive Programs which facilitate affordability, equity, livability, sustainability and resilience of housing and development. The Project proposes New Zoning districts in industrial areas that provide tailored use regulations and require compliance with supplemental standards and includes inspection and monitoring, etc. The Project also includes filtration planting in industrial areas that require planting that is high in carbon and particulate matter filtration qualities. Outside of industrial areas, the project requires native and drought-tolerant planting that will offer more biodiversity in the region with more green space for people and habitats.

Mobility Element (Mobility Plan 2035)

The City's Mobility Element (Mobility Plan 2035) contains a number of important policies related to the Proposed Plan, including:

Policy 1.8 Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project, which brings the New Zoning Code to San Pedro, would require certain industrial uses to submit a truck routing plan in order to obtain a conditional use permit; the truck routing plan would be required to minimize truck travel through residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and other similar uses. The project would also enable the New Code's loading, unloading and truck idling restrictions. The project proposes a minor amendment to the Mobility Plan 2035 to change a street designation in order to maintain the continuation of a street-wall within an existing historic commercial context. The project applies the New Zoning Code in San Pedro which provides for flexible zoning, including use districts with a broader range of uses that would allow for more neighborhood services within neighborhoods and provide for a greater land use mix, destination and local jobs.

Health Element (Plan for a Healthy Los Angeles)

With respect to livable neighborhoods, the Health Element (Plan for a Healthy Los Angeles) states the following:

Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy 2.2 Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Policy 4.1 Land for urban agriculture and healthy food: Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food, promote resiliency, green spaces, and healthy food access; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens in low-income and underserved areas.

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

The Proposed Project is consistent with the City's Health Element. The Proposed Project implements the New Zoning Code in San Pedro which advances use districts with standards to protect public health from industrial and heavy commercial activities. For example, heavy industrial and mineral and ore extraction activities would require compliance with the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, submission of a Health Assessment of the project for the surrounding vicinity. The New Zoning Code requires certain industrial uses to submit a truck routing plan in order to obtain a conditional use permit; the truck routing plan would be required to minimize truck travel through residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and

other similar uses. The project also includes filtration planting in industrial areas that require planting that is high in carbon and particulate matter filtration qualities.

Conformity with Public Necessity, General Welfare and Good Zoning Practice

The Proposed Project is in conformity with public necessity, convenience, general welfare and good zoning practice. The Project is limited in scope and is intended to bring the New Zoning Code to the San Pedro CPA; however, the Project advances the Community Plan's vision in protecting historic resources, continuing to allocate density in San Pedro's downtown regional area, facilitating a mix of commercial uses in commercial areas, preserving open space areas, and maintaining single-family residential character and the integrity of hillside area

B. Findings for Amendments to San Pedro Specific Plan and Repeal of the San Pedro Community Plan Implementation Overlay District

The Proposed Project will amend the San Pedro Specific Plan text document to remove outdated references to LAMC Chapter 1, provide clarification on how the Specific Plan will work within the framework of Chapter 1A, the New Zoning Code and the zoning system. An "SP" specific plan suffix, indicating the San Pedro Specific Plan overlay, will be applied to the end of the zone string to indicate the additional layer of zoning rules. The project does not involve any amendments to the Coastal Land Use Plan. The project incorporates modular zoning districts to replace the zones underlying the San Pedro Community Plan Implementation Overlay (CPIO) District. The applied zoning districts continue to advance the policy vision of the San Pedro CPIO, and therefore this project proposes removal of the CPIO zoning suffix from the relevant parcels, and the repeal of the San Pedro CPIO District Plan and Ordinance. The replacement zones achieve many of the regulations and standards in the San Pedro CPIO District Plan and Ordinance, such as those related to use permissions and urban design, while retiring select standards for the purposes of simplifying a complex regulatory environment. Further, the Project includes the Individual Historic Resource Review zoning tool and its associated "IHR" suffix to function as a replacement for the San Pedro CPIO's eligible historic resource evaluation review procedures and a Targeted Planting Map for the San Pedro CPIO area boundary to maintain drought-tolerant and/or native planting regulations.

San Pedro Community Plan Policies

LU5.6 High-quality development. Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro's unique historic, environmental, and architectural context, creating memorable places that enrich community life.

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

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

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

LU18.2 Preserve access to coastal views. Ensure public visual access to coastal views by means of appropriately located scenic overlooks, turnouts, view spots and other areas for limited

vehicular parking, especially along designated Scenic Highways and Bikeways.

Charter and Code Findings

With respect to livable neighborhoods, the Health Element (Plan for a Healthy Los Angeles) states the following:

Policy 1.1.8: Introduce more flexible zoning and incentives for existing lower density residential areas to create opportunities for more "missing middle" low-scale housing typologies, particularly in Higher Opportunity Areas.

Policy 3.1.2: Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.

Policy 3.1.3: Develop and implement design standards that promote quality residential development

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

The repeal of the CPIO and replacement with the New Zoning Code's zoning modules will achieve the policies cited above. The New Code offers more flexible zoning and offers objective design standards. In addition, New Zoning Tools were utilized to guide design to be in balance with existing architectural and cultural context through the application of Character Frontage and Conservation District. Open space and on-site amenities are built into zoning districts. Additionally, a specialized planting list for San Pedro's neighborhoods is proposed to further sustainable urban design and promote quality residential and urban development. Further, San Pedro's coastal neighborhoods will also have design standards as a result of a change to the base zoning including open space and amenities.

With respect to Land Form and Scenic Vistas, the Conservation Element states the following:

Conservation Element Objective (Chapter II, Section 5): protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy (Chapter II, Section 5): continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Conservation Element Policy (Chapter II, Section 12): continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.

Conservation Element Policy (Chapter II, Section 15): protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

The Proposed Project maintains the provisions of the San Pedro Specific Plan including those that identify scenic vistas and regulates them with further height restrictions. While amendments to the Specific Plan are technical in nature and are proposed for compatibility with the New Zoning Code, changes to the underlying zone will enhance protections on natural and scenic vistas and habitats, particularly within the Hillside Area, through the application of Hillside zoning modules. The Conservation Element's policies to protect historical and cultural resources/sites are carried out through the application of the Individual Historic Resource Review tool in the New Zoning Code, which also replaces the CPIO's historic evaluation procedures.

Summary of CEQA Findings

An Environmental Impact Report (EIR), EIR No. ENV-2020-6762-EIR, SCH No. 2021010130, was prepared for The Los Angeles Citywide Housing Element 2021-2029 Update and Safety Element Update (Housing Element EIR), and certified on November 29, 2021. The Housing Element Final EIR was prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines.

The California Environmental Quality Act (CEQA) provides for limited environmental review of subsequent projects under a program EIR (*State CEQA Guidelines* Section 15168). Later activities under a continuing program analyzed in a program EIR must be examined to determine whether any additional environmental analysis must be conducted (*State CEQA Guidelines* Section 15168(c)(1)). If a lead agency finds that, pursuant to *State CEQA Guidelines* Section 15162, no subsequent EIR would be required, the lead agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required (*State CEQA Guidelines* Section 15168(c)(2)). Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based upon substantial evidence in the record (*State CEQA Guidelines* Section 15168(c)(2)). The lead agency shall incorporate feasible mitigation measures from the program EIR into later activities in the program (*State CEQA Guidelines* Section 15168(c)(3)). Where the later activities involve site-specific operations, the lead agency should use a written checklist to determine whether the environmental effects of the site-specific operations are within the scope of the program EIR (*State CEQA Guidelines* Section 15168(c)(4)).

State CEQA Guidelines Section 15164(a) states that the lead agency shall prepare an addendum to a previously certified EIR and/or IS/MND if some changes or additions are necessary, but none of the conditions described in *State CEQA Guidelines* Section 15162 calling for preparation of a subsequent or supplemental EIR and/or IS/MND have occurred. Section 15164(c) states that an addendum does not need to be circulated for public review. Section 15164(d) provides that the decision-making body shall consider the addendum in conjunction with an adopted EIR or IS/MND prior to making a decision on the project. Section 15164(e) requires documentation of the decision not to prepare a subsequent or supplemental EIR or IS/MND pursuant to Section 15162.

State CEQA Guidelines Section 15162(a) provides that once an EIR or IS/MND has been adopted, no subsequent EIR or IS/MND shall be prepared unless the lead agency determines, on the basis of substantial evidence, one or more of the following:

• Substantial changes are proposed in the project, which will require major revisions of the previous EIR or IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

• Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

• New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or IS/MND was approved or certified as complete, shows any of the following:

- The project will have one or more significant effects not discussed in the previous EIR or IS/MND;
- Significant effects previously examined will be substantially more severe than shown in the previous EIR or IS/MND;
- Mitigation measures previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- Mitigation measures that are considerably different from those analyzed in the previous EIR or

IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The San Pedro Zoning Code Update was analyzed in the Housing Element Environmental Impact Report (SCH No. 2021010130) (Housing Element EIR) certified on November 29, 2021, and Addendum No. 1 (ENV-2020-6762-EIR-ADD1), Addendum No. 2 (ENV-2020-6762-EIR-ADD2), Addendum No. 4 (ENV-2020-6762-EIR-ADD4); the San Pedro Zoning Code Update is within the scope of the project covered by the Housing Element EIR; and the Housing Element EIR adequately describes the activity for the purposes of CEQA; and pursuant to CEQA Guidelines Sections 15162, 15164 and 15168, no subsequent or supplemental environmental impact report is required.

PUBLIC HEARING AND COMMUNICATIONS

Outreach Leading up to the Public Hearing

The San Pedro Community Plan involved an extensive, multi-year public engagement with many different community stakeholder, advocacy, and constituent groups. The San Pedro Zoning Code Update has a limited scope with changes technical in nature. Project updates were regularly given at the meeting of the Joint Land Use Committee of the three San Pedro Certified Neighborhood Councils. These meetings included staff presentations and Question and Answer with both in-person and virtual engagement held. These were public meetings, agendized, with recordings available on the Neighborhood Councils' webpages.

Community members and stakeholders who signed up to receive email notifications about the Proposed Plan received communications concerning the release and availability of the updated Land Use and Zoning drafts, including an interactive map for virtual engagement. The updates were publicized on the project's webpage within the City Planning Website. Staff also held virtual office hours by appointment to engage with interested parties and be available for question and discussion.

Website/ Interactive Storymap

In addition to providing updated drafts of the general plan land use and zoning for public information and review on the project website, City Planning has maintained an interactive GIS Storymap online to provide more information on the proposed zoning regulations. StoryMaps are web-based maps that draw on the power of maps and geography to tell a story. Combining interactive maps with multimedia content and text to impart information, City Planning's StoryMaps are the latest and greatest tool for creating engaging presentations that make it easier to publicly share proposed recommendations. The Storymap includes an interactive map that allows users to search for a specific address and location on the map and find details about existing and proposed zoning regulations. The Storymap has been available since 2023 with an additional more detailed edition launched with up-to-date information in 2025. As planning updates progress, the earlier version of the StoryMap is available to illustrate how the Plan has evolved, including revised Draft Land Use Map and more information on the new Zoning Code. This technology allows planners to demystify the land use process, using technology as a tool to extend community outreach.

Virtual Information Session and Public Hearing

City Planning held a virtual and telephonic Information Session and Public Hearing using Zoom [https://zoom.us/] on February 26, 2026. The Information Session was from 5:00 p.m. to 5:30 p.m. and included an overview presentation to help explain the San Pedro Zoning Code Update, including the proposed land use, zoning, and additional zoning tools. The Public Hearing was held from 5:30 p.m. to 6:30 p.m. and offered participants a formal opportunity to provide public comment on the Proposed Plan.

City Planning mailed Public Hearing notices to the three certified neighborhood councils of San Pedro and emailed the notices to interested parties consistent with the noticing requirements updated in Processes and Procedures (Part 13B. of the New Zoning Code). A public notice was also included on the City Planning Department website. Legal notice of the Hearing was publicized in the Los Angeles Daily News and Daily Journal. The public hearing notices were provided in both the English and Spanish language. During the Public Hearing, no comments were received from the public while a small number of people were in attendance during the information session and hearing. The Public Hearing Officer kept the public comment period open through March 5, 2026 in accordance with the date shown on the hearing notice. No public comments were received during this period.

EXHIBIT A:

Draft Resolutions Adopting General Plan Amendments

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT A

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, HAVING REVIEWED AND CONSIDERED THE ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2021010130 (ENV-2020-6762-EIR); ADDENDUM NO. 1 (ENV-2020-6762-EIR-ADD1), ADDENDUM NO. 2 (ENV-2020-6762-EIR-ADD2), CONSIDER AND ADOPT ADDENDUM NO. 4 (ENV-2020-6762-EIR-ADD4) DATED JUNE 2026, ADOPT FINDINGS PURSUANT TO CEQA GUIDELINES SECTIONS 15162, 15164 AND 15168; AND APPROVE THE UPDATE TO THE SAN PEDRO ZONING CODE UPDATE, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, TO THE FRAMEWORK ELEMENT, AND TO THE MOBILITY PLAN 2035.

WHEREAS, the San Pedro Community Plan was adopted by the City Council in 2017.

WHEREAS, the Department of City Planning has prepared a targeted update to the San Pedro Community Plan called the San Pedro Zoning Code Update, which consists of all of the following:

(1) Amendments to the General Plan Land Use Map, referred to as the San Pedro Community Plan General Plan Land Use Map;
(2) A revised San Pedro Community Plan policy document;
(3) Amendments to Appendix A to the Framework Element and Mobility Plan 2035 for consistency with the San Pedro Zoning Code Update;
(4) Zoning ordinances to implement the San Pedro Zoning Code Update:
    a. Proposed amendments to LAMC Chapter I and Chapter 1A;
    b. Proposed Zone Changes to the City of Los Angeles Zoning Map;
    c. Hillside Area Map, San Pedro and Citywide;
    d. Targeted Planting Map, San Pedro and Citywide;
    e. Alcohol Permission Area Map, San Pedro and Citywide;
    f. Freeway Adjacency Map, San Pedro;
    g. Repeal of the San Pedro Community Plan Implementation Overlay District;
    h. Amendment to the San Pedro Specific Plan;

WHEREAS, a notice of public hearing on the Proposed Project was published in the "Daily Journal" and "Daily News" on February 2, 2026, and notice was mailed to Neighborhood Councils on January 30, 2026 in accordance with Sections 13B.1.1.C.1, 13B.1.2.C.1, 13B.1.3.C.1 and 13B.1.4.C.1 of Chapter 1A of the Los Angeles Municipal Code (LAMC); and

WHEREAS, hearing officers of the Planning Department, as representatives of the City Planning Commission, pursuant to Section 13B.1.1 of Chapter 1A of the LAMC, held a public hearing regarding the Proposed Project on February 26, 2026 and made a report and recommendation; and

WHEREAS, a notice of a public hearing for the City Planning Commission was published in the "Daily Journal" and "Daily News" on May 18, 2026, and notice was mailed to Neighborhood Councils on May 15, 2026 in accordance with Sections 13B.1.1.C.1 13B.1.2.C.1, 13.B.1.3.C.1 and 13B.1.4.C.1 of Chapter 1A of the LAMC; and WHEREAS, the City Planning Commission conducted a public hearing on June 11, 2026, and considered all evidence, both

oral and written, made at the June 11, 2026 hearing, and the previous February 26, 2026 hearing, including but not limited to the Staff Report of the City Planning Department, including exhibits and appendices, which included the recommendations of the hearing officers, and testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, at the completion of the June 11, 2026 public hearing, the City Planning Commission recommended the City Council approve the Proposed Project [OPTIONAL "with the following modifications"]; and

WHEREAS, the City Council finds that the Proposed Project implements the New Zoning Code, Chapter 1A of the LAMC, which came into effect after the current San Pedro Community Plan and its implementing ordinances were adopted; and

WHEREAS, the City Council has reviewed and considered based on the whole of the administrative record, that the San Pedro Zoning Code Update was analyzed in the Housing Element Environmental Impact Report (SCH No. 2021010130) (Housing Element EIR) certified on November 29, 2021, and Addendum No. 1 (ENV-2020-6762-EIR-ADD1), Addendum No. 2 (ENV-2020-6762-EIR-ADD2), Addendum No. 4 (ENV-2020-6762-EIR-ADD4); the San Pedro Zoning Code Update is within the scope of the project covered by the Housing Element EIR; and the Housing Element EIR adequately describes the activity for the purposes of CEQA; and pursuant to CEQA Guidelines Sections 15162, 15164 and 15168, no subsequent or supplemental environmental impact report is required; and

WHEREAS, pursuant to the City Charter Section 555 and Section 13B.1.1 of Chapter 1A of the LAMC, the Mayor and the City Planning Commission have transmitted their recommendations to the City Council.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.

2. CEQA Findings. The City Council finds based on its independent judgement, after consideration of the whole of the administrative record, including the ENV-2020-6762-EIR; Addendum No. 1 ENV-2020-6762-EIR-ADD1, Addendum No. 2 ENV-2020-6762-EIR-ADD2, Adopt Addendum No. 4 ENV-2020-6762-EIR-ADD4 dated _____ 2026, pursuant to CEQA Guidelines, Sections 15162, 15164, and 15168, the San Pedro Zoning Code Update is within the scope of the project covered by the Housing Element EIR; and the Housing Element EIR adequately describes the activity for the purposes of CEQA, and no supplemental EIR or subsequent EIR or negative declaration is required for approval of the Project.

3. General Plan Amendments. The City Council approves the proposed General Plan text and map amendments found in Council File No._____, as recommended by the City Planning Commission on _____, and adopted by the City Council on _____, to:

(a) the San Pedro Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Mobility Element).

4. Reversion to Prior Community Plan. Unless otherwise provided by action of the City Council, to the extent the San Pedro Zoning Code Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the San Pedro Community Plan (as adopted in 2017) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.

5. Operative Date. To ensure the City's zoning ordinances are in conformity with the general plan, Section 3 of this resolution shall be operative upon the adoption by the City Council of the following implementing ordinances found in Council File No. _____ for the San Pedro Zoning Code Update: Amendments to Chapter I and Chapter 1A, and zone changes to the City Zoning Map.

Attachments:

1. Exhibit ___ CEQA Findings of Fact
2. Exhibit Addendum to Certified FEIR
3. Exhibit General Plan Amendment Map

EXHIBIT A1:

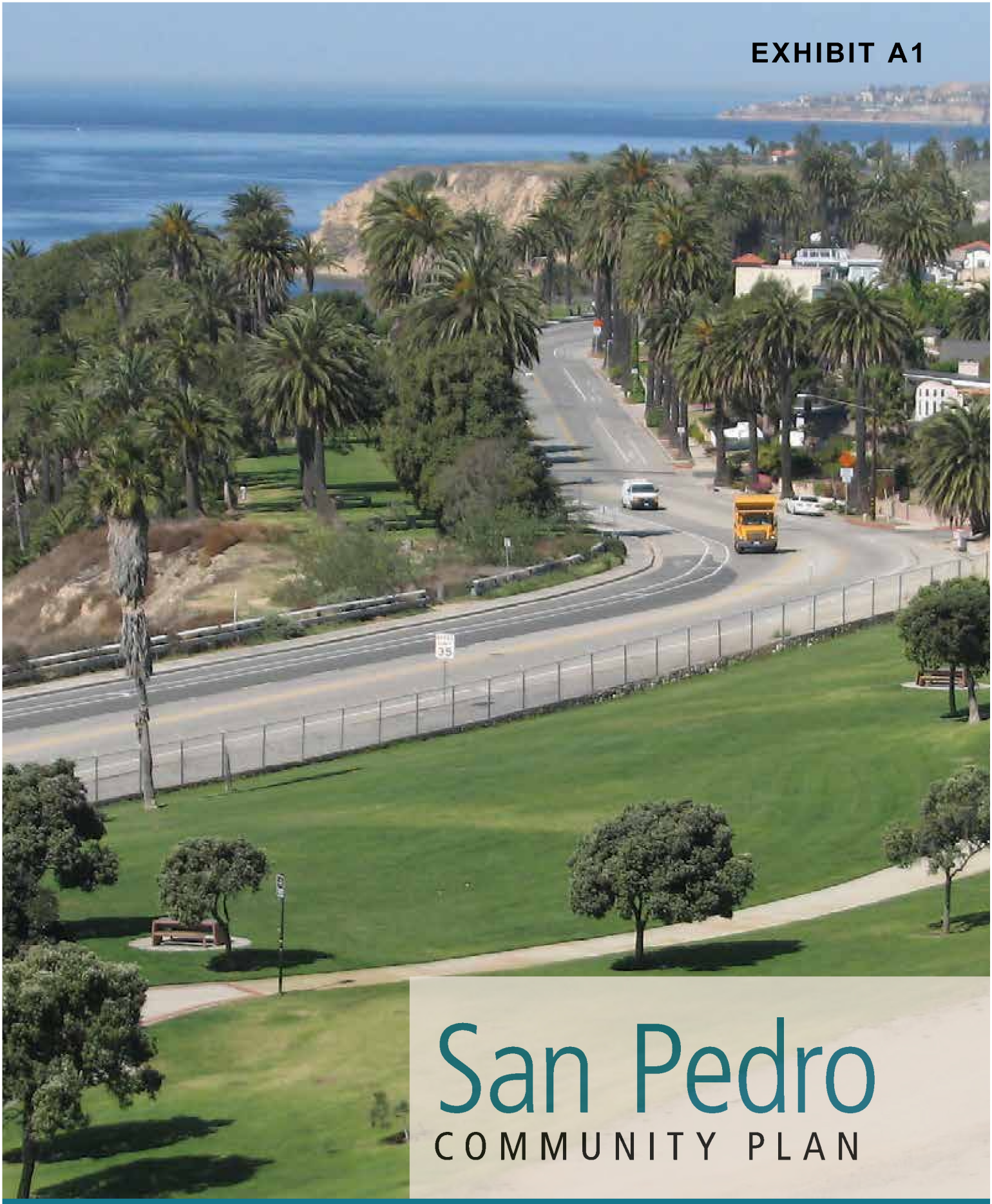
Community Plan Policy Document

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT A1



San Pedro
COMMUNITY PLAN

Los Angeles Department of City Planning

October 2017

SAN PEDRO COMMUNITY PLAN
Activity Log

Adopted by the Los Angeles City Council
CF: 17–1044
Adoption Date: October 4, 2017
Effective Date: June 26, 2018

Subsequent Amendments Adopted by City Council

Adoption Date	Amendment	Council File No.	CPC File No.

LOS ANGELES DEPARTMENT OF CITY PLANNING







ACKNOWLEDGEMENTS

Mayor

Eric Garcetti

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Sean Burton, Commissioner
Diego Cardoso, Commissioner
George Hovaguimian, Commissioner
Robert Lessin, Commissioner
Dana M. Perlman, Commissioner
Barbara Romero, Commissioner

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Richard Katz, Commissioner
John W. Mack, Commissioner
Samantha Millman, Commissioner
Veronica Padilla–Campos, Commissioner
Dana M. Perlman, Commissioner

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ACKNOWLEDGEMENTS (CONTINUED)

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Harbor Area Planning Commission

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Neighborhood Councils

Central San Pedro
Coastal San Pedro
Northwest San Pedro

Department of City Planning

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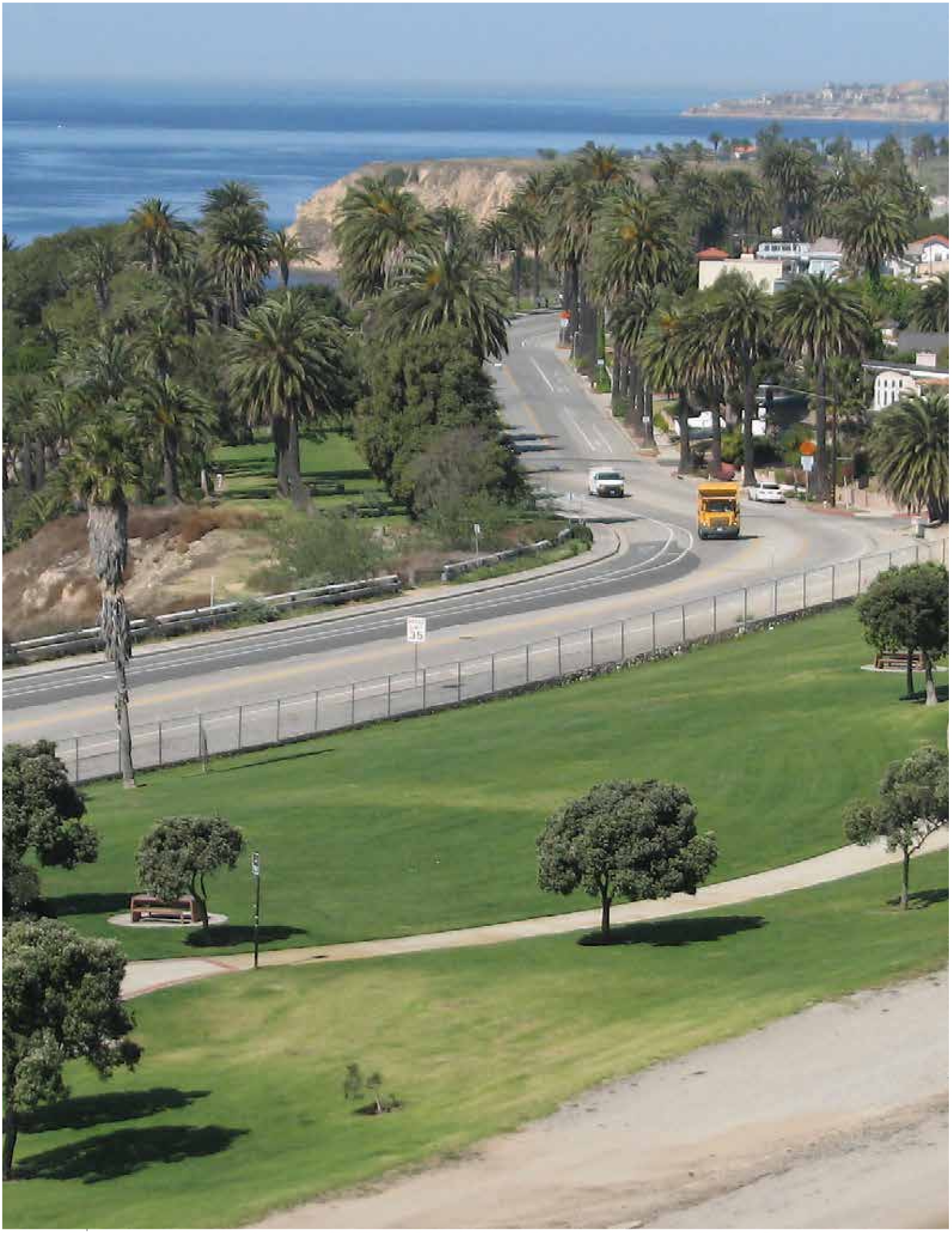
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35



Korean Bell of Friendship, Angels Gate Park



Carolina Street neighborhood



The historic Warner Grand Theatre on 6th Street



Cabrillo Beach

Introduction & Orientation

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

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

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

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

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

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

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

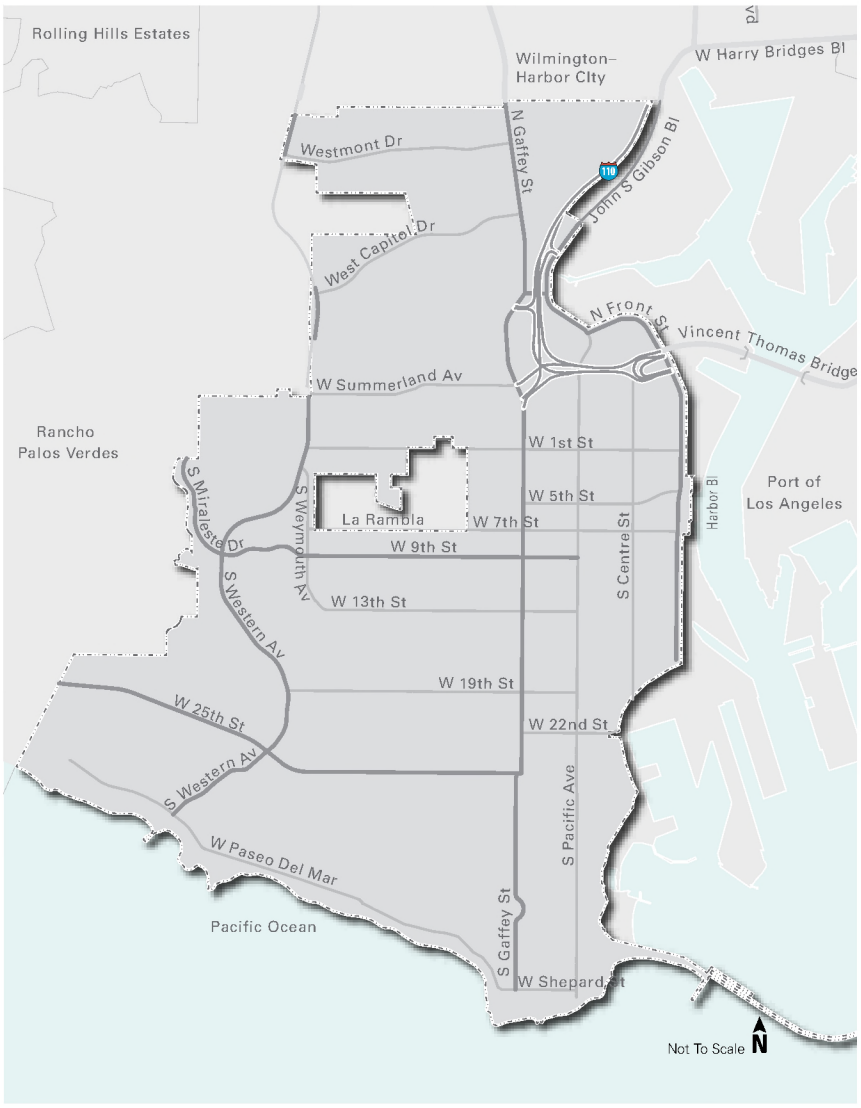
Plan Organization

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

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

Figure 1-1

San Pedro
Community Plan Area





Bandini Street Elementary School

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

How to Use the Plan

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

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

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

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

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

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



Reader's Guide for Community Plan

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

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals

Reader's Guide for Community Plan

and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

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

Format of the Community Plan

Goals

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

Policies

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

Implementation Programs

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

Design Guidelines

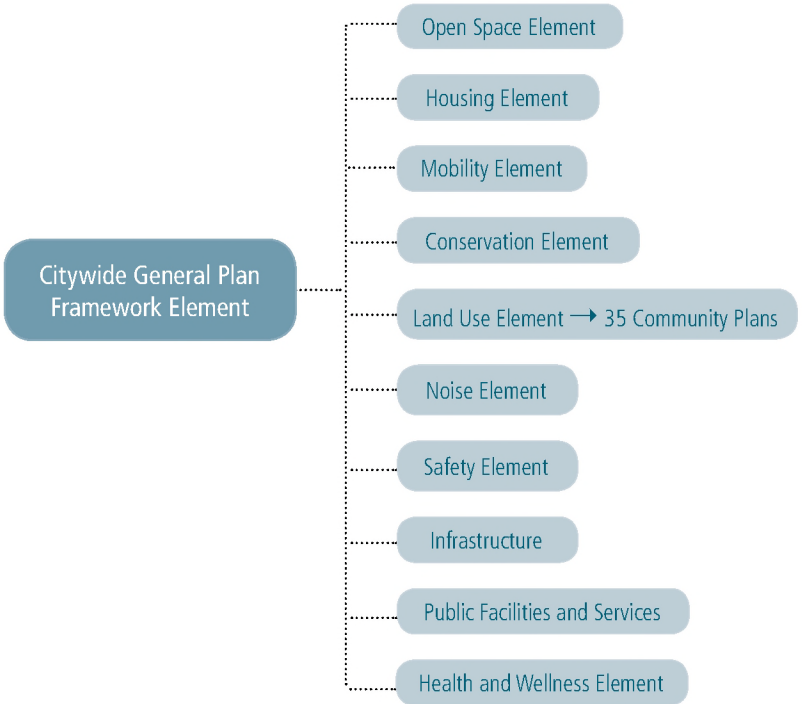
The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

Relationship to the General Plan

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

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

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



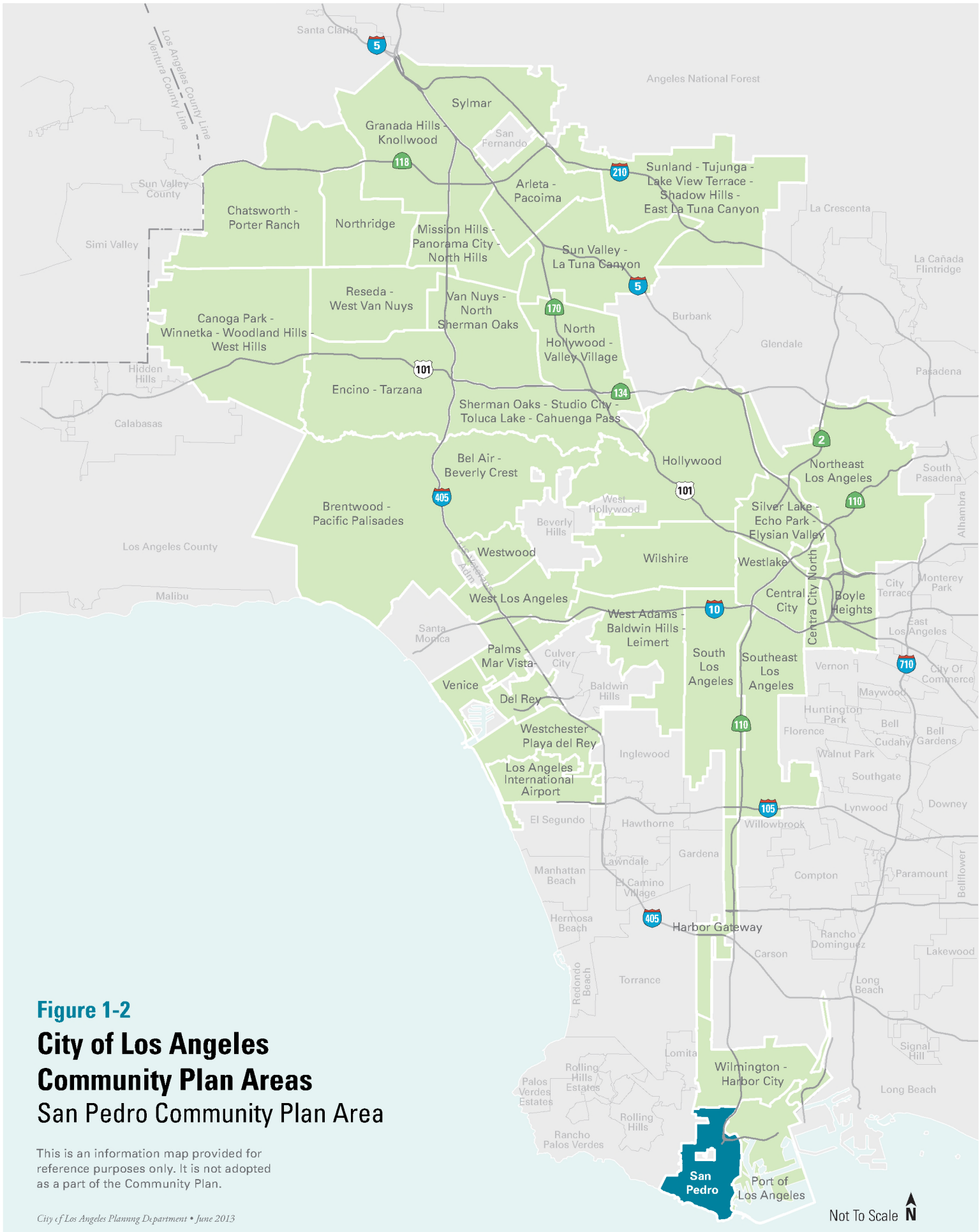


Figure 1-2

City of Los Angeles Community Plan Areas

San Pedro Community Plan Area

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

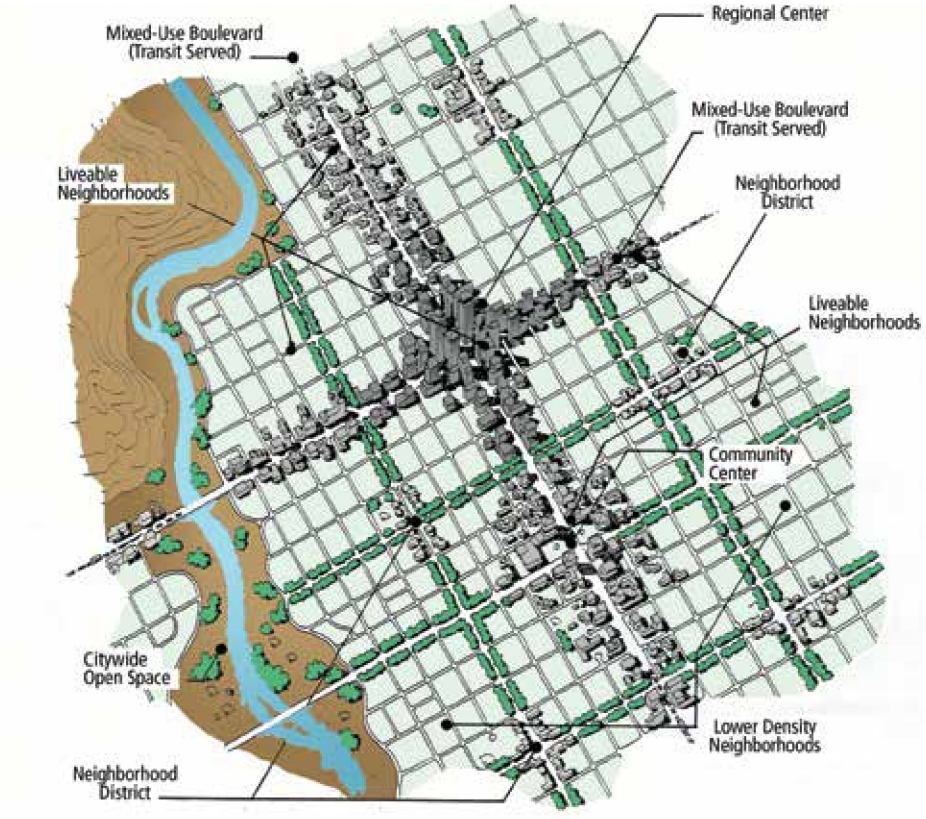
City of Los Angeles Planning Department • June 2013

Framework Element Guiding Principles

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

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

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



Framework Element Guiding Principles

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

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

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

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

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

Framework Element Hierarchy



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

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





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

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



Relationship to Other Agency Plans

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



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

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

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

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

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

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

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



Fifteenth Street Elementary School


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



Fort MacArthur military base



Port of Los Angeles, located next to San Pedro

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

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

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



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



Shipping containers at the Port of Los Angeles

Special Districts

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

San Pedro Specific Plan

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

San Pedro Community Plan Implementation Overlay (CPIO) District

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

Downtown San Pedro Community Design Overlay (Former)

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

Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

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



Paseo del Mar in the San Pedro Specific Plan area



Centre Street Lofts on 7th Street in downtown San Pedro





Homes in the Historic Vinegar Hill neighborhood

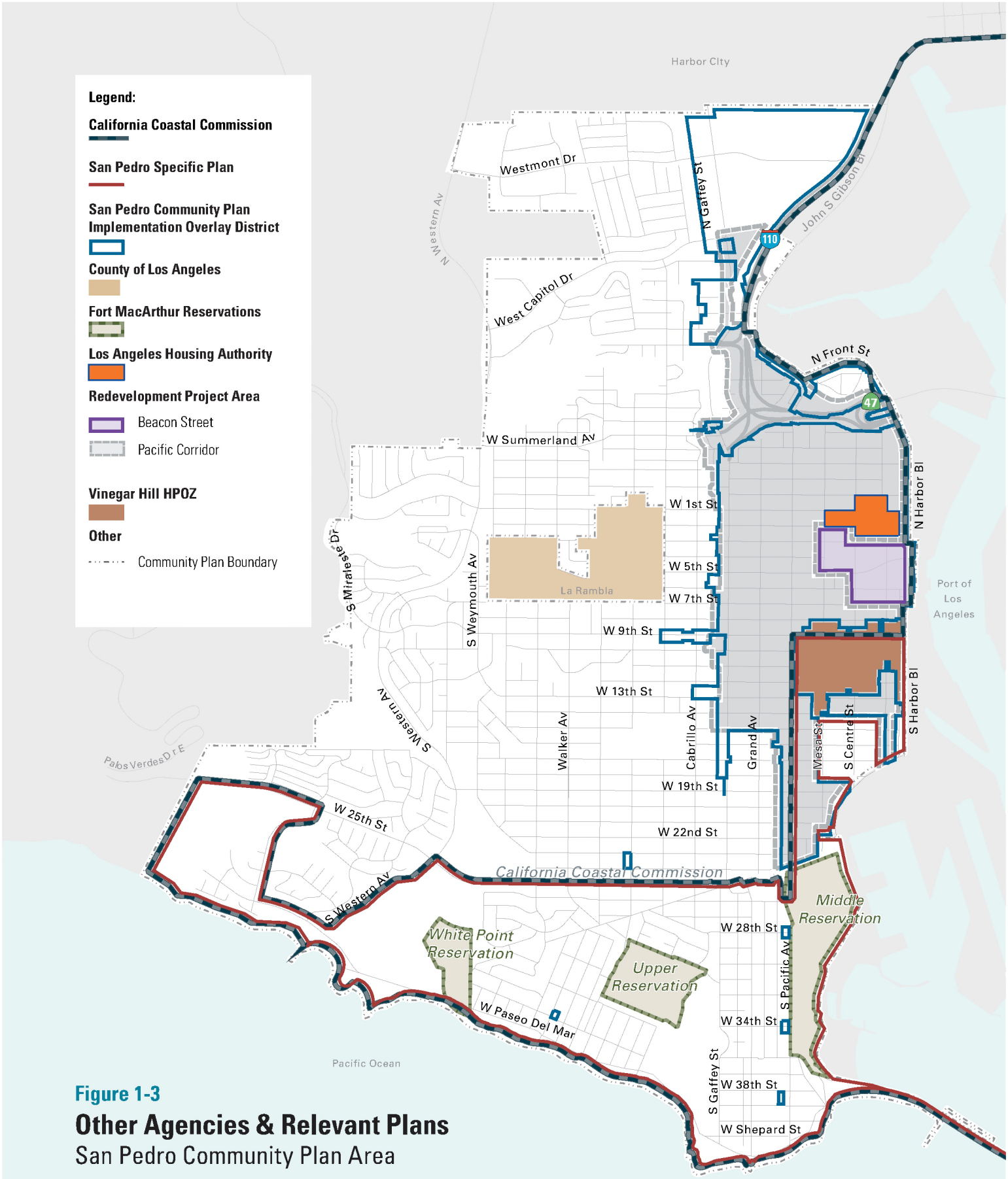


Figure 1-3

Other Agencies & Relevant Plans

San Pedro Community Plan Area

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


THE WHALE & ALE
OPEN
ZAGAT RATED

Community Background

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



Point Fermin Lighthouse, a historical resource in San Pedro



Due to its location next to the Port of Los Angeles, San Pedro has a long maritime history



San Pedro has neighborhoods of historic homes



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

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

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

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

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

San Pedro's maritime history directly correlates to its rich cultural heritage of ethnic diversity. This includes Japanese immigrants who helped establish a viable fishing industry in San Pedro as well as seafarers and fishermen who came from Croatia's Dalmatia Coastal region. San Pedro became a melting pot of Italians, Portuguese, Croatian, Scandinavian, Greek and Japanese immigrants. The San Pedro of today is the heart of the Croatian community in Los Angeles, and home to a diverse population, including a large Italian-American community and many Latino-and African-American residents.

Historic Development Patterns

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

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

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

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

After the war ended, another significant housing boom occurred, expanding beyond the original City boundaries to the north and west. Architecture during this period was distinctly different from earlier styles, including the introduction of mid-century modern and ranch styles that still predominate in many areas of San Pedro. Coastal and central neighborhoods such as Point Fermin, the Palisades and Vista del Oro were



Looking north from Beacon Street (ca. 1905 Courtesy of University of Southern California, on behalf of the USC Special Collections)



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



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



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

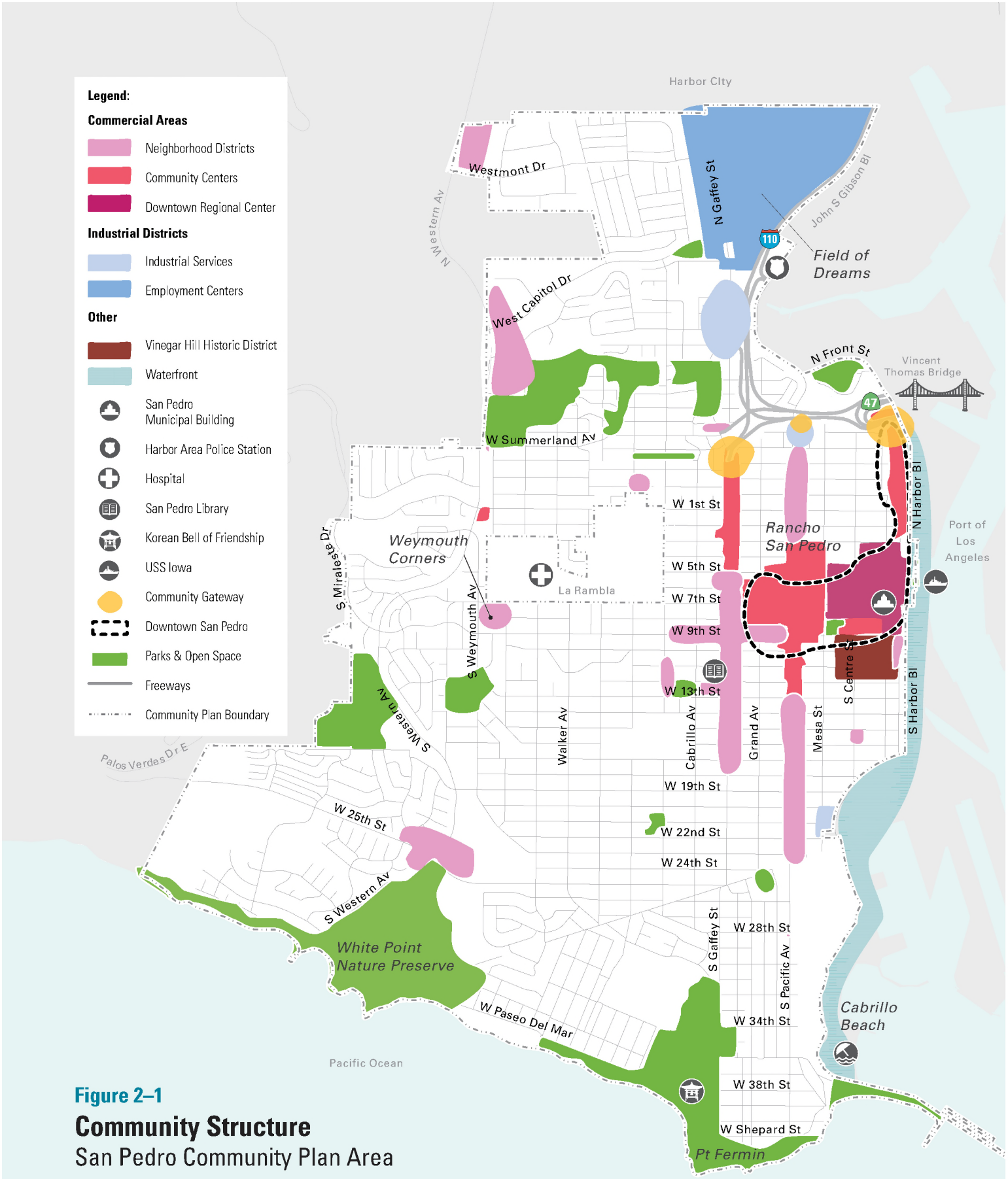


Figure 2–1

Community Structure

San Pedro Community Plan Area

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City of Los Angeles Planning Department • November 2016

essentially built-out by the mid 1960s. The northwest portion of the CPA was the last to be developed, with much of the single-family residential homes in this area built between 1960 and 1980. This was followed by a number of large condominium developments constructed during the late 1980s and early 1990s.

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



Red Car Trolley

Existing Land Uses

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

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

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

About 224 acres, or 6 percent of the land area in the CPA is designated Commercial, mostly found in and near the Downtown and along the commercial corridors of Gaffey Street and Pacific Avenue. The uses located along these corridors contain a mix of retail, office, services and other commercial uses, along with apartment and condominium buildings. Several small neighborhood serving shopping centers, such as Weymouth Corners, are located throughout the Plan Area, while larger commercial centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th and Western.

The CPA has many small medical and professional offices, many situated in proximity to the Little Company of Mary Hospital on 7th Street in the unincorporated County area

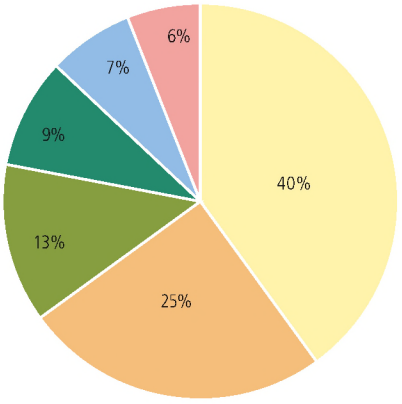


CHART 2.1
Existing Land Use Distribution (2010)

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

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



Historic character of San Pedro homes

known as "La Rambla." A few large office/hotel buildings, such as the former Northrop Grumman office and Crowne Plaza Hotel buildings, exist in the Downtown Regional Center. The Downtown offers civic and cultural facilities, office, entertainment, and mixed-use residential developments in addition to many unique retail establishments. The 15-story Harbor Tower senior housing and 17-story Vue residential buildings are also located in the Downtown.

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



Parks provide recreational space for local residents

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



San Pedro City Hall

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

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



Harbor Animal Shelter on Gaffey Street

Economic Relationship of San Pedro and the Port of Los Angeles

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

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

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



Cruise ship at the World Cruise Center



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

Relationship to Adjacent Communities

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



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

Population, Housing, and Employment

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

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

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

Other Influencing Factors

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

TABLE 2-1
Population, Housing, and Employment for San Pedro

	Existing (2005 Estimate)[1]	2030 Projection[2]	Plan Capacity
Population (persons)	82,112	83,152	83,354
Housing (dwelling units)	29,911	34,647	34,731
Employment (jobs)	13,307	19,917	19,074

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

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

State Legislation

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

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

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

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

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Brown Bros.
451



The Vue residences, Downtown 5th Street



Port Town street banners in Downtown San Pedro

Vision Statement

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

Land Use and Urban Design

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

San Pedro Vision Statement

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

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

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

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



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



A shop along 7th Street in Downtown San Pedro



Example of mixed-use development with ground floor commercial



Playground equipment and shade at a park

General Plan Land Use

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



Example of varied building heights and articulated form

Urban Form – Building Heights

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

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

TABLE 3-1
General Plan Land Use

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

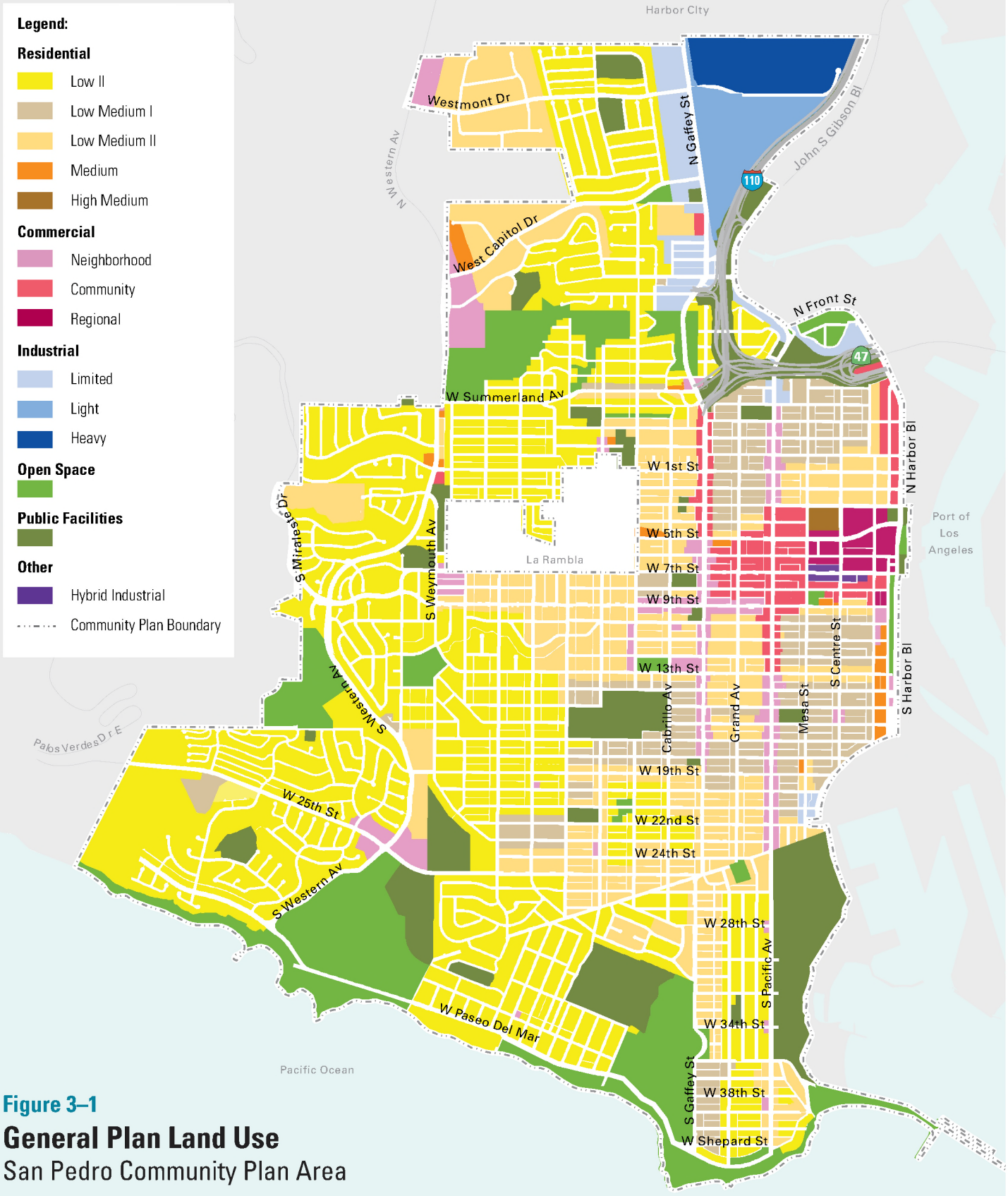


Figure 3–1

General Plan Land Use

San Pedro Community Plan Area

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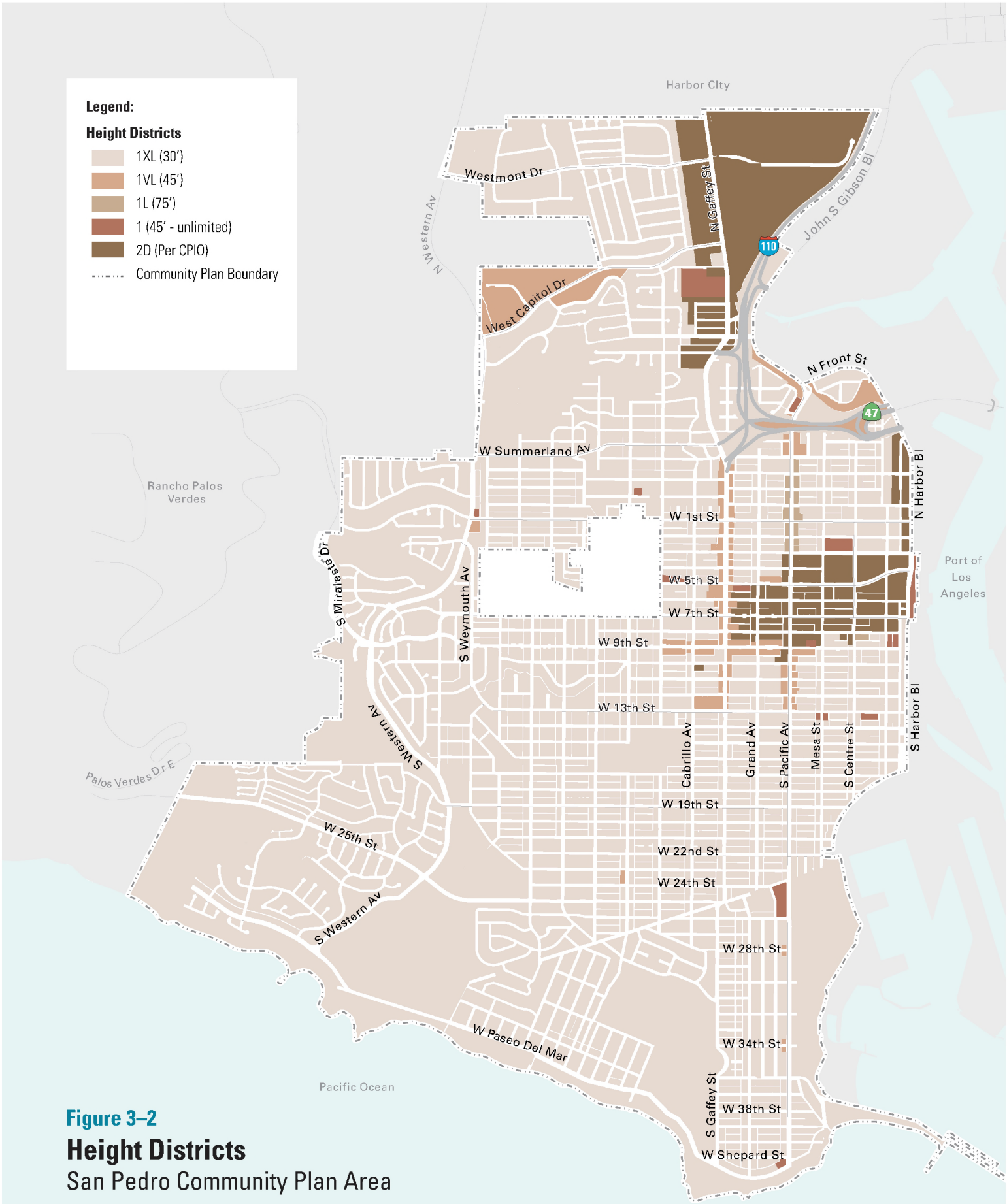


Figure 3–2

Height Districts

San Pedro Community Plan Area

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

Community Themes

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

Enhance Distinct Neighborhoods, Districts, and Centers



The Bank Lofts, 7th Street, Downtown San Pedro

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

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



San Pedro Public Library on Gaffey Street

Promote Downtown as the Commercial "Heart" of San Pedro

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



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

Expand Housing Opportunities

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



Centre Street Lofts, San Pedro

Strengthen the Community's Connection to the Waterfront

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



View of the Port of Los Angeles from San Pedro

Expand Recreational Amenities and Opportunities

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



22nd Street Park



Example of an industrial building with landscaping and façade treatments



Community gardens are shared spaces



Gardens provide food and shelter for wildlife



First Thursdays Farmer's Market, Downtown 6th Street

Preserve Industrial Areas for Local Jobs

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

Develop a Sustainable Community

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

Foster a Healthy Community

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

Sustainable Development

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

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





Healthy Communities

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





San Pedro residential neighborhoods

Residential Neighborhoods

Issues and Opportunities

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

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



View of the Palos Verdes Peninsula



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



Natural and recreational resources

Residential Areas

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

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

Policies

LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of San Pedro's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development. (P1, P2, P3)

LU1.2 **Adequate housing and services.** Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services. (P12)

LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another. (P1, P2)

LU1.4 **Hillside development.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Development should be integrated with and be visually subordinate to natural features and terrain. (P1, P3)

LU1.5 **Slope density.** Condition the approval of lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05C. (P3)

LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian automobile conflicts along sidewalks. (P23, P73, P75)

LU1.7 **Build Green.** Developments should be sustainable and attractive, and incorporate green building design, systems and materials to the greatest extent feasible. (P1, P4)

LU1.8 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways. (P1, P5)



Example of a single family residence



San Pedro has a variety of housing styles



Example of a single family residence in San Pedro



Example of a residential building with period details

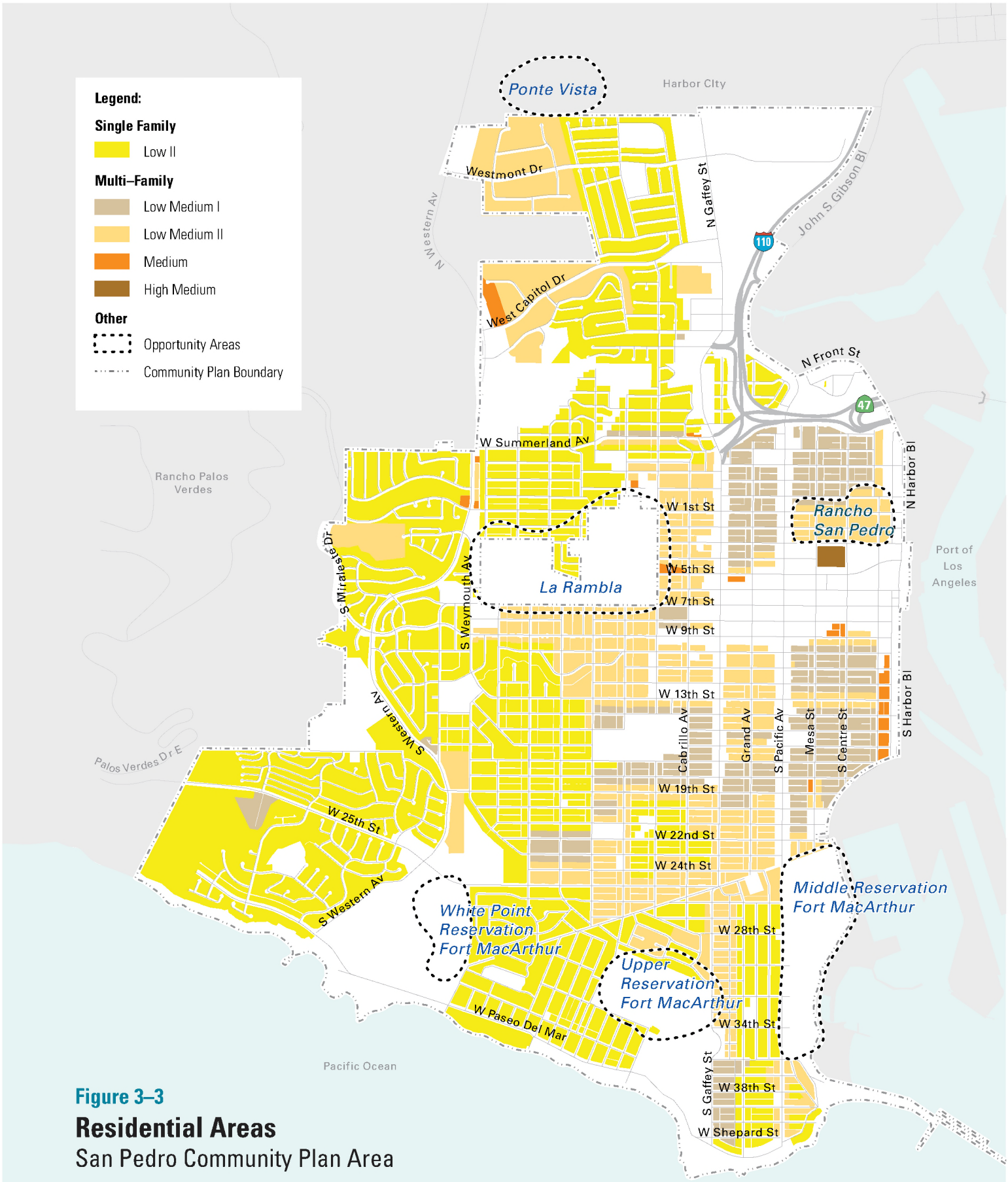


Figure 3–3

Residential Areas

San Pedro Community Plan Area

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

City of Los Angeles Planning Department • June 2013

Single-Family Residential

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

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



Single family neighborhood in San Pedro

Policies

LU2.1 **Preserve neighborhood character.** Maintain single-family and lower-density neighborhood character through the use of lower density land use designations, Low II and Low Medium I. (P1, P2, P6)

LU2.2 **Height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas. (P1, P2)



Example of single family residences

Multi-Family Residential

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

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



Multi family residence in San Pedro

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

Policies

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

LU3.2 **Key locations.** Incorporate multi-family housing in areas targeted for mixed use and in the Regional Center. (P12)



Example of small-scaled multi family residences



Example of a mixed-use building



Apartment style residences in San Pedro



Example of multi family residences



Bungalow style housing with common open space

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

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

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

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

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

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

*LU3.9 **Small lot development.** Small lot subdivisions in the San Pedro CPA are required to follow the Department of City Planning's "Small Lot Guidelines." Projects in the San Pedro CPA must also comply with the following (P1, P2):

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

Opportunity Areas

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

Rancho San Pedro Housing Project

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

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

Policies

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

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

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

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

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



Example of townhome development in an urban neighborhood



Rancho San Pedro housing



Fort MacArthur reservation, San Pedro

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

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

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

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

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

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



Providence Little Company of Mary Medical Center

La Rambla (County of Los Angeles)

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

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

Ponte Vista (former Naval Housing Site on Western Avenue)

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

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

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



San Pedro Café & Deli on Pacific Avenue



Commercial storefronts on 7th Street in Downtown San Pedro



Example of a commercial storefront

Commercial

Issues and Opportunities

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

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

Commercial Land Use

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



Williams' Book Store, founded in1909, is the oldest bookstore in Los Angeles.

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

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



Example of a mixed-use development

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

Redevelopment in San Pedro

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



Storefronts on 7th Street in Downtown San Pedro

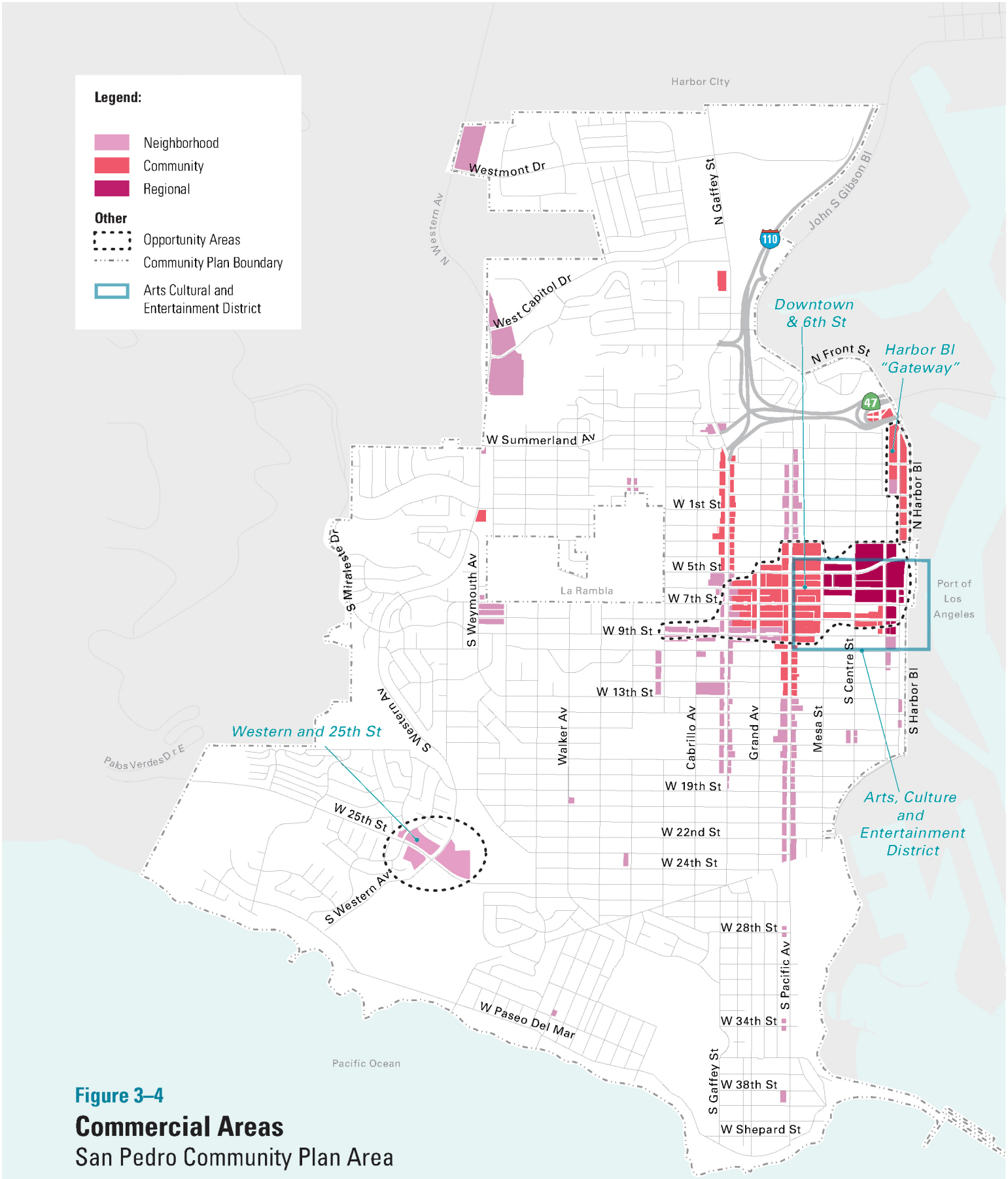


Figure 3–4

Commercial Areas

San Pedro Community Plan Area

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

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

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



Example of pedestrian amenities

Downtown San Pedro Community Design Overlay

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



San Pedro Bank Lofts apartment building

Commercial Districts

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



Example of a pedestrian courtyard

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

Policies

LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro's existing commercial districts. (P13)

LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.(P1)

*LU5.3 **Limit specific uses.** Discourage the following types of uses in all Neighborhood Commercial Districts, and adopt regulations that require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments and used car lots. (P1)



Examples of articulated design



Consistent storefront scale is characteristic of Downtown San Pedro



Downtown San Pedro has a variety of businesses



Retail streetscapes create an attractive pedestrian environment



Examples of pedestrian-scaled commercial districts

LU5.4 **Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)

LU5.5 **Complementary residential uses.** Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall. (P1)

LU5.6 **High-quality development.** Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro's unique historic, environmental, and architectural context, creating memorable places that enrich community life. (P1)

LU5.7 **Strategically locate new large projects.** Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses. (P1)

LU5.8 **Spaces for people.** Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes and signage, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather. (P1, P14, P28)

LU5.9 **Enhanced pedestrian street activity.** Incorporate retail and service-oriented commercial uses on the first floor street frontage of structures, including mixed-use projects and parking structures. (P1)

LU5.10 **Build Green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)

LU5.11 **Buildings that engage the street.** Require buildings to be oriented to and actively engage the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. (P1)

LU5.12 **Retail streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts. (P1, P14, P27, P28)

LU5.13 **Improve design.** Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (P1, P14)

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

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

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

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

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

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



Public spaces provide opportunities for outdoor activity



Community gardens improve access to healthy food



Local restaurants provide dining options for residents



Commercial corridors provide easily accessible goods and services

Neighborhood Commercial Districts

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

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



Restaurants on Gaffey Street in San Pedro

Gaffey Street between 5th and 19th Streets

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

9th Street between Meyler Street and Pacific Avenue

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

Pacific Avenue and "Welcome Gateway"

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

Western Avenue and 25th Street

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

Weymouth Corners

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



Weymouth Corners

Park Plaza and Harbor Cove

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

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

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



Park Plaza shopping center

Policies

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

LU6.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

LU6.3 **Promote neighborhood activity centers.** Encourage the owners of existing commercial shopping centers that contain chain grocery or drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

LU6.4 **Protect neighborhood uses.** Compatible "non-conforming uses" that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores), should be allowed to continue in accordance with applicable provisions of the Municipal Code.



Example of pedestrian-scaled commercial buildings

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

Neighborhood Commercial Opportunity Area - Western Avenue and 25th Street

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

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

Policies

LU7.1 **Vibrant commercial district.** The commercial area at Western Avenue and 25th when redeveloped, should be (P1):

- designed to serve the surrounding community with services and retail opportunities
- integrated with public plazas and other public gathering spaces.



Gaffey Street Pedestrian Bridge

Community Commercial Centers

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

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



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

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

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

Downtown San Pedro and Harbor Boulevard "Welcome Gateway"



Harbor Boulevard looking north, an entryway into San Pedro.

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

Pacific Avenue

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

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

Policies

LU8.1 **Revitalize Downtown.** Revitalize and strengthen the Downtown San Pedro commercial area as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities. (P1)

LU8.2 **Mixed-Use projects.** Promote mixed-use projects and higher density developments along transit priority streets, and in Community Commercial and Regional Commercial areas. Redevelop existing commercial centers into dynamic mixed-use centers. (P1, P34)

LU8.3 **Community serving uses and activity centers.** Ensure uses that address community needs are included in Community Commercial centers by encouraging the inclusion of public service uses, such as day and elder care, community meeting rooms, recreational facilities, school classrooms, cultural facilities, museums, libraries, and similar uses in mixed use development.

LU8.4 **View preservation.** Avoid creating a "wall of development" along Harbor Boulevard by requiring the use of stepbacks, variation in massing and heights, and preservation of view corridors for new development projects.

LU8.5 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.



Example of a walkable commercial district



Local's-owned shop on 7th Street in downtown



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

Community Commercial Opportunity Areas

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

Downtown

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

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

Policies

LU9.1 **Active Downtown.** Develop 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian priority street, with sidewalk dining, pedestrian-oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features. (P1, P35)

LU9.2 **Waterfront connections.** Strengthen the connection between Downtown and the waterfront by providing for extension of the Red Car line through Downtown and coordinating with the Port's Waterfront project. (P35, P36)

LU9.3 **Maintain parking options.** Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.

LU9.4 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Downtown area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P1, P15)

Harbor Boulevard "Welcome Gateway"

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



Harbor Boulevard, San Pedro

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

Policies

LU10.1 **Downtown and Waterfront connections.** Continue to coordinate with the Port of Los Angeles and Public Works to implement design improvements that provide physical design connections between the Waterfront and Downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.(P1, P37)



Public plazas at the Port of Los Angeles waterfront

LU10.2 **Harbor Boulevard "Welcome Gateway".** New development within the vicinity of Front/O'Farrell Streets should exhibit high-quality architecture, integrate public parking, and public plazas if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian-oriented design at the ground floor and if a mid-to high-rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the San Pedro CPIO.(P1, P37)

LU10.3 **Gaffey Street, Western Avenue, and Pacific Avenue "Welcome Gateways".** Implement design improvements that provide physical design enhancements welcoming residents and visitors to San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage that is scaled to be prominent, yet stylish. (P1, P28, P37)



Example of pedestrian-oriented building design

LU10.4 **Attractive design.** New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian-oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront per the San Pedro CPIO. (P1, P37)



Merchandise on display



Prominent retail storefronts



The Vue apartments



The Vue provides housing in Downtown San Pedro

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

Regional Commercial

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

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

Policies

LU11.1 **Commerce and jobs.** Develop regional shopping and office projects in the Regional and Community Centers that provide shopping and jobs for both San Pedro residents and those of nearby communities. (P38)

LU11.2 **Urban vitality.** Promote housing and employment uses in San Pedro's existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (P38, P38-B)

LU11.3 **Urban core.** Foster development of the Regional Center into a compact high intensity office and employment hub of Downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours.(P38)

LU11.4 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro. (P1, P34, P38)

LU11.5 **Regional Center emphasis.** Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street. (P10, P38)

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

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

LU11.8 **Large-scale development.** Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront per the San Pedro CPIO. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages. (P1, P38, P126)



Architectural features on all street frontages

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



Seating for pedestrians

Special Districts

Arts Culture and Entertainment District

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

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

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



A gallery on 7th Street in Downtown San Pedro



Warner Grand Theatre, 6th Street

Policies

LU12.1 **Cultural facilities.** Actively support the development of arts, cultural and entertainment facilities and events in Downtown San Pedro to attract visitors and establish a unique identity for this district. (P16)

LU12.2 **Celebrate artists.** Encourage the development of individual offices, studios, galleries and live/work units for artists, architects, landscape architects, interior designers, craftsmen, and other design-oriented professionals in Downtown San Pedro. (P1, P16)

LU12.3 **Public art display.** Develop accessible locations and public spaces for display of public art, featuring both permanent and temporary installations. (P1)

LU12.4 **Historic resource preservation.** Support the preservation of culturally and historically significant sites and structures in Downtown. (P39)


Vincent Thomas Bridge


Upland view from San Pedro harbor

Port of Los Angeles

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

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

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

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

Policies

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

LU13.2 **Capitalize on synergies.** Capitalize on Port improvements to the waterfront promenade and Ports O'Call to develop Downtown San Pedro and the Port waterfront into a desirable center of commerce, recreation and tourism. (P36)

LU13.3 **Green the Port.** Support efforts to "Green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources. (P36, P40)

LU13.4 **Reduce impacts.** Utilize Port of Los Angeles resources to reduce local impacts where appropriate. (P36, P40)

Industrial

Issues and Opportunities

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

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



7th Street galleries

Industrial Areas

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

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

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

Industrial Land Use

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



Industrial land provides opportunities for employment

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



Prominent entrances to an industrial building

Policies

LU14.1 **Preserve employment base.** Retain Industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries. (P1, P17, P18)

*LU14.2 **Retain industrial land.** Large Industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community. (P1, P17, P18)

LU14.3 **Sustain the arts.** Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings. (P1)

LU14.4 **Improve safety and jobs.** Ensure that Industrial land uses are safe for human health and the environment and that they provide a robust source of employment.

LU14.5 **Encourage sustainable industry.** Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes. (P1, P18)

LU14.6 **Build green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)



Example of outdoor amenities

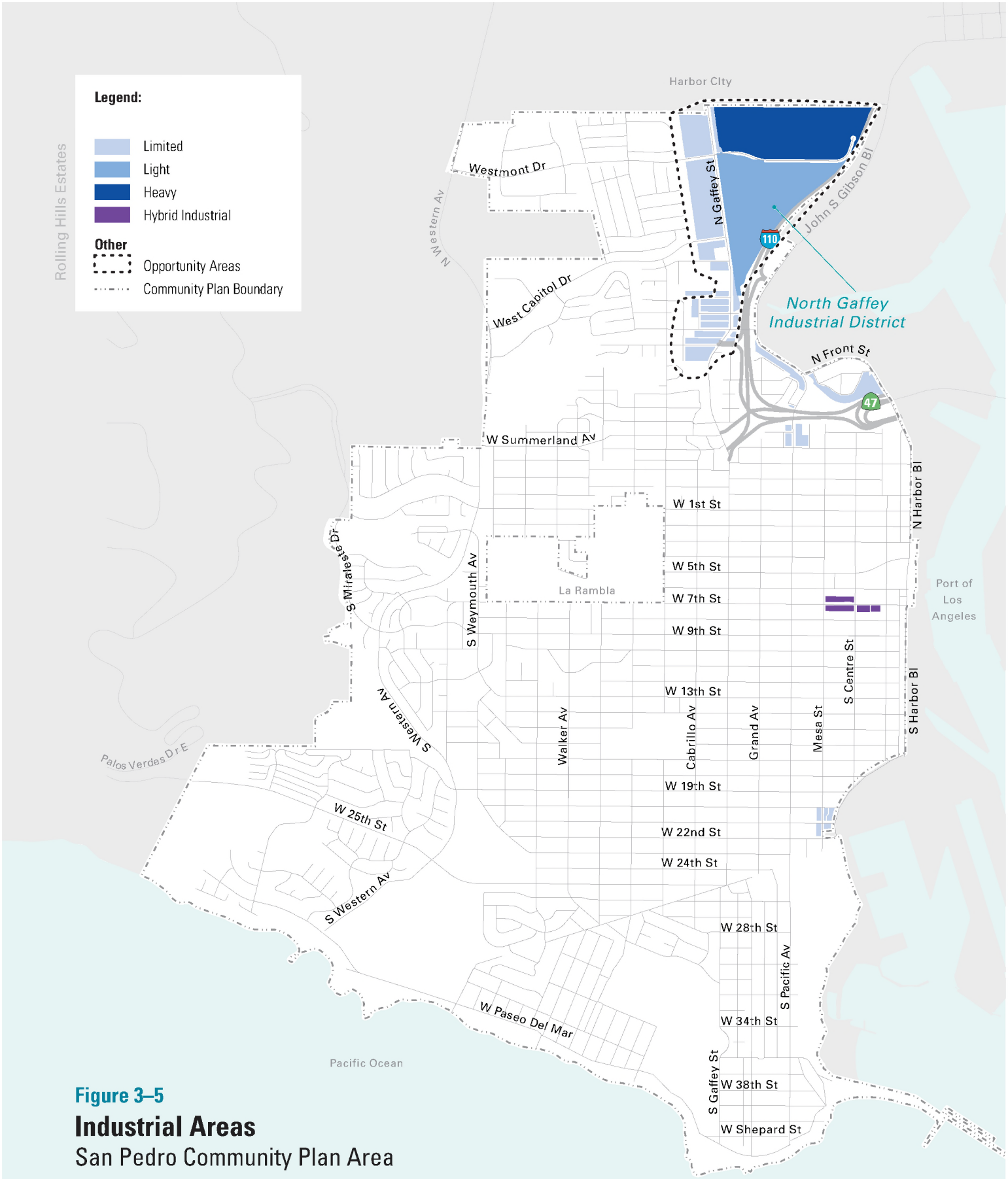


Figure 3–5

Industrial Areas

San Pedro Community Plan Area

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

Not To Scale N

City of Los Angeles Planning Department • June 2013

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

Policies

LU15.1 **Transitions.** Require transitions for industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods. (P1)

LU15.2 **Enhanced design.** Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment. (P1)

LU15.3 **Street beautification.** Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities. (P1, P28)

LU15.4 **Adequate parking.** Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.

LU15.5 **Hazardous materials.** Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, and discourage any further expansion of existing facilities. (P18-B)



Example of a smaller-scaled industrial building



Landscaping softens the appearance of industrial buildings

Industrial Opportunity Area

North Gaffey Street Industrial District

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



Landscaping can provide pedestrian interest

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



Example of a larger-scaled industrial building



Example of drought tolerant landscaping



Example of industrial façade treatments

Policies

LU16.1 **Create an industrial sanctuary.** Prohibit commercial and residential uses in the North Gaffey Industrial District to limit the displacement of industrial uses that serve the community and to stabilize land values for industrial job producing uses. (P1, P18)

LU16.2 **Encourage green industries.** Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles' competitive advantages; incentives should be available for such uses. (P1, P18, P41)

LU16.3 **Encourage sustainable industry.** Industries that are environmentally sustainable businesses, and employ green or clean technologies, building practices, and processes and provide jobs for San Pedro's residents should be encouraged to locate in this district. (P1, P18, P41)

LU16.4 **Industrial services.** Encourage retention of locally serving light industrial businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair. Retain and attract businesses through the use of incentives and/or the prohibition of new commercial uses in the area of North Gaffey Street allocated for this industrial use.

LU16.5 **Build Green.** Developments should be sustainable, attractive, and incorporate green building design and materials to the greatest extent feasible. (P1, P4)

LU16.6 **Sustain commerce.** Encourage industries to locate in this district that can apply for and benefit from foreign trade zone status. (P41)

LU16.7 **Enhance design.** Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development. (P1)

Historic and Cultural Resources

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



The Arcade Building on 6th Street, built in 1925

Vinegar Hill Historic Preservation Overlay Zone

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



Historic home characteristic of Vinegar Hill neighborhood

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

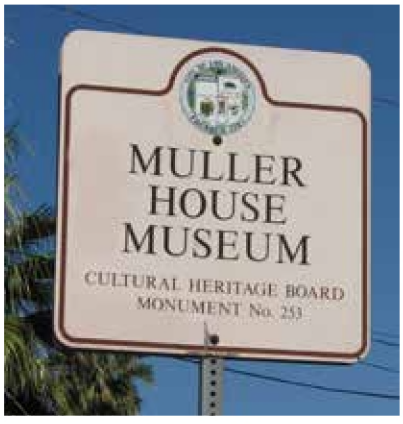
Policies

LU17.1 **Celebrate history.** Protect, preserve and enhance San Pedro's historically significant resources. Support the completion of SurveyLA within the San Pedro Community Plan Area. (P20, P22, P42)

LU17.2 **Retain historic elements.** Protect, preserve and enhance the historic characteristics of distinctive historic neighborhoods such as Old San Pedro/ Downtown, Vinegar Hill HPOZ and study the possible expansion of the HPOZ as well as Averill Park and the Cabrillo/27th/Gaffey neighborhood. (P19, P21, P22)

*LU17.3 **Incentivize preservation.** Encourage and promote the use of incentives for private owners of historic properties/resources to conserve the integrity of such resources. (P19, P22)

LU17.4 **Identify partnerships for funding.** Coordinate with other agencies to identify new financial resources for rehabilitation grants and loans to low-and moderate-income owners of historic homes. (P19, P22)



Monument signage for Historic Muller home on South Beacon Street

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

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





San Pedro's coastal bluffs



South Shores residential area



Paseo del Mar in the San Pedro Specific Plan area

San Pedro Local Coastal Program Specific Plan

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

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

Policies

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

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

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

adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points and other complementary public facilities.(P25, P125)

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

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

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



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

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

Policies

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

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

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

LU19.4 **Encourage public-serving uses.** On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance opportunities for coastal recreation and ensure private residential, general industrial, or general commercial developments do not compromise coastal-dependent industry. (P25)

LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissable.

LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.

LU19.7 **Utilize Parking Resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas. (P26, P44)


NO STOPPING
ANY TIME
BIKE LANE
LANE
BIKE

Mobility

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

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

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

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

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

Mobility and Public Health

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

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

Streets

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

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

Complete Streets

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

Street Designations and Standards

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

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

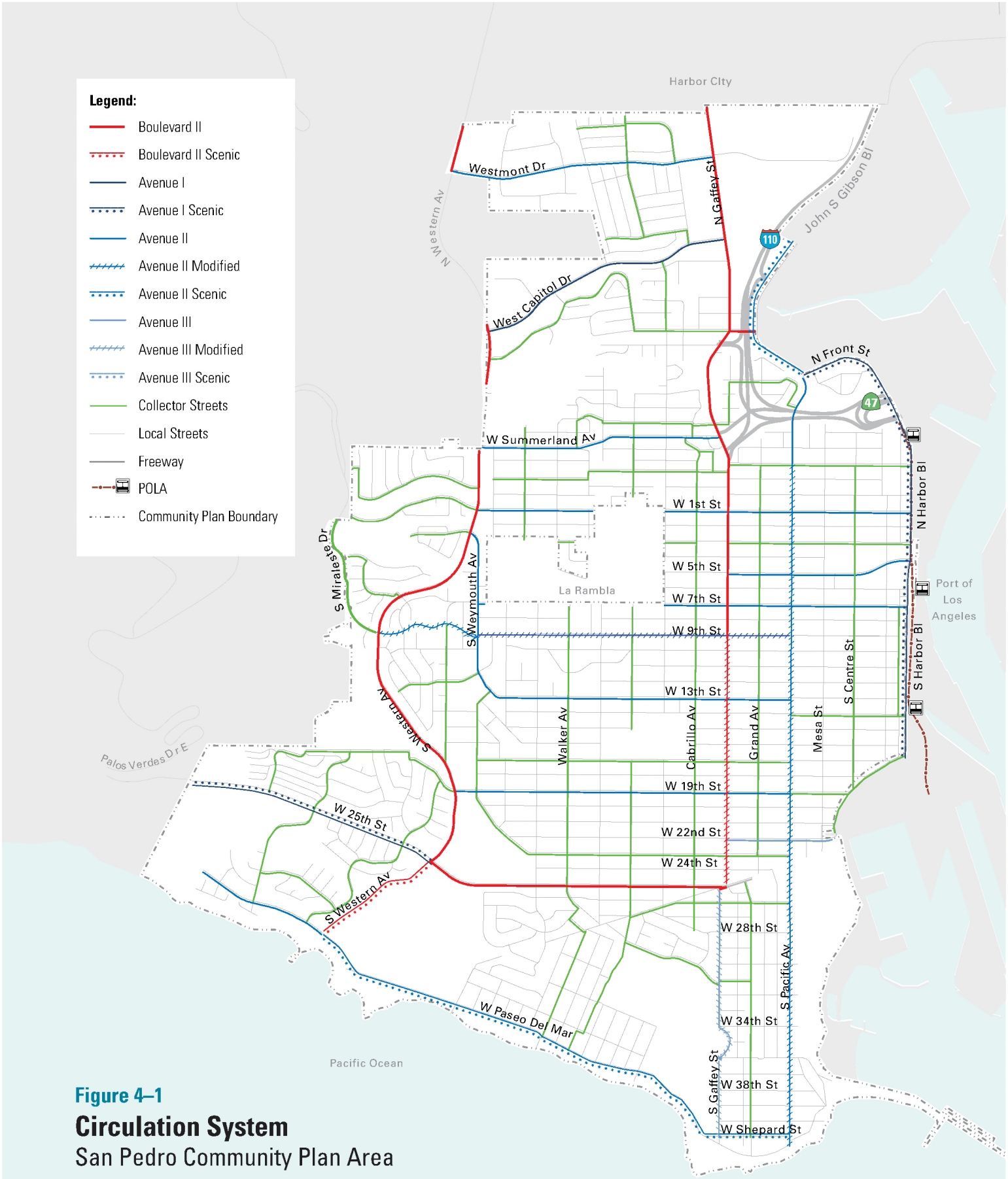


Figure 4–1

Circulation System

San Pedro Community Plan Area

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

Not To Scale N

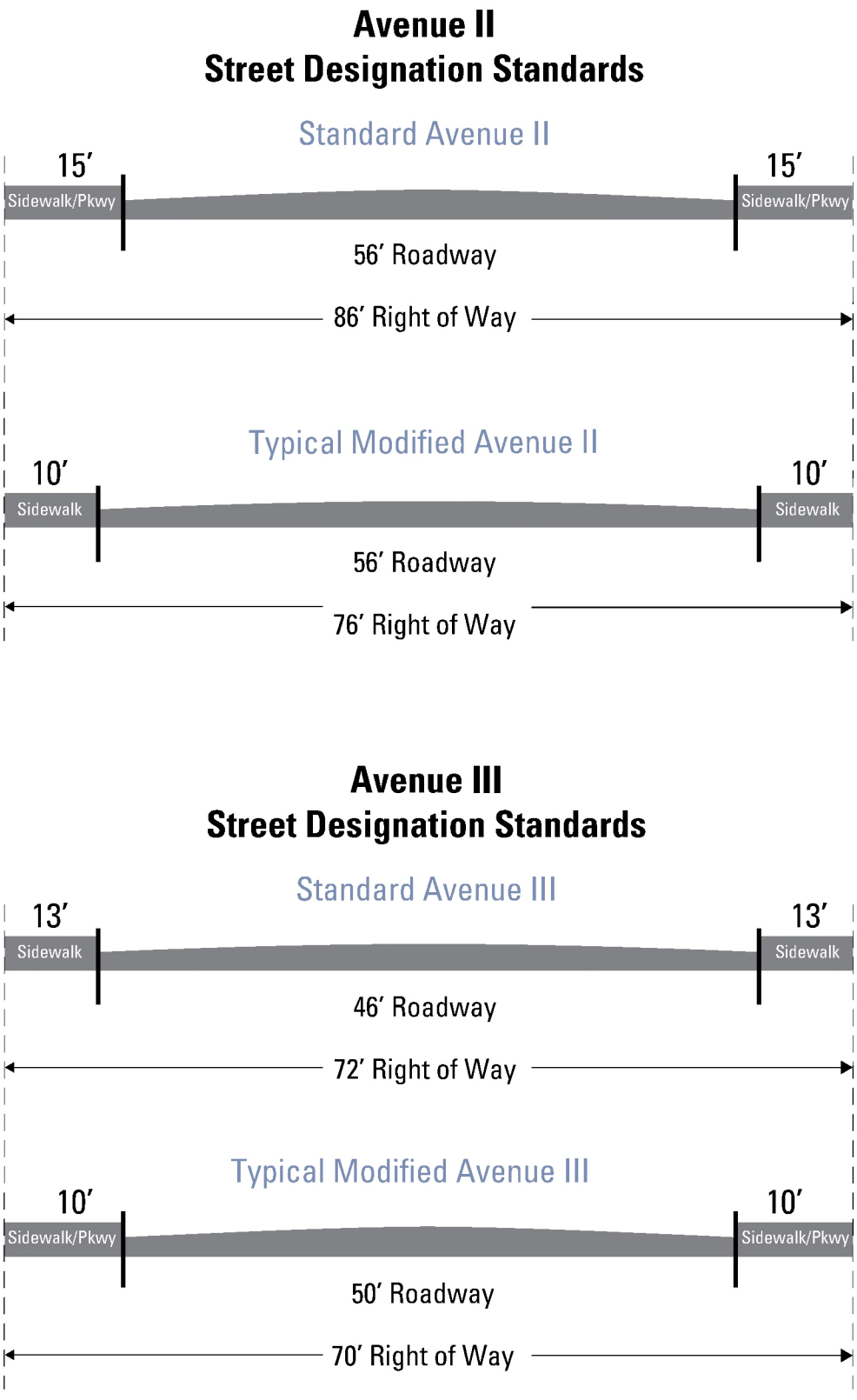


Figure 4-2
San Pedro
Standard and Modified Street Standards
City of Los Angeles Planning Department • June 2013

Not To Scale N

Street Classification

Streets are organized by official standard street classifications established in the Mobility Plan 2035, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

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

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

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

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

Priority Streets

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

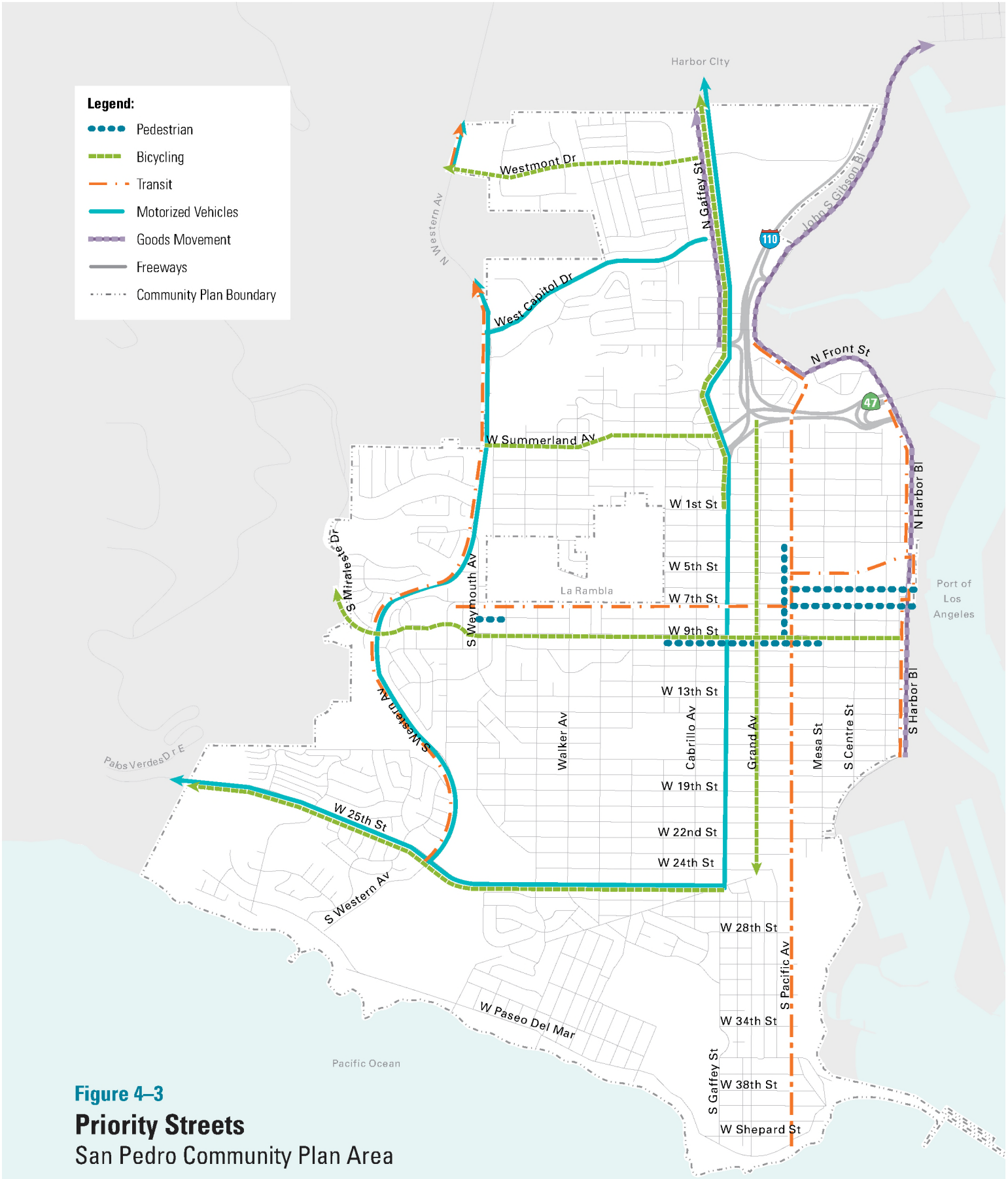


Figure 4–3

Priority Streets

San Pedro Community Plan Area

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

TABLE 4-1
San Pedro Priority Streets

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

Community-wide Mobility Goals and Policies

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

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

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

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

Policies

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

M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit. (P46)

M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met. (P47)

M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P48, P49, P50)

M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network. (P51)

Table 4-2:
Street Reclassifications and Modifications

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

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

Policies

M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds. (P107)

M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. (P108)

M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable. (P52)



Examples of street furniture and landscaping

Walking

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

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

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



Example of building features that encourage pedestrian activity

Pedestrian Priority Streets

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

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

Policies

M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P53)

M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments. (P54)

M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night. (P55)

M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations. (P27, P56)

M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. (P57)

M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements. (P58)

M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate. (P114)



Walking is encouraged by orienting building entrances to the street



6th Street in Downtown San Pedro

Bicycling

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

The City's Bicycle Plan, a part of the Mobility Plan 2035, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the 1999 Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.



Southern California possesses excellent climatic conditions for bicycling



Example of bicycle parking



Example of bicycle amenities near transit



Example of a Class I Bike Path

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

Policies

M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)

M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)

M4.3 **Bicycle amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)

M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)

M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)

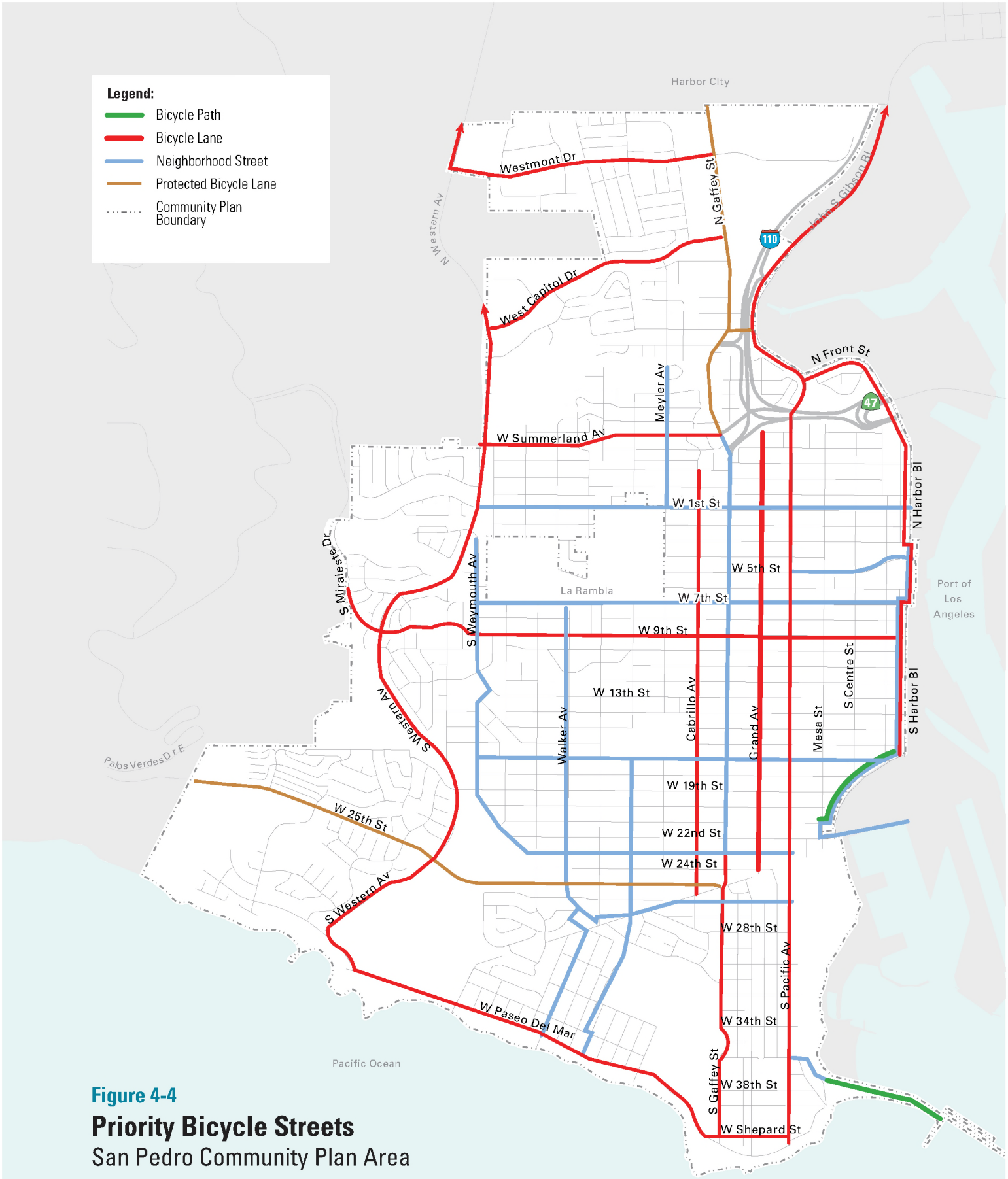


Figure 4-4

Priority Bicycle Streets

San Pedro Community Plan Area

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Not To Scale N

City of Los Angeles Planning Department • December 2016

Bikeway Standards

A "bikeway" is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City's Mobility Plan 2035, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane "cycle track" classification. See the following for descriptions:

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

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

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

Neighborhood Street (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Plan 2035 that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

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



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



LADOT provides local bus service



Buses are one of several options for travel



Buses can provide connections to regional destinations

Public Transit

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

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

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

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

Policies

M5.1 **Transit connections to key areas.** Increase public transit access to Neighborhood Districts, Community Centers and Mixed-Use Boulevards. (P64, P65, P66, P69)

M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)

M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan Area and adjacent communities. (P95, P96, P109)

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



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

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

Policies

M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)

M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)

M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.

M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

Transit Priority Streets

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

Motorized Vehicle Priority Streets.

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



Landscaping softens the appearance of parking structures

Motorized Vehicles

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

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

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

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

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

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

Policies

M7.1 **Priorities for capacity enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P93, P97, P98)

M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P70)

M7.3 **Access management.** Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P71, P72)

M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Arterials. (P73)

M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise. (P74)

M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. (P23, P75, P76, P77, P78)

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

Policies

M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement. (P79, P111)

M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P80)

M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

Neighborhood Traffic Control

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

Motorized Vehicles and Greenhouse Gas Emissions

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

Transportation System Management

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

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

Policies

M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P95)

M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).

M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs). (P112)

M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P113)

M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P81)

Transportation Demand Management

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

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

Goods Movement

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

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

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

Policies

M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P99)

M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P82, P84, P106)

M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. (P83)



Container shipping at the Port of Los Angeles

Truck Routes

Truck routes are identified in the Mobility Plan 2035. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.



Façade treatments on parking structures provide visual interest



Green roof of a parking structure



Solar panels on top of parking structure

Parking Management

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

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

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

Policies

M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P94)

M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P102)

M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate. (P100)

M11.4 **Convenient parking.** Provide public parking proximate to transit centers. (P85, P101)

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

Policies

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

M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts. (P103)

M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P104)

M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Mobility Plan 2035. Adopted City trails are identified in the Public Recreation Plan of the Service Systems Element.



Paseo del Mar

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



Cabrillo Beach, near San Pedro

Policies

M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways. (P86)

M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility. (P87)

M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P88, P105)





Community Facilities & Infrastructure

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

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

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

General Plan Framework

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

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

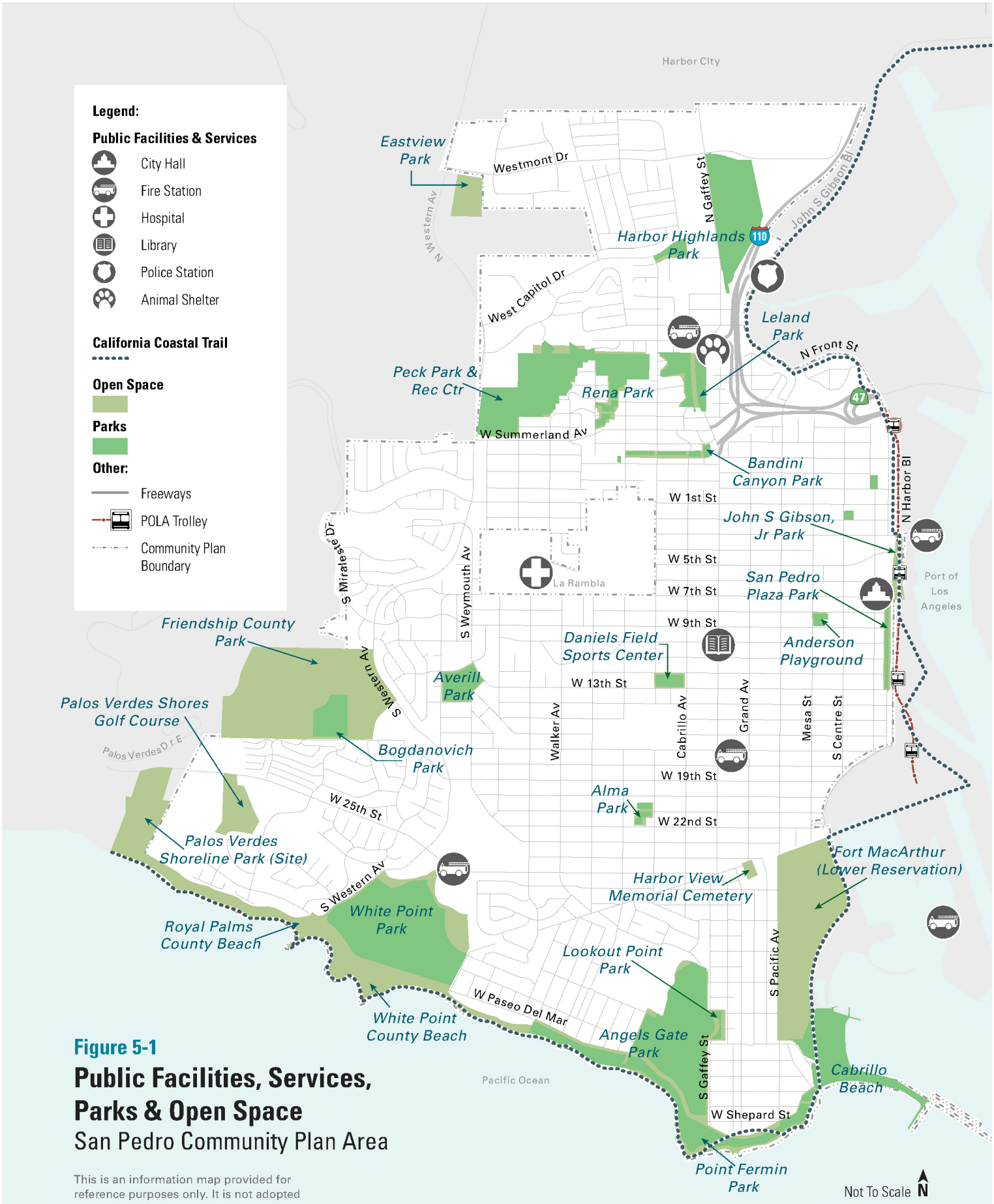


Figure 5-1

Public Facilities, Services, Parks & Open Space

San Pedro Community Plan Area

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

City of Los Angeles Planning Department • June 2013



San Pedro City Hall



Cabrillo Beach



Cabrillo Marine Aquarium

Overview

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

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

Citywide Goals

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

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

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

Facilities for Police, Fire, Libraries and Schools

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

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

Police

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



Los Angeles Port Police Headquarters

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

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

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

Policies

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



Los Angeles Police Department Harbor station, serving San Pedro

CF1.2 **Design for security.** Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. (P116)

CF1.3 **Illumination for security.** Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security. (P146)

CF1.4 **Safe recreational facilities.** Design recreational facilities in multiple-family residential developments to provide adequate visibility and security. (P117)



Fire Station 48 on S. Grand Avenue

Fire and Emergency Services

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

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



Fire Station 101 on W. 25th Street

Table 5-1:
Fire Stations in the San Pedro CPA

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

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



Los Angeles Fire Boat at Port of Los Angeles



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



San Pedro Branch Library on Gaffey Street

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

Policies

CF2.1 **Adequate fire and emergency services.** Assist the LAFD to locate fire services facilities in appropriate locations throughout San Pedro to provide adequate fire and emergency services protection. (P157)

CF2.2 **LAFD project review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service infrastructure. (P118)

CF2.3 **Emergency preparedness.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness. (P23, P75, P77, P78)

Libraries

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

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

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

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



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

Policies

CF3.1 **Adequate library facilities and service.** Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community. (P139, P157)

CF3.2 **Integrated library facilities.** Encourage new development to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, Community and Regional Centers, transit stations, and similarly accessible facilities, particularly in the western portion of San Pedro. (P119)

CF3.3 **Joint-use libraries.** Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites. (P140)

CF3.4 **Non-traditional library services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Public Schools

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

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

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

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

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

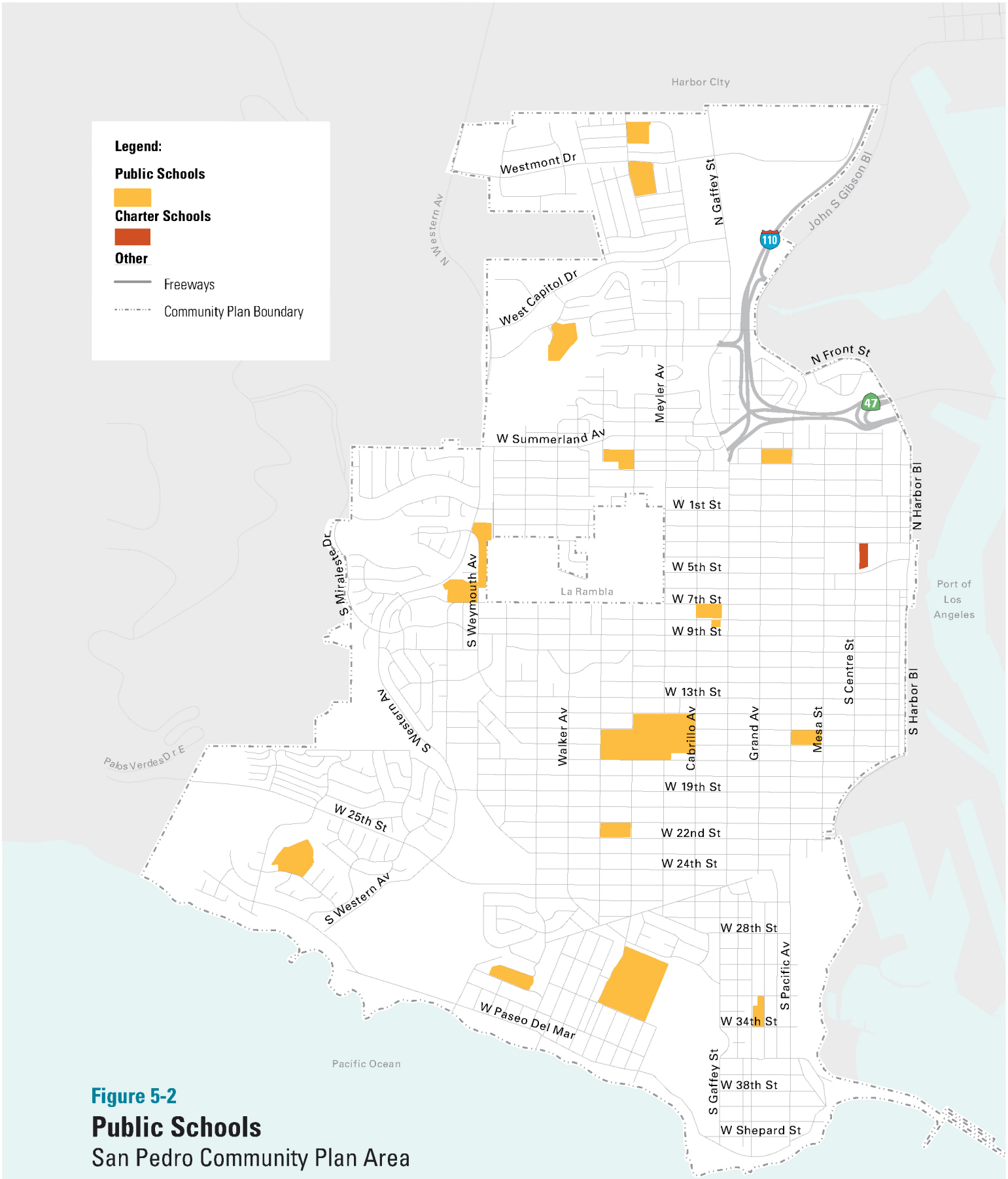


Figure 5-2

Public Schools

San Pedro Community Plan Area

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

Not To Scale N

City of Los Angeles Planning Department • March 2013

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

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



Fifteenth Street Elementary School



Port of Los Angeles High School, opened in 2005



Barton Hill Elementary School

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

Policies

CF4.1 **Accessible public schools.** Encourage siting of public middle schools and high schools within or adjacent to public transit systems, and Community and Regional Centers to maximize accessibility. (P59, P141)

CF4.2 **Compatible school sites.** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character. (P59, P120, P121, P141)

CF4.3 **Neighborhood schools.** Work with LAUSD to promote the siting and construction of public school facilities that are phased to accommodate anticipated population growth and that are located in areas that serve neighborhoods. (P143)

CF4.4 **Joint use of facilities with LAUSD.** Coordinate with LAUSD to explore creative alternatives that integrate uses for recreation, local open space, and neighborhood use, and encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums. (P121, P142, P143)



Anderson Park near Downtown San Pedro



Field of Dreams active open space

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

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

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

Parks, Open Space and the Urban Forest

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

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

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

Parks

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

Table 5-2:

Public Parks in the San Pedro CPA

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

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



Example of a neighborhood park

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

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



Pedestrian path to Point Fermin Park

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



View of Point Fermin Park and the Pacific Ocean

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

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

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



Playground equipment for children

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

Policies

CF5.1 **Re-use public properties.** Support the creation of new parks and park expansions within public right-of-ways, such as flood control channels, and other unused and underutilized public properties.

CF5.2 **Increase open space and parks.** Encourage continuous efforts by public agencies to acquire vacant parcels for publicly owned open space and parks. (P145)

CF5.3 **Joint use of facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. (P144)

CF5.4 **Identify surplus properties.** Coordinate with the Department of Recreation and Parks and other applicable City Departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational facilities. (P147)

CF5.5 **Dedication of open space.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to the public to help meet recreational demands. (P126, P148)

CF5.6 **Preservation of parks and open space.** Protect parkland from uses that result in loss of acreage for recreational purposes.

CF5.7 **Recreational amenities.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths and bike trails. (P122)

CF5.8 **Connect transit and parks.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.

CF5.9 **Locate parks near residential areas.** Encourage neighborhood parks and recreational centers near concentrations of residential areas and include safe pedestrian walkways and bicycle paths that encourage non-motorized use. (P149)

CF5.10 **Illumination for safety.** Ensure that parks are adequately illuminated for safe use at night. (P146)



Example of a pedestrian path



Trees shade pedestrian trails

Open space may include

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



22nd Street Park, near San Pedro



Cpen .pace provides venues for outdoor recreation



Sunset at Point Fermin Park

Open Space

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

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

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

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

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

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

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

CF6.1 **Protect wildlife habitat.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and a balance to the urban development of the community. (P124, P125)

CF6.2 **Protect open space.** Protect significant open space resources from environmental hazards.(P124, P125)

CF6.3 **Natural terrain.** The grading of natural terrain to permit development in hillside areas should be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses. (P123)

CF6.4 **Natural drainage patterns.** The alteration of natural drainage patterns, canyons, and water courses should be minimized except where improvements are necessary to protect life and property.

CF6.5 **Avoid geologic hazards.** Development should be restricted on areas of known geologic hazard, unstable soil conditions or landslides.

CF6.6 **Protection from oil spills.** Offshore oil drilling should be strictly controlled in the immediate area off San Pedro so as to safeguard against oil spillage, prevent interference with shipping lanes, preserve the scenic value of the coastline, and protect ecologically important areas and designated wildlife refuges.

CF6.7 **Regional coordination.** The City and County should identify significant ecological areas and coastal areas containing ecological or scenic resources that should be preserved and protected within state reserves, state coastal trails, preserves, parks, or natural wildlife refuges. (P124, P150)

CF6.8 **Co-location of open space and public facilities.** Integrate the use of open space with public facilities in high density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.



Averill Park





Examples of Pocket Parks, which provide smaller green spaces



San Pedro Plaza Park

Tree Canopy

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

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

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

Urban Forest

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

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

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

Policies

CF7.1 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure. (P151)

CF7.2 **More trees.** Include on-site trees in new development projects whenever possible. (P151)

CF7.3 **Public/private partnerships.** Encourage community and private partnership involvement in urban forestry issues, minimizing maintenance costs. (P128, P151)

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

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





LADWP ensures the Ci'y meets state and federal water quali'y standards

Infrastructure

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

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

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

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

Water

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

Terminal Island Renewable Energy (T.I.R.E.) Project

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

Water Supply

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

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

Supply and Demand

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

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

Improvements

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

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

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

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

Policies

CF8.1 **Conserve water.** Meet increases in the demand for water through conservation, the use of recycled water, and recharged local groundwater aquifers where permitted. (P129, P130, P152)

CF8.2 **Water conservation for projects.** Require water conservation measures/ devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities. (P153)

CF8.3 **Water distribution.** Coordinate with LADWP to expand, upgrade or improve the local water distribution system within the CPA when needed to accommodate increased demand for water. (P130, P157)

Table 5-3

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

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

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



Hyperion Plant in Playa del Rey treats wastewater for the City of Los Angeles



After treatment, millions of gallons of reclaimed water are produced each day

Wastewater

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

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

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

Wastewater Treatment Facilities

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

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

Wastewater Collection System (Sewers)

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

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

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



Reclaimed water can be used for irrigation



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

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

Policies

CF9.1 **Wastewater output.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output. (P131, P154)

CF9.2 **Recycled water.** Promote the use of recycled water in new industrial developments. (P40)

CF9.3 **Wastewater treatment.** Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation. (P130, P132, P155)

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range

solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

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

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

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

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

Policies

CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities. (P133)

CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P134)

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

Stormwater

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

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

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

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

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

Policies

CF11.1 **Reuse of stormwater.** Maximize the capture and reuse of stormwater. (P130, P135, P157)

CF11.2 **Sustainable materials for drainage.** Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. (P130, P158)

CF11.3 **Improve groundwater supply.** Increase opportunities for stormwater infiltration and groundwater recharge. (P130)

Energy

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

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

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

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving

stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

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

Policies

CF12.1 **Coordinate with LADWP.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to ensure conservation techniques are integrated into new and existing development projects. (P157, P159)

CF12.2 **Compatible design.** Power system facilities, including receiving and distributing stations, should be designed and constructed so that they will harmonize with their surroundings as much as practicable. (P156, P159)

CF12.3 **Undergrounding of electrical facilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints. (P136)

CF12.4 **Easements.** Protect the use of public utility easements, rights-of-way, and land set-asides to ensure adequate electrical facilities for current and future demand.

CF12.5 **Renewable energy sources.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply. (P156)

By the Numbers

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



Street lighting can contribute to the architectural, cultural, or historic character of a community



Typical street lighting in Downtown San Pedro

Street Lighting

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

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

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

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

Policies

CF13.1 **Efficient and safe street lighting.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs. (P137, P157)

CF13.2 **Enhanced pedestrian lighting.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and Neighborhood Districts, and enhance the pedestrian oriented character of these districts. (P138)



Implementation

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

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

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

The Implementation Process

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

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

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

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

Amendments to the Community Plan

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

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

Specific Implementation Programs

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

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

Case File CPC-2009-1557-CPU

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

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

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

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

Sources of Funding

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

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

Table 6-2:
Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Implementation Programs

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

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
Near Term Programs			
P1	**CPIO Design and Development Standards.** The Community Plan Implementation Overlay (CPIO) establishes and refines design and development standards for parcels within the Overlay. The following are regulated by the CPIO: land uses, zoning densities and intensities, mixed-use projects, commercial corridors, pedestrian access, ground floor retail, parking, alley access, setbacks, building height transitions, signage, and landscaping.	LU1.1,3,4,7,8; LU2.1,2; LU3.5,6,9; LU5.2-5.17; LU6.1,2,3,5; LU7.2,3,4,5; LU8.1; LU9.1,4; LU10.1,2,3,4,5; LU11.4,5,7,8,9; LU12.2,3; LU14.1,2,3,5,6; LU15.1,2,3; LU16.1,2,3,5,7; LU18.6	DCP, LADBS
P2	**Preserve Neighborhood Character, Small Lot Development.** Guidelines that encourage infill residential development to complement existing scale, massing, setbacks and character and are compatible with architectural styles in stable single-family neighborhood are included in the Community Plan.	LU1.1, LU1.3, LU2.1, LU2.2, LU3.5, LU.3.9	DCP, LADBS
P3	**Baseline Mansionization Ordinance, Hillside Development and Slope Density.** Continue further implementation of a Citywide Baseline Mansionization and Hillside Ordinance and implement conformance with any applicable Community Plan design guidelines. The Plan retains hillside areas in restrictive plan designations and zones due to topography.	LU1.1, LU1.4, LU1.5	DCP, LADBS
P4	**Build Green.** Technical assistance, information and guidelines are available to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code in addition to applicable City Municipal Code (LAMC) Green Building standards and guidelines.	LU1.7, LU5.10, LU14.6, LU16.5	LADWP, LADBS
P5	**Front Yard Character.** LAMC prohibits parking in front yard setback.	LU1.8	LADBS
P6	**Preserve Neighborhood Character.** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low II Density Residential.	LU2.1	DCP, LADBS
P7	**Neighborhood Stability.** The Plan encourages such conversions within specific Medium Residential designated areas where increased homeownership and a mix of incomes will help foster safe, livable and sustainable neighborhoods.	LU3.1, LU3.3	DCP, LADBS
P8	**Neighborhood Stability and Housing.** Housing development programs provide financing for the construction of new, and the acquisition and rehabilitation of existing, multiple-family housing.	LU3.1, LU3.4	HCIDLA, DCP

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P9	**Housing- Distribution, Affordability, Seniors.** The Plan encourages mixed-use development in transit served and pedestrian oriented areas which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community. Consistent with the goals and policies of the City's Housing Element, the Plan refines allowable heights as well as establishes and indentifies future design guidelines and standards as a means to maintain and enhance quality, affordable existing housing stock.	LU3.3, LU3.4, LU3.5, LU3.7	LADBS, DCP, HCIDLA
P10	**Special Needs.** The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to serve homeless, transitional needs and special needs by designating land to accommodate such uses.	LU3.3, LU3.8	DCP, HCIDLA
P11	**Affordable Housing and Displacement.** Mello Act requires relocation and replacement of dwelling units within the Coastal Zone/Specific Plan Area. In discretionary actions involving displacement of existing affodable units, consider adoption of a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	LU3.4	DCP, LADBS
P11-B	**Measure JJJ - Affordable Unit Inventory.** The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/ or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU3.4	HCIDLA
P12	**Key Locations and Adequate Services.** The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure that housing is located in close proximity to jobs, amenities and services.	LU1.2, LU3.2	DCP, LADBS
P13	**Downtown Revitalization and Investment.** Continue to coordinate with Neighborhood Councils, the Council Offices and other public and private neighborhood and community groups to adopt new, as well as expand and enhance existing, Business Improvement Districts.	(LU 5.1) (LU 11.6)	CD, BID
P14	**Retail Streets.** Upon adoption of the Plan, the Downtown San Pedro CDO was expanded and incorporated into the CPIO to establish regulations on the size, number, and type of signs and to prohibit the installation of off-site signs. The CPIO provides guidelines to improve the pedestrian environment.	LU5.8, LU5.12, LU5.13	DCP, LADBS
P15	**Discourage AGFs.** The CPIO incorporates guidelines that prohibit new above ground facilities.	LU7.5, LU9.4, LU11.9, LU18.6	DCP, LADBS
P16	**ACE District.** The Plan retains Commercial Manufacturing (CM)-zoned properties to encourage joint/live/work buildings and artist units in the Downtown Arts, Culture and Entertainment (ACE) district.	LU12.1, LU12.2	LADBS, DCP
P17	**Industrial Opportunity Sites.** The Plan sets forth guiding principles, standards and guidelines for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Plan retains existing industrial designations on large industrially planned parcels.	LU14.1, LU14.2	DCP, LADBS

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P18	**Preserve Employment Base, Industrial Sanctuary and Emerging Industrial Sectors.** New free-standing commercial uses in areas designated for Industrial land use on the Community Plan map are prohibited in order to preserve the remaining job base of the community. The CPIO incentivizes production-related uses for the emergence of innovative new "Clean-tech," information technology, and other "High-tech" uses, and prohibits stand alone restaurant and retail uses in the North Gaffey Industrial Districts.	LU14.1, LU14.2, LU14.5, LU16.1, LU16.2, LU16.3	DCP, LADBS
P18-B	**Future Study – North Gaffey Industrial District.** Collaborate with the Fire Department and the Department of Building and Safety to study the industrial area east of Gaffey Street and north of Westmont Drive. Clarify the threshold for expansion of existing uses and link future changes to upgrades for safety, with limitations of increased storage capacity.	LU 15.5	DCP, LAFD, LADBS
P19	**Preserve Historic Neighborhood Character.** The rehabilitation of historic properties through the utilization of historic preservation incentive programs, such as the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code are offered to help preserve historic neighborhoods.	LU17.2, LU17.3, LU17.4	DCP
P20	**SurveyLA Findings - Eligible Historic Resources.** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources that promote the protection and enhancement of the area.	LU17.1	DCP
P21	**Retain Historic Elements.** The City's Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance as well as compliance with the Secretary of the Interior's Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines implements this policy.	LU17.2	DCP
P22	**Retain Historic Elements.** Develop a Preservation Plan for the Vinegar Hill Historic Preservation Overlay zone. Expand the Vinegar Hill HPOZ and continue to implement the Vinegar Hill Historic Preservation Overlay Zone.	LU17.1, LU17.2, LU17.3, LU17.4	DCP
P23	**Governmental Coordination/ Emergency Management.** Reassign the Tsunami Evacuation Route from 6th Street to 7th Street.	LU1.6, LU13.1. M7.6, CF2.3	DCP, EMD
P24	**Preserve Public View Sites.** Public view sites are designated on the General Plan Land Use map.	LU18.5	DCP, LADBS
P25	**Maintain Visual Resources, Preserve Access to Coastal Views and Public Serving Uses.** The San Pedro Specific Plan allows for the conditional approval of development in the Coastal zone and provides protection of visual resources.	LU18.1, LU18.2, LU18.3, LU19.4	LADBS
P26	**Utilize Parking Resources.** Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	LADOT

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
	Long Term Programs		
P27	**Safety, Minimize Pedestrian Conflicts, Streetscapes.** Develop a prioritized list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	LU5.12, LU5.14, M3.4	LADOT, BSS
P28	**Spaces for people, streetscapes, gateways.** As funding becomes available, implement a Streetscape Plan for Western Avenue, the North and South Gaffey Street commercial and industrial corridors. The Plan would include specifications for lighting, street trees, benches, plazas and other amenities in the public right of way. Study parklets for key locations.	LU5.8, LU5.12, LU10.3, LU15.3	DCP, LADOT, BOE, RAP, BSS, UF, BSL, RPV
P29	**Amenities and Public Spaces.** When feasible, public open space and/or community facilities should be required as condition of approval of proposed projects requiring discretionary action.	LU3.6, LU5.17	DCP, LADBS
P30	**Well Designed Parking.** Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	LU5.15, LU5.16	LADOT, DCP
P31	**Rancho San Pedro Housing Project.** As funding becomes available, modernize and improve the physical conditions and quality of life in the Rancho San Pedro Housing Authority facilities, including the addition of more usable open space.	LU4.1, LU4.2	HA, HCIDLA, DCP
P32	**La Rambla.** Should "La Rambla" be proposed for annexation to the City, coordinate with LAFCO (Local Agency Formation Commission) Plan for Service.	LU4.4	DCP
P33	**Ponte Vista.** Develop a Specific Plan to regulate land use and development within the project boundaries, subject to the substantive and procedural requirements of §65460 through §6540 of the California Government Code.	LU4.5	DCP, LADBS
P34	**Expand Visitor Serving Opportunities.** Fund and build a public plaza in the Community Center or Regional Center and provide a potential site for publicly-owned surface parking lots or buildings.	LU7.3, LU11.4	DCP, BID
P35	**Active Downtown and Waterfront Connections.** Improve marketing and parking opportunities; support trolley extension into Downtown from Port; study conversion of 6th Street to pedestrian only between Pacific Avenue and Centre Street. Conduct a pilot program to ascertain the feasibility of a pedestrian only street on 6th Street between Harbor Blvd and Pacific Avenue. Consider a phased approach to street closure to ensure objectives for enhanced business activity are achieved.	LU9.1, LU9.2, LU10.5	LADOT, DCP, BID
P36	**Capitalize on Synergies.** Coordinate with the Port and Chamber of Commerce to: develop joint marketing programs for dining and shopping opportunities, special events, cruise visitor excursions, etc.; develop low-cost means of public transportation that will operate on a frequent schedule between Ports O'Call and the Sixth Street shopping area possible by use of jitneys or trams. The Plan's environmental clearance has evaluated the possibility of extending the Red Car Trolley into Downtown San Pedro, connecting the waterfront promenade with the Downtown shopping area. Further study is warranted.	LU9.2, LU11.7, LU13.1, LU13.2, LU13.3, LU13.4	DCP POLA BID COC

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P37	**Downtown and Waterfront Connections; Harbor Boulevard "Welcome Gateway and Attractive design.** Coordinate with the Port on the design and development of the Town Plaza and Harbor development planned for the waterfront directly east of Downtown. As funding becomes available, develop parkways, landscaped medians, sidewalks with landscape buffers, community gateways, and other elements that maintain and enhance these defining neighborhood features.	LU10.1, LU10.2, LU10.3, LU10.4, LU13.1	POLA, DCP LADOT
P38	**Regional Center and Expand Visitor-Serving Opportunities.** Establish an economic development and revitalization program for Downtown San Pedro.	LU10.5, LU11.1, LU11.2, LU11.3, LU11.4, LU11.5, LU11.6, LU11.8, LU11.9	DCP POLA
P38-B	**Development Agreements.** Promote the use of development agreements for large development projects and consider the incorporation of affordable housing as a community benefit.	LU 11.2	DCP
P39	**Historic Resource Preservation.** Study transfer of Developments Rights as a mechanism to preserve historic resources and/or culturally significant structures in Downtown San Pedro. This will require further tools to potentially allow a transfer of floor-area-ratio between properties.	LU12.4	DCP
P40	**Green the Port.** Coordinate with the Port and community groups to develop strategies to improve air and water quality, aesthetic and view opportunities, and other efforts to minimize Port operational impacts.	LU13.1, LU13.3, LU13.4, CF9.2	DCP, POLA
P41	**Encourage Industry.** Collaborate with the POLA, DCP and elected offices to attract new green and sustainable industry development and industries that can benefit from foreign trade zone status.	LU16.2, LU16.3, LU16.6	CD, DCP, POLA
P42	**Celebrate History.** Support the Boathouse and Pavilion Project for Cabrillo Beach, which would rebuild the boathouse and picnic pavilions originally built for the 1932 Olympics and restore the historic fabric of this site.	LU17.1	POLA
P43	**Recreation and Coastal Resources.** Development which occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	LU19.2, LU19.3	DCP, LADBS
P44	**Utilize Parking Resources.** Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	RAP

Table 6-1
San Pedro Implementation Programs – Mobility

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

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

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

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P81	**Transportation Management Associations.** Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	**Efficient Truck Movement.** The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north San Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	**On-Site Loading.** The CPIO regulations for industrial districts address location and appearance of loading areas. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address. Require that site plan review for mixed-use and commercial developments incorporate adequate loading areas.	M10.3	DCP, LADOT
P84	**Efficient Truck Movement.** Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	**Convenient Parking.** Encourage the business community and property owners to provide public auto and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas for employee parking in major commercial areas.	M11.4	LADOT, LADBS, METRO, Community
P86	**Scenic Highways.** The Plan and the Mobility Plan 2035 identifies scenic highways. Scenic highways located within the San Pedro CPA include: 25th Street between the westerly Plan area boundary and Western Avenue; Paseo Del Mar; Harbor Boulevard; and Western Avenue between 25th Street and Paseo Del Mar.	M13.1	DCP, LADOT
P87	**Development near Scenic Highways.** Implement the Scenic Highways Guidelines established by the Mobility Plan 2035 where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	**Recreation Trails.** Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
	Long Term Programs		
P91	**Transit and Sidewalk Repairs.** Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	**Transit Amenities.** Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved crosswalks, and benches at all stops on arterial streets, as funding permits.	M6.2	METRO, BSS, LADOT, BSL
P93	**Priorities for Capacity Enhancement.** Implement traffic control systems that optimize traffic flow throughout a network and provide priorities for high-capacity bus systems. All signalized intersections on arterial streets within the San Pedro Community Plan Area should be integrated with the City's Advanced Traffic Control System (ATCS).	M7.1	LADOT, METRO

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

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

Table 6-1
San Pedro Implementation Programs – Community Facilities and Infrastructure

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

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

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P138	**Enhanced Pedestrian Lighting.** See CPIO for guidelines regarding special pedestrian lighting in commercial centers or neighborhood districts.	CF13.2	BSL, BID
	Long Term Programs		
P139	**Adequate Library Facilities.** Coordinate with LAPL to identify an appropriate site and study the construction of a new library in western San Pedro, as identified in the 2007 LAPL Branch Facilities Plan's Proposed Project List.	CF3.1	LAPL
P140	**Joint-Use Libraries.** Support the incorporation of such facilities when the LAPL and private property owners develop joint development projects.	CF3.3	LAPL
P141	**Accessible Schools (Bikeway Connections).** Encourage the location of new schools in areas where established and/or planned walkways, bicycle paths, or greenways link the schools with the surrounding uses. Develop design criteria that will help ensure compatibility between the public schools and the surrounding neighborhood character.	CF4.1, CF4.2, M4.1	LAUSD, DCP
P142	**Joint Use of Facilities with LAUSD.** Encourage LAUSD to incorporate recreational elements in the design of school facilities where appropriate, such as children's play areas, rooftop courts, pocket/mini parks and usable public plazas. Develop school-specific agreements with LAUSD, to enable communities to jointly use schools for recreational purposes that are accessible to surrounding neighborhoods.	CF4.4	LAUSD
P143	**Neighborhood Schools, Joint Use of Facilities with LAUSD.** Develop plans to address issues of siting and joint use of facilities including strategies for expansion in areas served by transit.	CF4.3, CF4.4	LAUSD
P144	**Joint Use of Facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in San Pedro.	CF5.3	LAPL
P145	**Increase Open Space and Parks.** Construct new neighborhood parks, as land and funding become available in the northeast and southeast portions of the community. Identify and prioritize sites for new parks and submit applications for federal and state grants.	CF5.2	RAP, DCP
P146	**Illumination for Safety.** Identify parks in San Pedro that are inadequately illuminated so that they can be used safely by residents. Develop a budget and schedule to install or improve proper lighting. Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.	CF5.10, CF1.3	RAP, DCP
P147	**Identify Surplus Properties.** Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks, and recreational facilities.	CF5.4	GSD, DCP
P148	**Dedication of Open Space, Integrate Reservation Sites.** Include provision for public open space in future discretionary developments where feasable in Downtown, the Fort MacArthur Reservation sites, Rancho San Pedro and Northeast San Pedro.	CF5.5, LU4.3	DCP

Table 6-1:

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P149	**Locate Parks Near Residential Areas.** Increase public open space and recreational amenities in areas such as the Downtown, where higher density housing is located.	CF5.9	DCP
P150	**Regional Coordination.** Coordinate with State agencies to include identified significant ecological areas in preserves, refuges, or other appropriate State preservation areas. Study an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.	CF6.7	DCP, RAP
P151	**Tree Selection, More Trees.** Decision makers evaluating development projects requiring discretionary approvals, should require on-site trees. Require on-site trees in new development projects as a condition of approval for all cases. Trees that maximize sustainability, with a preference for native and drought tolerant species, are recommended. Conduct Tree Planting Projects as public-private partnerships.	CF7.1, CF7.2, CF7.3	DCP, Community
P152	**Conserve Water.** Support construction of water lines to permit the use of advance treated recycled water for irrigation of public parks, and large private and government owned landscaped areas, such as the Upper Reservation of the former Fort MacArthur and golf courses.	CF8.1	DWP
P153	**Water Conservation for Projects.** Identify improvements and methods to provide water supply to support development, improve its reliability, and reduce the City's dependency on imported water through feasible reuse, water conservation measures, and identify existing available incentive programs.	CF8.2	DWP
P154	**Wastewater Output.** Implement water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. Adopt a Low Impact Development ordinance.	CF9.1	BOE, LADBS, DCP
P155	**Wastewater Treatment.** Support the Bureau of Sanitation's Biosolids Environmental Management program which recovers residues, known as biosolids, from its wastewater treatment plants. The Hyperion Treatment Plant and the Terminal Island Treatment Plant are responsible for managing the biosolids that are produced from the wastewater processing.	CF9.3	BOS
P156	**Compatible Design, Renewable Energy Sources.** Support the continuation and potential expansion of the Terminal Island Renewable Energy Project.	CF12.2, CF12.5	DPW
P157	**Adequate Services.** Update San Pedro facilities and services in City's Capital Improvement Program (CIP)	CF1.1, CF2.1, CF3.1, CF8.3, CF10.3, CF11.1, CF12.1, CF13.1	DCP, DPW, LAPD, LAFD, LADOT, BOE, BOS, RAP, LADWP
P158	**Sustainable Materials for Drainage.** Study a maximum building/paving lot coverage ratio to allow for the implementation of Standard Urban Stormwater Mitigation Plans (SUSMP) and infiltration systems.	CF11.2	BOE, LADBS, DCP
P159	**Coordinate with LADWP, Compatible Design.** Support and encourage co-generation projects for commercial and industrial facilities, provided they meet all applicable air quality standards, are compatible with surrounding uses.	CF12.1, CF12.2	DWP

LIST OF TERMS

ACE
Arts, Cultural and Entertainment District

AFB
Air Force Base Authority

AGF
Above Ground Facilities

ATCS
Advanced Traffic Control System

BID
Business Improvement District

BOE
Bureau of Engineering (Public Works)

BOS
Bureau of Sanitation

BSL
Bureau of Street Lighting (Pubic Works)

BSS
Bureau of Street Services (Public Works)

CALTRANS
State of California Department of Transportation

CARB
California Air Resources Board

CC
City Council

CD
Council District

CDO
Community Design Overlay

COC
Chamber of Commerce

CLARTS
Central Los Angeles Recycling and Transfer Station

CoDRP
Los Angeles County Department of Regional Planning

CPA
Community Plan Area

CPIO
Community Plan Implementation Overlay

CRA/LA
Community Redevelopment Agency/Los Angeles

CSSA
Collection System Settlement Agreement

DCP
Department of City Planning

DOA
Department of Aging

DOD
Department on Disabilities

DPSS
Los Angeles County Department of Social Services

DPW
Department of Public Works

EIR
Environmental Impact Report

EMD
Emergency Management Department

EMS
Emergency Medical Service

WFEMA
Federal Emergency Management Association

HACLA
City of Los Angeles Housing Authority

HAS
Hyperion Service Area

HCIDLA
Los Angeles Housing + Community Investment Department

HOV
High Occupancy Vehicle

HPOZ
Historic Preservation Overlay Zone

GSD
General Services Department

ILWU
International Longshore and Warehouse Union

IRP
Integrated Resources Plan

LABS
Los Angeles Bureau of Sanitation

LACFCD
Los Angeles County Flood Control District

LADBS
Los Angeles Department of Building and Safety

LADOT
Los Angeles Department of Transportation

LADWP
Los Angeles Department of Water and Power

LAFCO
Local Agency Formation Commission

LAFD
Los Angeles Fire Department

LAMC
Los Angeles Municipal Code

LAPD
Los Angeles
Police Department

LAPL
Los Angeles Public Library

LAUSD
Los Angeles Unified
School District

LEED
Leadership in Energy
and Environmental Design

LCP
Local Coastal Program

LUP
Coastal Land Use Plan

LUV
Local Use Vehicle

MAX
Municipal Area Express

METRO
Los Angeles County
Metropolitan Transit Authority

MWD
Metropolitan Water District

NEV
Neighborhood Electric Vehicles

PHEV
Plug in Electric Vehicle

POLA
Port of Los Angeles

PVPTA
Palos Verdes Peninsula Transit Authority

RAP
Department of
Recreation and Parks

RPV
City of Rancho Palos Verdes

SAFE
Solvents, Automotives, Flammables,
and Electronics

SBCCOG
South Bay Cities
Council of Governments

SCAG
Southern California
Association of Governments

SRCIP
Solid Resources
Capital Improvement Program

SRI
Solar Reflective Index

SRO
Single Room Occupancy

SSMP
Sewer System Management Plan

SURVEYLA
Los Angeles Historic Resources Survey

SUSMP
Standard Urban Stormwater
Mitigation Plans

SWMPP
Los Angeles Solid Waste
Management Policy Plan

TDM
Transportation Demand Management

TISA
Terminal Island Service Area

TIWRP
Terminal Island Water
Reclamation Plant

TMA
Transportation
Management Association

TSM
Traffic System Management

UF
Urban Forestry (Public Works)

USAF
United States Air Force

VMT
Vehicle Miles of Travel

ZEV
Zero Emission Vehicle





Los Angeles Department of City Planning • October 2017

EXHIBIT A2:

Policy Document Revisions

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT A2

Chapter 1A New Zoning Code and San Pedro Community Plan

CPC RECOMMENDATION DRAFT

DRAFT

City of Los Angeles

Clarification on San Pedro Community Plan Text Document dated June 1, 2026

DRAFT

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DRAFT

Note to Reader

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

As a result of the San Pedro Zoning Code Update, changes to zoning, land use, and overlays, have resulted in the need to revise or otherwise clarify nomenclature and references in the original Plan Text Document. This Summary is attached to the Community Plan in order to resolve inconsistencies between the Plan Text and those changes.

Introduction

The San Pedro Community Plan was adopted in 2017, before the adoption of the New Zoning Code. The New Zoning Code also known as Chapter 1A of the Los Angeles Municipal Code (LAMC) was adopted in 2024, along with Downtown 2040, the Downtown Community Plan Update. The San Pedro Zoning Code Update (ZCU) was initiated after the plan adoption as a targeted zoning update to implement the New Code (Chapter 1A) in the San Pedro Community Plan Area.

Part 1 of this document is intended to clarify policies, programs, maps and figures from the San Pedro Community Plan text document in light of changes that occurred as a result of the San Pedro Zoning Code Update project.

Part 2 includes the San Pedro Community Plan Document with notations on pages to explain when to refer to Part 1 for clarification or explanation.

DRAFT

Land Use Nomenclature

The table below illustrates the General Plan Land Use Designations (GPLUs) in the Community Plan Policy Document (plan text) as adopted by the San Pedro Community Plan Update (2017) and the new GPLUs that were changed due to nomenclature changes. The new GPLUs align with updates to the Framework Appendix A. This table serves as a reference for the Community Plan Policy Document text:

Community Plan Text General Plan Land Use	**New General Plan Land Use**
Land Use Nomenclature	**Nomenclature Changes and New Land Uses**
Low II Residential	Low Residential
Low Medium I and Low Medium II Residential	Low Medium Residential
Medium Residential	Medium Residential
	Medium Neighborhood Residential*
High Medium Residential	High Medium Residential
Neighborhood Commercial	Neighborhood Center
Community Commercial	Community Center
Regional Commercial	Regional Center
Limited Industrial	Light Industrial
Open Space	Open Space
Public Facilities	Public Facilities or Public Facilities Freeway

*New General Plan Land Use introduced by updates to Framework Appendix A.

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Policies and Programs

The policies in the San Pedro Community Plan Document are intended to guide decision-making with respect to land use, while the plan programs give direction on achieving the policies. Since the adoption of the Community Plan Text (2017), the San Pedro Zoning Code Update has introduced several modifications to the plan document. This section provides clarification and interpretation of policies and programs in response to these updates. Note that while references to the San Pedro Community Plan Implementation Overlay (CPIO) District plan within the policies have been removed, the original intent of these policies still apply. When there is a change of nomenclature, a strikethrough of the outdated text and underline of the new nomenclature is provided. As the San Pedro CPIO District is repealed and replaced with modular zones that will achieve the land use goals of the CPIO, references to the CPIO are retired.

Policies

The following policies are included to amend the policies for the purpose of clarification and do not reflect a change in policy:

LU2.1 Preserve neighborhood character. Maintain single-family and lower-density neighborhood character through the use of lower density land use designations, ~~Low II and Low Medium I~~ Low Residential and Low Medium Residential. (~~P1,~~ P2, P6)

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

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

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

LU10.2 Harbor Boulevard "Welcome Gateway". New development within the vicinity of Front/O'Farrell Streets should exhibit high-quality architecture, integrate public parking, and

public plazas if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian-oriented design at the ground floor and if a mid-to high-rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront. ~~consistent with the San Pedro CPIO.~~ (~~P1,~~ P37)

LU10.4 Attractive design. New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian-oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront. ~~per the San Pedro CPIO~~. (~~P1,~~ P37)

LU11.8 Large-scale development. Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront. ~~per the San Pedro CPIO~~. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages. (~~P1,~~ P38, P126)

Programs

The programs referenced below are no longer applicable due to the repeal of the CPIO District. The New Code and its modular zoning districts incorporate objective standards that continue to advance the policy vision of the CPIO, including specific standards involving use permissions, signage, landscaping and urban design, while retiring select standards for the purposes of simplifying a complex regulatory environment.

Program Numbers retired:

- P1
- P14
- P15
- P18
- P83

The program numbers referenced above are stricken when referenced throughout the plan text.

P1 is removed from Policies: LU1.1,3,4,7,8; LU2.1,2; LU3.5,6,9; LU5.2-5.17; LU6.1,2,3,5; LU7.2,3,4,5; LU8.1; LU9.1,4; LU10.1,2,3,4,5; LU11.4,5,7,8,9; LU12.2,3; LU14.1,2,3,5,6; LU15.1,2,3; LU16.1,2,3,5,7; LU18.6

P14 is removed from Policies LU5.8, LU5.12, LU5.13

P15 is removed from Policies LU7.5, LU9.4, LU11.9, LU18.6

P18 is removed from Policies LU14.1, LU14.2, LU14.5, LU16.1, LU16.2, LU16.3

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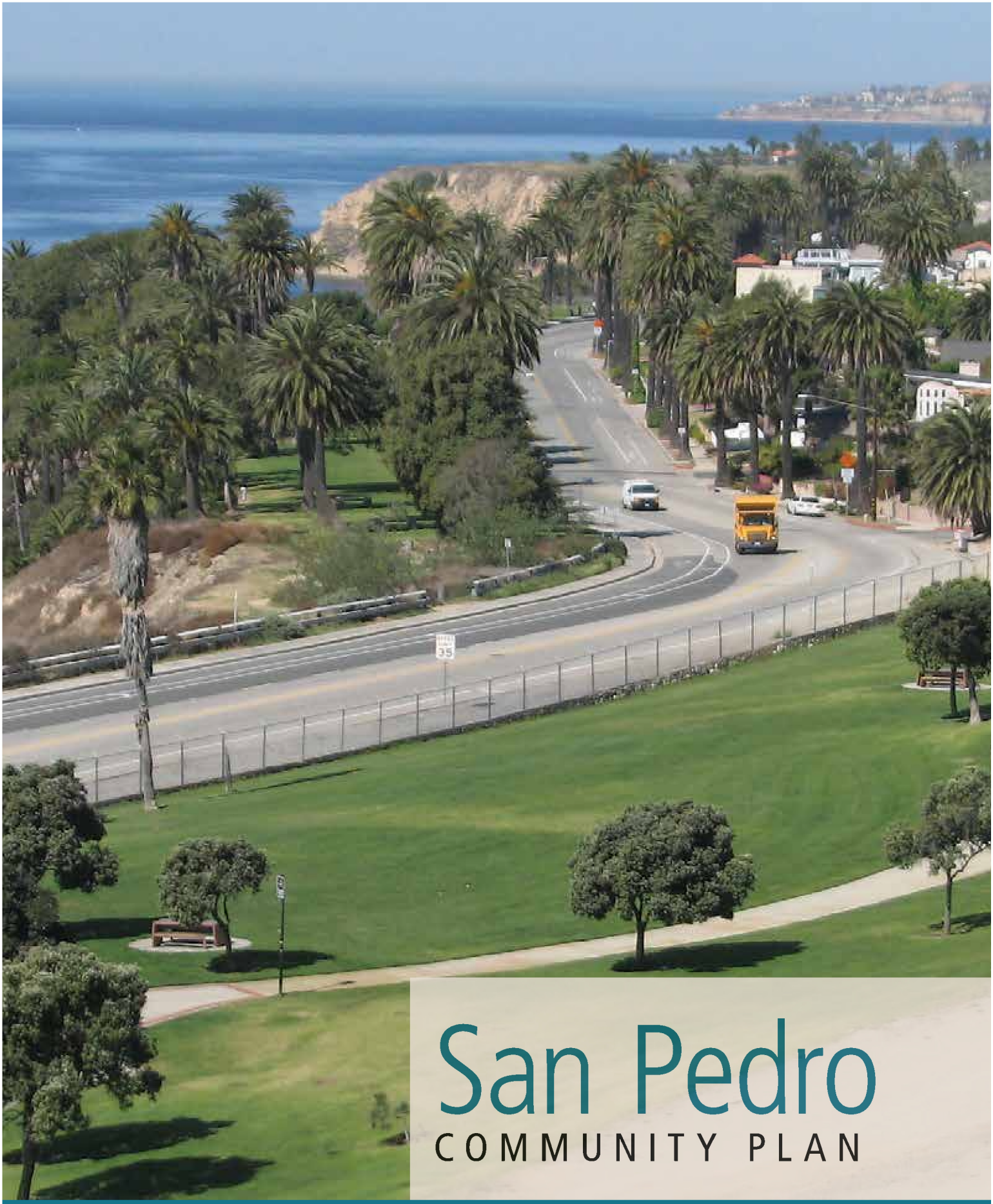
Maps, Tables, and Figures

The maps in the Community Plan Text Document are for reference purposes only and were not adopted as part of the Community Plan.

Reference Maps

Maps to be updated following CPC approval of the San Pedro Zoning Code Update

DRAFT



San Pedro
COMMUNITY PLAN

Los Angeles Department of City Planning

October 2017

SAN PEDRO COMMUNITY PLAN
Activity Log

Adopted by the Los Angeles City Council
CF: 17–1044
Adoption Date: October 4, 2017
Effective Date: June 26, 2018

Subsequent Amendments Adopted by City Council

Adoption Date	Amendment	Council File No.	CPC File No.

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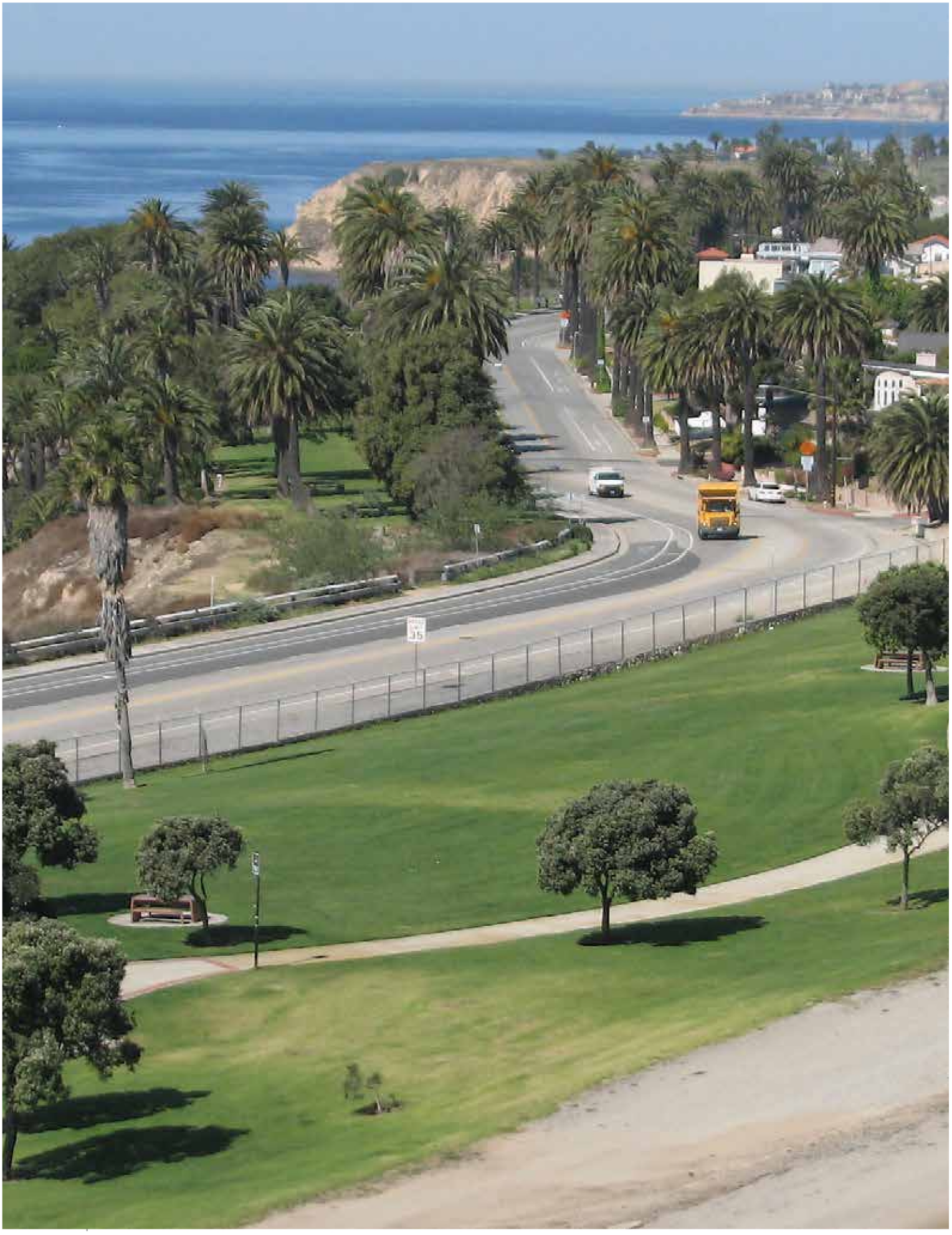
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Appendix A . . . . . List Of Terms


35



Korean Bell of Friendship, Angels Gate Park



Carolina Street neighborhood



The historic Warner Grand Theatre on 6th Street



Cabrillo Beach

Introduction & Orientation

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

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

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

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

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

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

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

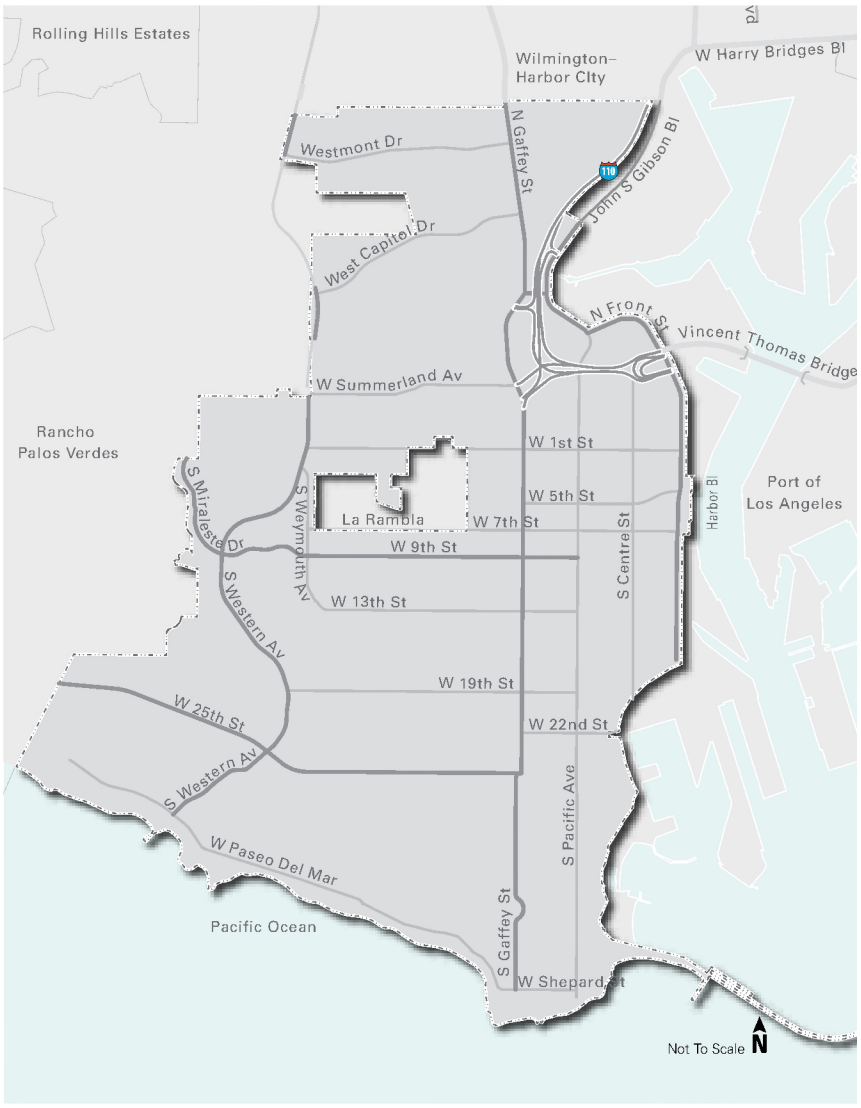
Plan Organization

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

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

Figure 1-1

San Pedro
Community Plan Area





Bandini Street Elementary School

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

How to Use the Plan

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

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

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

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

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

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



Reader's Guide for Community Plan

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

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals

Reader's Guide for Community Plan

and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

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

Format of the Community Plan

Goals

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

Policies

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

Implementation Programs

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

Design Guidelines

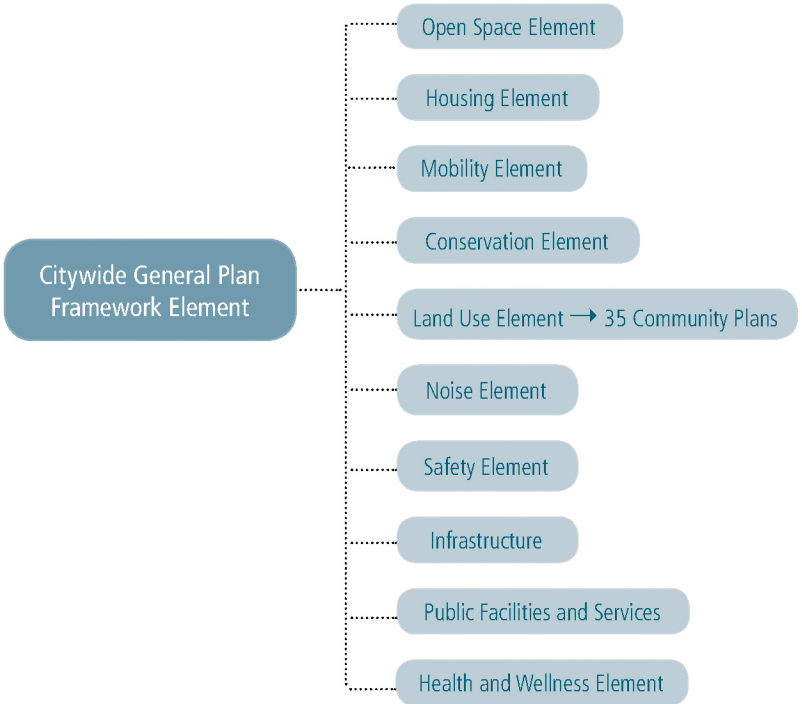
The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

Relationship to the General Plan

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

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

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



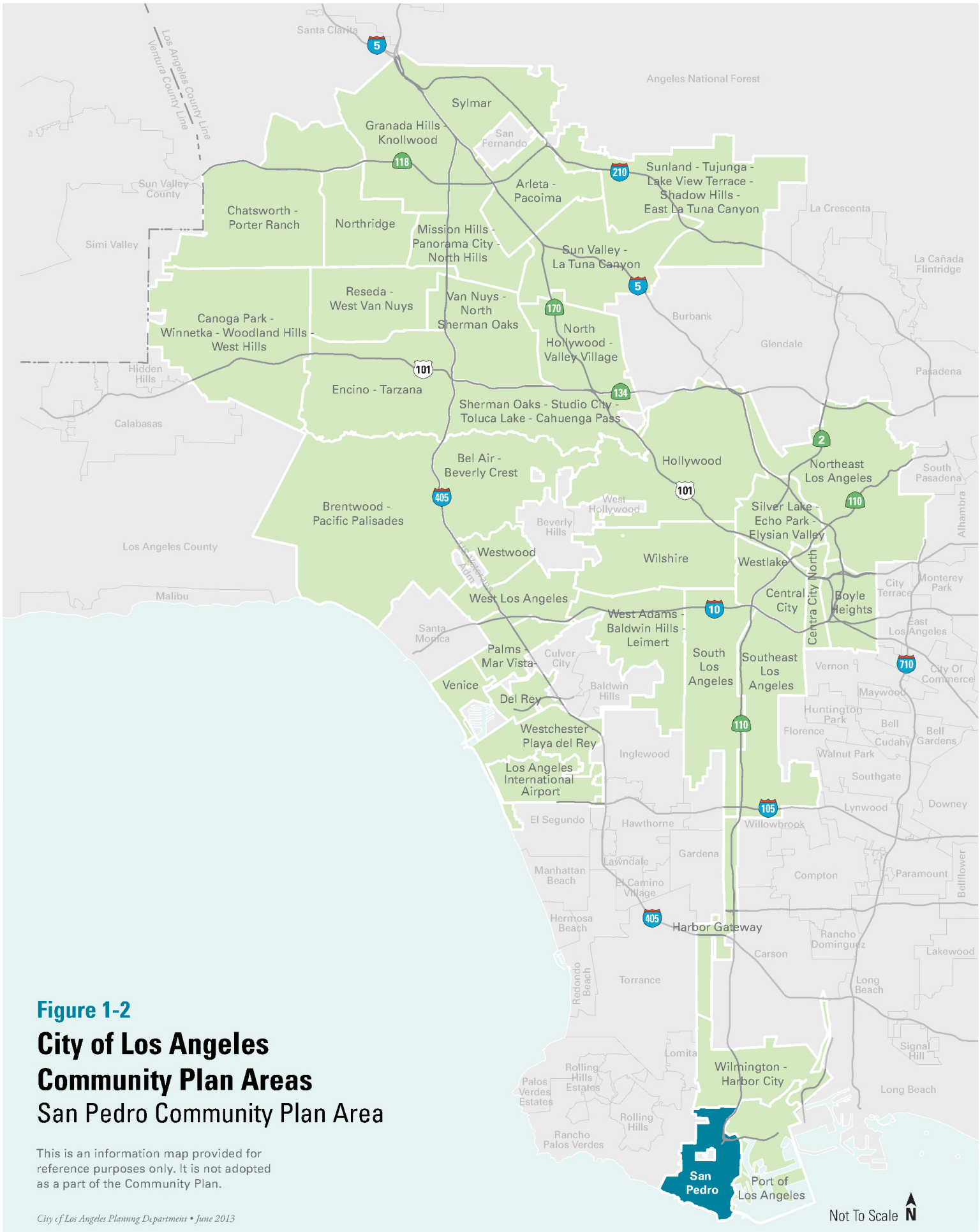


Figure 1-2

City of Los Angeles Community Plan Areas

San Pedro Community Plan Area

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

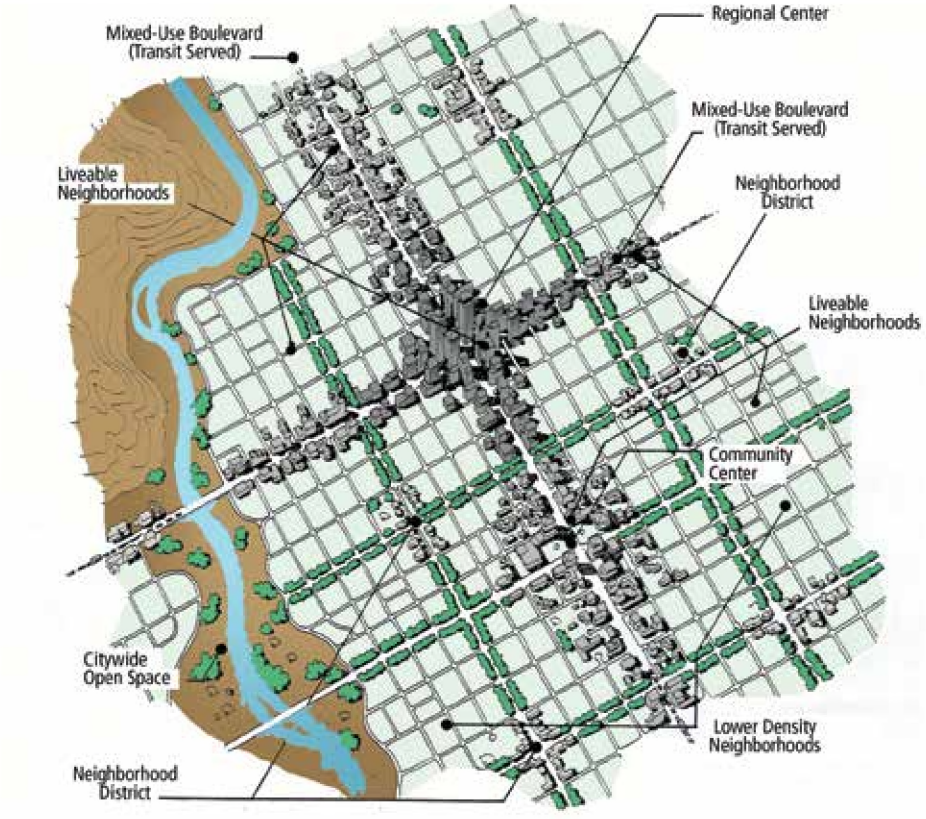
City of Los Angeles Planning Department • June 2013

Framework Element Guiding Principles

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

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

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



Framework Element Guiding Principles

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

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

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

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

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

Framework Element Hierarchy



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

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





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

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



Relationship to Other Agency Plans

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



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

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

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

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

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

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

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



Fifteenth Street Elementary School


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



Fort MacArthur military base



Port of Los Angeles, located next to San Pedro

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

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

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



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



Shipping containers at the Port of Los Angeles

Special Districts

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

San Pedro Specific Plan

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

San Pedro Community Plan Implementation Overlay (CPIO) District

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

Downtown San Pedro Community Design Overlay (Former)

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

Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

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



Paseo del Mar in the San Pedro Specific Plan area



Centre Street Lofts on 7th Street in downtown San Pedro





Homes in the Historic Vinegar Hill neighborhood

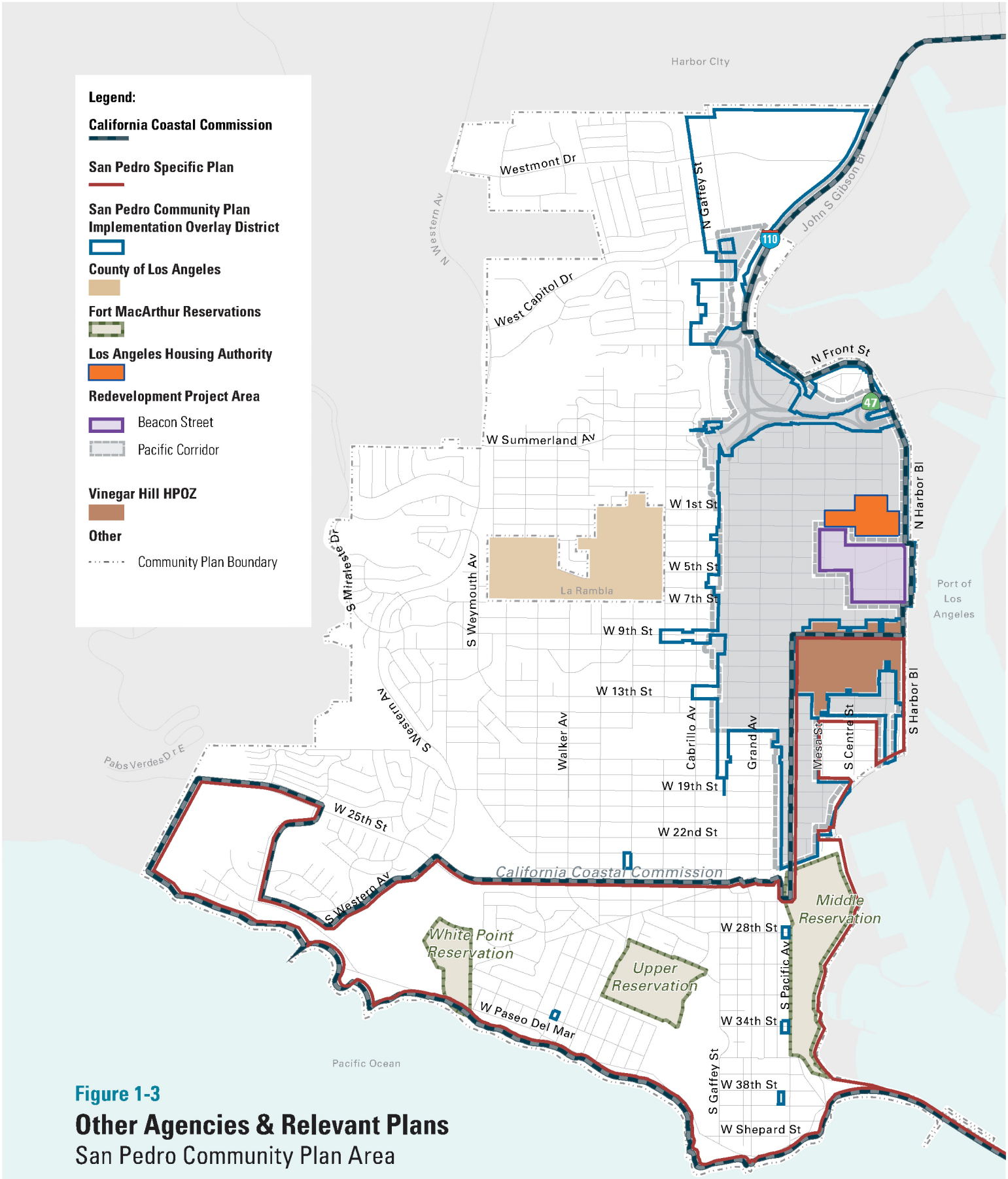


Figure 1-3

Other Agencies & Relevant Plans

San Pedro Community Plan Area

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THE WHALE & ALE
OPEN
ZAGAT RATED

Community Background

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



Point Fermin Lighthouse, a historical resource in San Pedro



Due to its location next to the Port of Los Angeles, San Pedro has a long maritime history



San Pedro has neighborhoods of historic homes



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

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

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

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

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

San Pedro's maritime history directly correlates to its rich cultural heritage of ethnic diversity. This includes Japanese immigrants who helped establish a viable fishing industry in San Pedro as well as seafarers and fishermen who came from Croatia's Dalmatia Coastal region. San Pedro became a melting pot of Italians, Portuguese, Croatian, Scandinavian, Greek and Japanese immigrants. The San Pedro of today is the heart of the Croatian community in Los Angeles, and home to a diverse population, including a large Italian-American community and many Latino-and African-American residents.

Historic Development Patterns

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

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

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

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

After the war ended, another significant housing boom occurred, expanding beyond the original City boundaries to the north and west. Architecture during this period was distinctly different from earlier styles, including the introduction of mid-century modern and ranch styles that still predominate in many areas of San Pedro. Coastal and central neighborhoods such as Point Fermin, the Palisades and Vista del Oro were



Looking north from Beacon Street (ca. 1905 Courtesy of University of Southern California, on behalf of the USC Special Collections)



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



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



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

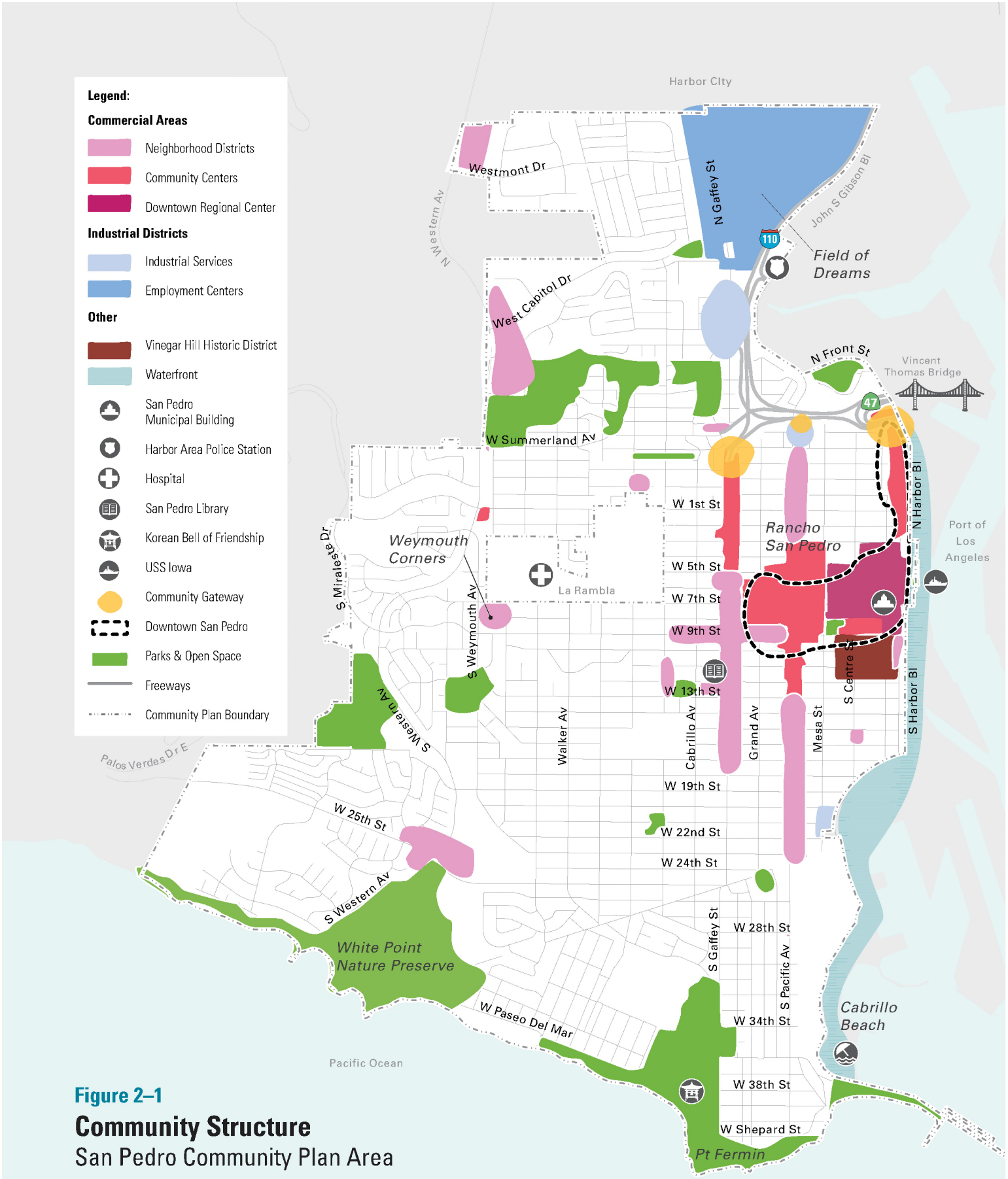


Figure 2–1

Community Structure

San Pedro Community Plan Area

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City of Los Angeles Planning Department • November 2016

essentially built-out by the mid 1960s. The northwest portion of the CPA was the last to be developed, with much of the single-family residential homes in this area built between 1960 and 1980. This was followed by a number of large condominium developments constructed during the late 1980s and early 1990s.

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



Red Car Trolley

Existing Land Uses

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

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

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

About 224 acres, or 6 percent of the land area in the CPA is designated Commercial, mostly found in and near the Downtown and along the commercial corridors of Gaffey Street and Pacific Avenue. The uses located along these corridors contain a mix of retail, office, services and other commercial uses, along with apartment and condominium buildings. Several small neighborhood serving shopping centers, such as Weymouth Corners, are located throughout the Plan Area, while larger commercial centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th and Western.

The CPA has many small medical and professional offices, many situated in proximity to the Little Company of Mary Hospital on 7th Street in the unincorporated County area

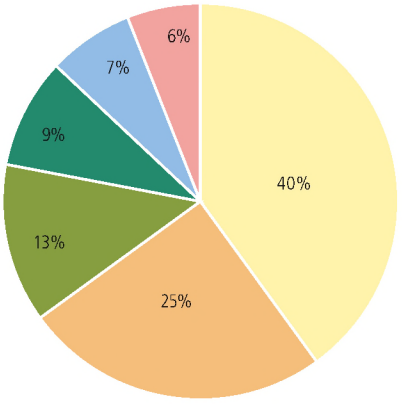


CHART 2.1
Existing Land Use Distribution (2010)

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

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



Historic character of San Pedro homes

known as "La Rambla." A few large office/hotel buildings, such as the former Northrop Grumman office and Crowne Plaza Hotel buildings, exist in the Downtown Regional Center. The Downtown offers civic and cultural facilities, office, entertainment, and mixed-use residential developments in addition to many unique retail establishments. The 15-story Harbor Tower senior housing and 17-story Vue residential buildings are also located in the Downtown.

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



Parks provide recreational space for local residents

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



San Pedro City Hall

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

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



Harbor Animal Shelter on Gaffey Street

Economic Relationship of San Pedro and the Port of Los Angeles

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

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

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



Cruise ship at the World Cruise Center



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

Relationship to Adjacent Communities

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



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

Population, Housing, and Employment

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

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

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

Other Influencing Factors

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

TABLE 2-1
Population, Housing, and Employment for San Pedro

	Existing (2005 Estimate)[1]	2030 Projection[2]	Plan Capacity
Population (persons)	82,112	83,152	83,354
Housing (dwelling units)	29,911	34,647	34,731
Employment (jobs)	13,307	19,917	19,074

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

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

State Legislation

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

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

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

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

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Brown Bros.
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The Vue residences, Downtown 5th Street



Port Town street banners in Downtown San Pedro

Vision Statement

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

Land Use and Urban Design

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

San Pedro Vision Statement

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

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

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

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



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



A shop along 7th Street in Downtown San Pedro



Example of mixed-use development with ground floor commercial



Playground equipment and shade at a park

General Plan Land Use

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



Example of varied building heights and articulated form

Urban Form – Building Heights

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

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

TABLE 3-1
General Plan Land Use

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

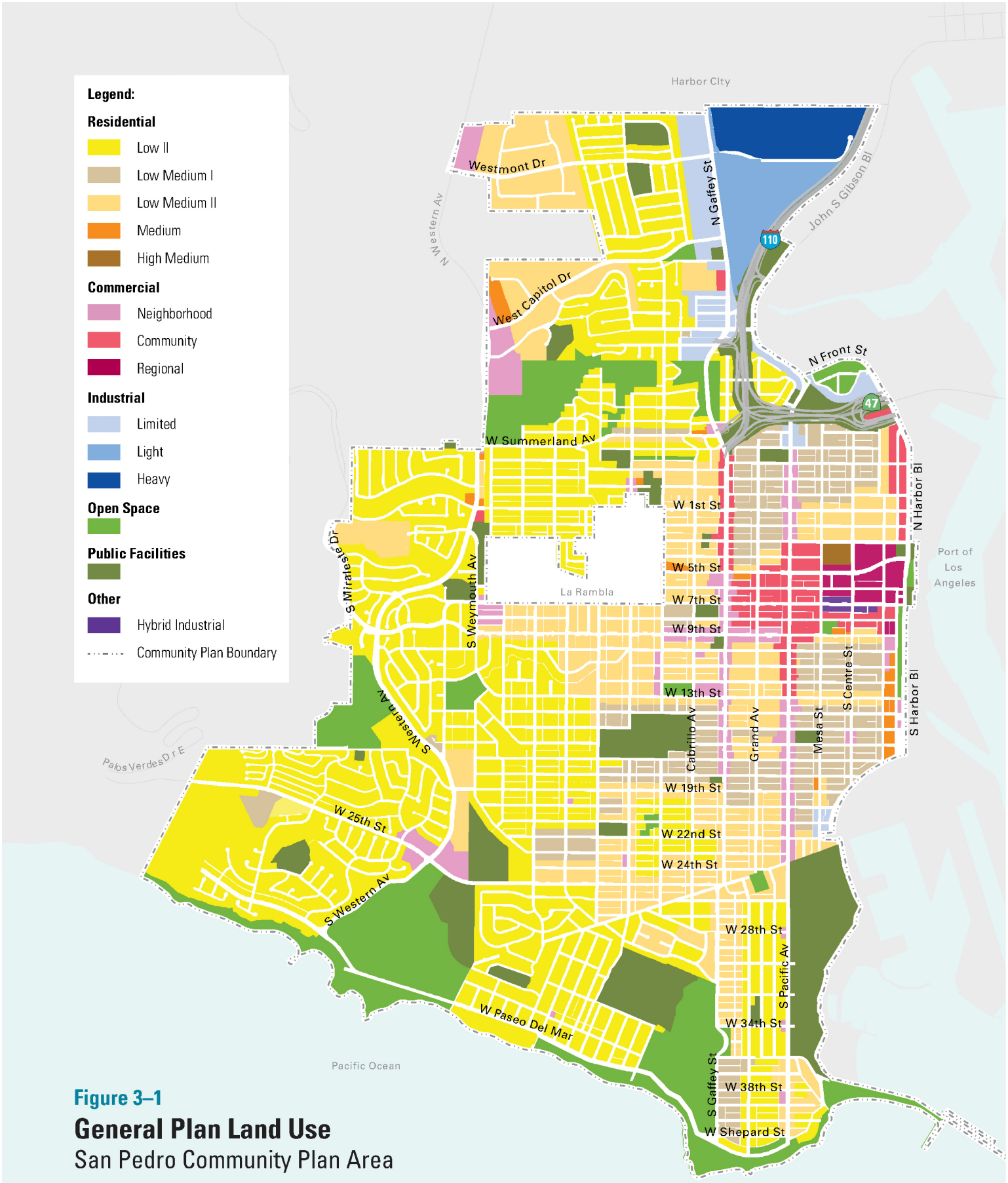


Figure 3–1

General Plan Land Use

San Pedro Community Plan Area

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City of Los Angeles Planning Department • November 2016

MAP UPDATED BY SAN PEDRO ZONING CODE UPDATE

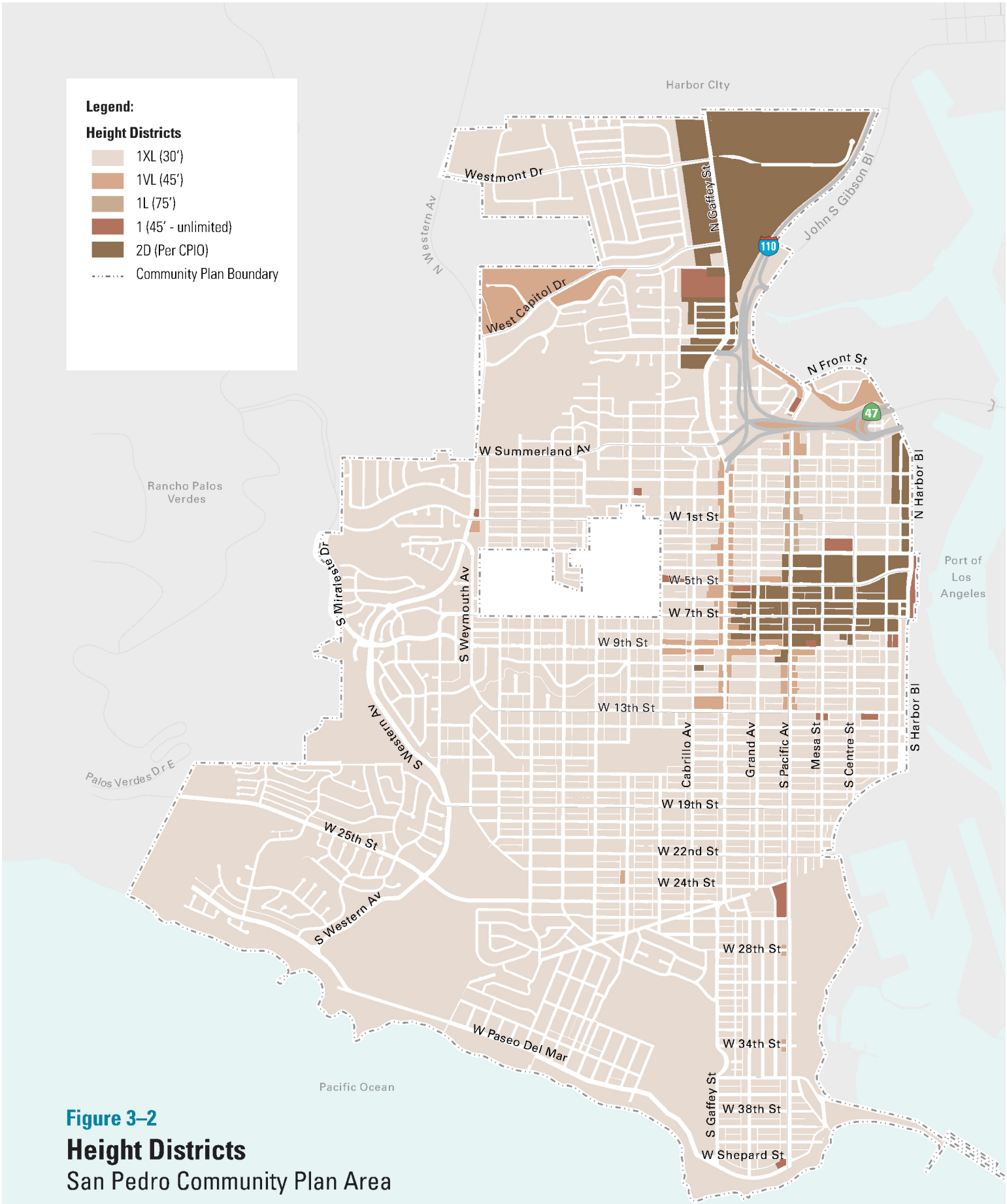


Figure 3–2

Height Districts

San Pedro Community Plan Area

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City of Los Angeles Planning Department • November 2016

MAP RETIRED WITH SAN PEDRO ZONING CODE UPDATE



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

Community Themes

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

Enhance Distinct Neighborhoods, Districts, and Centers



The Bank Lofts, 7th Street, Downtown San Pedro

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

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



San Pedro Public Library on Gaffey Street

Promote Downtown as the Commercial "Heart" of San Pedro

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



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

Expand Housing Opportunities

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



Centre Street Lofts, San Pedro

Strengthen the Community's Connection to the Waterfront

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



View of the Port of Los Angeles from San Pedro

Expand Recreational Amenities and Opportunities

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



22nd Street Park



Example of an industrial building with landscaping and façade treatments



Community gardens are shared spaces



Gardens provide food and shelter for wildlife



First Thursdays Farmer's Market, Downtown 6th Street

Preserve Industrial Areas for Local Jobs

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

Develop a Sustainable Community

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

Foster a Healthy Community

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

Sustainable Development

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

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





Healthy Communities

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





San Pedro residential neighborhoods

Residential Neighborhoods

Issues and Opportunities

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

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



View of the Palos Verdes Peninsula



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



Natural and recreational resources

Residential Areas

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

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

Policies

LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of San Pedro's residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development. (P1, P2, P3)

LU1.2 **Adequate housing and services.** Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services. (P12)

LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another. (P1, P2)

LU1.4 **Hillside development.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Development should be integrated with and be visually subordinate to natural features and terrain. (P1, P3)

LU1.5 **Slope density.** Condition the approval of lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05C. (P3)

LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian automobile conflicts along sidewalks. (P23, P73, P75)

LU1.7 **Build Green.** Developments should be sustainable and attractive, and incorporate green building design, systems and materials to the greatest extent feasible. (P1, P4)

LU1.8 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways. (P1, P5)



Example of a single family residence



San Pedro has a variety of housing styles



Example of a single family residence in San Pedro



Example of a residential building with period details

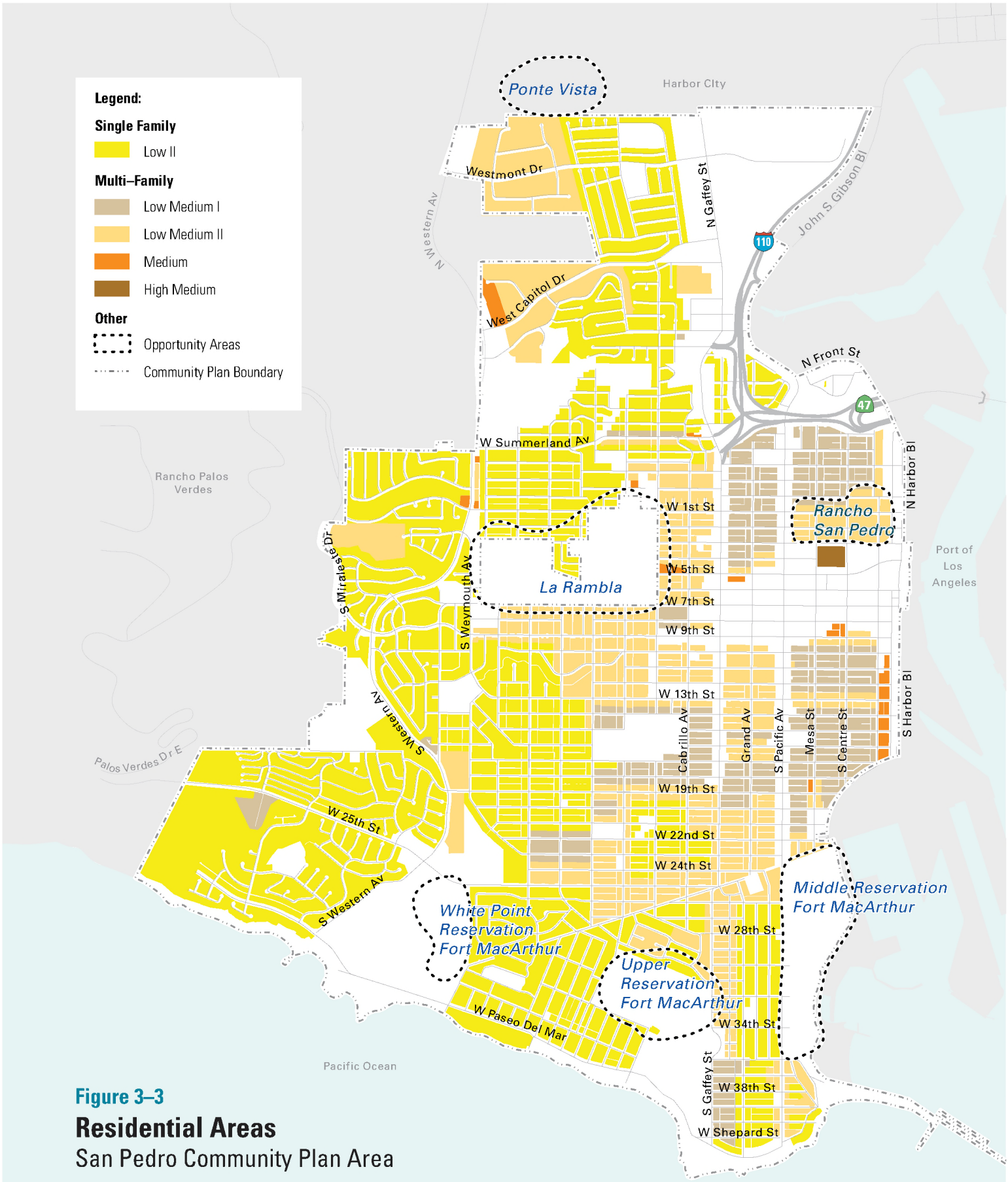


Figure 3–3

Residential Areas

San Pedro Community Plan Area

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Single-Family Residential

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

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



Single family neighborhood in San Pedro

Policies

LU2.1 **Preserve neighborhood character.** Maintain single-family and lower-density neighborhood character through the use of lower density land use designations, Low II and Low Medium I. (P1, P2, P6)

LU2.2 **Height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas. (P1, P2)



Example of single family residences

Multi-Family Residential

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

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



Multi family residence in San Pedro

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

Policies

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

LU3.2 **Key locations.** Incorporate multi-family housing in areas targeted for mixed use and in the Regional Center. (P12)



Example of small-scaled multi family residences



Example of a mixed-use building



Apartment style residences in San Pedro



Example of multi family residences



Bungalow style housing with common open space

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

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

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

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

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

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

*LU3.9 **Small lot development.** Small lot subdivisions in the San Pedro CPA are required to follow the Department of City Planning's "Small Lot Guidelines." Projects in the San Pedro CPA must also comply with the following (P1, P2):

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

Opportunity Areas

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

Rancho San Pedro Housing Project

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

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

Policies

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

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

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

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

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



Example of townhome development in an urban neighborhood



Rancho San Pedro housing



Fort MacArthur reservation, San Pedro

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

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

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

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

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

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



Providence Little Company of Mary Medical Center

La Rambla (County of Los Angeles)

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

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

Ponte Vista (former Naval Housing Site on Western Avenue)

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

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

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



San Pedro Café & Deli on Pacific Avenue



Commercial storefronts on 7th Street in Downtown San Pedro



Example of a commercial storefront

Commercial

Issues and Opportunities

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

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

Commercial Land Use

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



Williams' Book Store, founded in1909, is the oldest bookstore in Los Angeles.

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

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



Example of a mixed-use development

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

Redevelopment in San Pedro

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



Storefronts on 7th Street in Downtown San Pedro

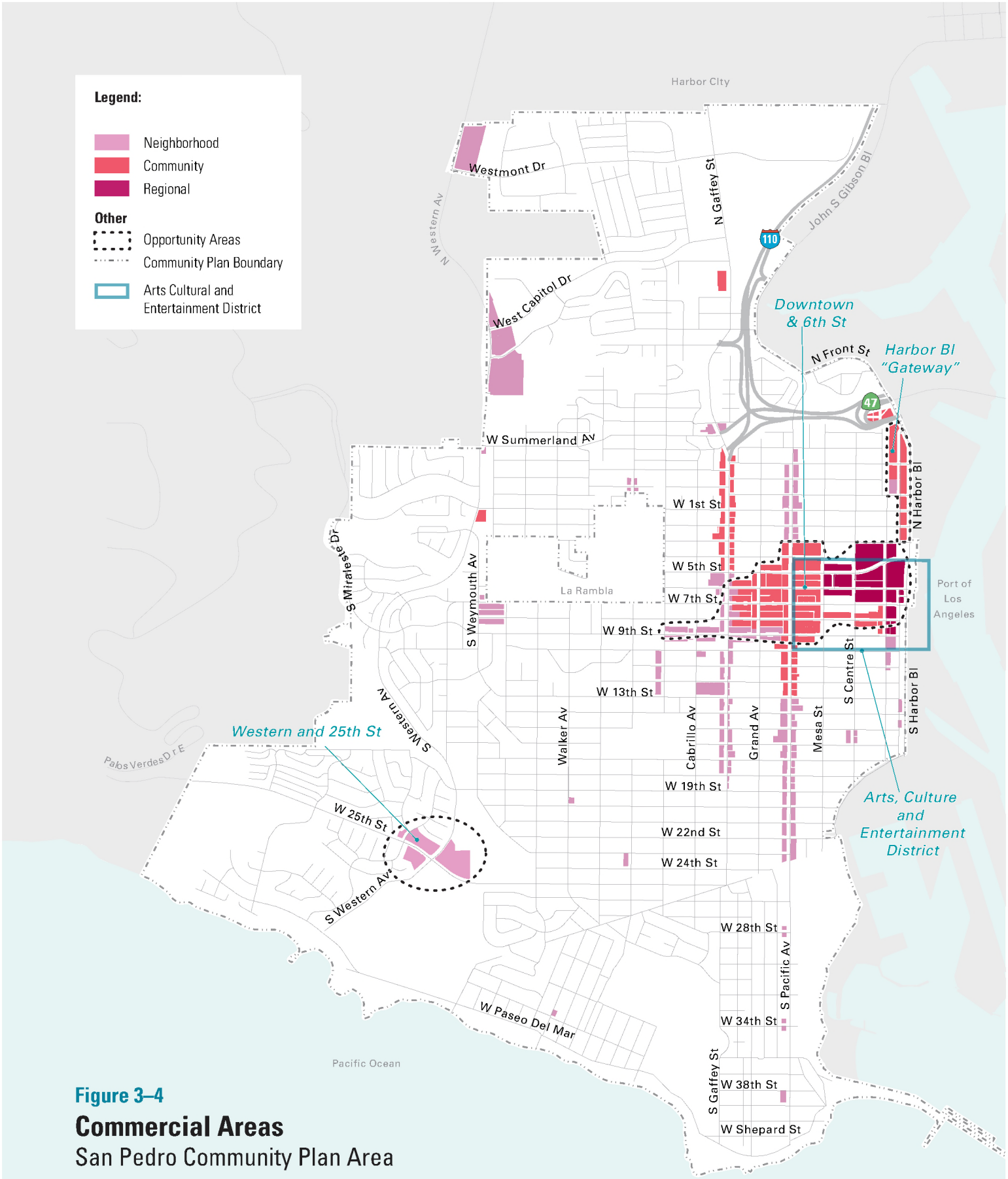


Figure 3–4

Commercial Areas

San Pedro Community Plan Area

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

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



Example of pedestrian amenities

Downtown San Pedro Community Design Overlay

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



San Pedro Bank Lofts apartment building

Commercial Districts

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



Example of a pedestrian courtyard

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

Policies

LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro's existing commercial districts. (P13)

LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.(P1)

*LU5.3 **Limit specific uses.** Discourage the following types of uses in all Neighborhood Commercial Districts, and adopt regulations that require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments and used car lots. (P1)



Examples of articulated design



Consistent storefront scale is characteristic of Downtown San Pedro



Downtown San Pedro has a variety of businesses



Retail streetscapes create an attractive pedestrian environment



Examples of pedestrian-scaled commercial districts

LU5.4 **Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)

LU5.5 **Complementary residential uses.** Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall. (P1)

LU5.6 **High-quality development.** Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro's unique historic, environmental, and architectural context, creating memorable places that enrich community life. (P1)

LU5.7 **Strategically locate new large projects.** Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses. (P1)

LU5.8 **Spaces for people.** Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes and signage, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather. (P1, P14, P28)

LU5.9 **Enhanced pedestrian street activity.** Incorporate retail and service-oriented commercial uses on the first floor street frontage of structures, including mixed-use projects and parking structures. (P1)

LU5.10 **Build Green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)

LU5.11 **Buildings that engage the street.** Require buildings to be oriented to and actively engage the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. (P1)

LU5.12 **Retail streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts. (P1, P14, P27, P28)

LU5.13 **Improve design.** Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (P1, P14)

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

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

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

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

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

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



Public spaces provide opportunities for outdoor activity



Community gardens improve access to healthy food



Local restaurants provide dining options for residents



Commercial corridors provide easily accessible goods and services

Neighborhood Commercial Districts

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

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



Restaurants on Gaffey Street in San Pedro

Gaffey Street between 5th and 19th Streets

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

9th Street between Meyler Street and Pacific Avenue

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

Pacific Avenue and "Welcome Gateway"

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

Western Avenue and 25th Street

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

Weymouth Corners

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



Weymouth Corners

Park Plaza and Harbor Cove

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

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

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



Park Plaza shopping center

Policies

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

LU6.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

LU6.3 **Promote neighborhood activity centers.** Encourage the owners of existing commercial shopping centers that contain chain grocery or drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)

LU6.4 **Protect neighborhood uses.** Compatible "non-conforming uses" that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores), should be allowed to continue in accordance with applicable provisions of the Municipal Code.



Example of pedestrian-scaled commercial buildings

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

Neighborhood Commercial Opportunity Area - Western Avenue and 25th Street

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

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

Policies

LU7.1 **Vibrant commercial district.** The commercial area at Western Avenue and 25th when redeveloped, should be (P1):

- designed to serve the surrounding community with services and retail opportunities
- integrated with public plazas and other public gathering spaces.



Gaffey Street Pedestrian Bridge

Community Commercial Centers

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

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



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

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

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

Downtown San Pedro and Harbor Boulevard "Welcome Gateway"



Harbor Boulevard looking north, an entryway into San Pedro.

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

Pacific Avenue

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

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

Policies

LU8.1 **Revitalize Downtown.** Revitalize and strengthen the Downtown San Pedro commercial area as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities. (P1)

LU8.2 **Mixed-Use projects.** Promote mixed-use projects and higher density developments along transit priority streets, and in Community Commercial and Regional Commercial areas. Redevelop existing commercial centers into dynamic mixed-use centers. (P1, P34)

LU8.3 **Community serving uses and activity centers.** Ensure uses that address community needs are included in Community Commercial centers by encouraging the inclusion of public service uses, such as day and elder care, community meeting rooms, recreational facilities, school classrooms, cultural facilities, museums, libraries, and similar uses in mixed use development.

LU8.4 **View preservation.** Avoid creating a "wall of development" along Harbor Boulevard by requiring the use of stepbacks, variation in massing and heights, and preservation of view corridors for new development projects.

LU8.5 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.



Example of a walkable commercial district



Local's-owned shop on 7th Street in downtown



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

Community Commercial Opportunity Areas

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

Downtown

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

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

Policies

LU9.1 **Active Downtown.** Develop 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian priority street, with sidewalk dining, pedestrian-oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features. (P1, P35)

LU9.2 **Waterfront connections.** Strengthen the connection between Downtown and the waterfront by providing for extension of the Red Car line through Downtown and coordinating with the Port's Waterfront project. (P35, P36)

LU9.3 **Maintain parking options.** Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.

LU9.4 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Downtown area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P1, P15)

Harbor Boulevard "Welcome Gateway"

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



Harbor Boulevard, San Pedro

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

Policies

LU10.1 **Downtown and Waterfront connections.** Continue to coordinate with the Port of Los Angeles and Public Works to implement design improvements that provide physical design connections between the Waterfront and Downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.(P1, P37)



Public plazas at the Port of Los Angeles waterfront

LU10.2 **Harbor Boulevard "Welcome Gateway".** New development within the vicinity of Front/O'Farrell Streets should exhibit high-quality architecture, integrate public parking, and public plazas if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian-oriented design at the ground floor and if a mid-to high-rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the San Pedro CPIO.(P1, P37)

LU10.3 **Gaffey Street, Western Avenue, and Pacific Avenue "Welcome Gateways".** Implement design improvements that provide physical design enhancements welcoming residents and visitors to San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage that is scaled to be prominent, yet stylish. (P1, P28, P37)



Example of pedestrian-oriented building design

LU10.4 **Attractive design.** New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian-oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront per the San Pedro CPIO. (P1, P37)



Merchandise on display



Prominent retail storefronts



The Vue apartments



The Vue provides housing in Downtown San Pedro

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

Regional Commercial

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

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

Policies

LU11.1 **Commerce and jobs.** Develop regional shopping and office projects in the Regional and Community Centers that provide shopping and jobs for both San Pedro residents and those of nearby communities. (P38)

LU11.2 **Urban vitality.** Promote housing and employment uses in San Pedro's existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (P38, P38-B)

LU11.3 **Urban core.** Foster development of the Regional Center into a compact high intensity office and employment hub of Downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours.(P38)

LU11.4 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro. (P1, P34, P38)

LU11.5 **Regional Center emphasis.** Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street. (P10, P38)

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

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

LU11.8 **Large-scale development.** Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront per the San Pedro CPIO. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages. (P1, P38, P126)



Architectural features on all street frontages

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



Seating for pedestrians

Special Districts

Arts Culture and Entertainment District

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

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

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



A gallery on 7th Street in Downtown San Pedro



Warner Grand Theatre, 6th Street

Policies

LU12.1 **Cultural facilities.** Actively support the development of arts, cultural and entertainment facilities and events in Downtown San Pedro to attract visitors and establish a unique identity for this district. (P16)

LU12.2 **Celebrate artists.** Encourage the development of individual offices, studios, galleries and live/work units for artists, architects, landscape architects, interior designers, craftsmen, and other design-oriented professionals in Downtown San Pedro. (P1, P16)

LU12.3 **Public art display.** Develop accessible locations and public spaces for display of public art, featuring both permanent and temporary installations. (P1)

LU12.4 **Historic resource preservation.** Support the preservation of culturally and historically significant sites and structures in Downtown. (P39)


Vincent Thomas Bridge


Upland view from San Pedro harbor

Port of Los Angeles

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

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

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

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

Policies

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

LU13.2 **Capitalize on synergies.** Capitalize on Port improvements to the waterfront promenade and Ports O'Call to develop Downtown San Pedro and the Port waterfront into a desirable center of commerce, recreation and tourism. (P36)

LU13.3 **Green the Port.** Support efforts to "Green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources. (P36, P40)

LU13.4 **Reduce impacts.** Utilize Port of Los Angeles resources to reduce local impacts where appropriate. (P36, P40)

Industrial

Issues and Opportunities

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

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



7th Street galleries

Industrial Areas

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

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

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

Industrial Land Use

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



Industrial land provides opportunities for employment

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



Prominent entrances to an industrial building

Policies

LU14.1 **Preserve employment base.** Retain Industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries. (P1, P17, P18)

*LU14.2 **Retain industrial land.** Large Industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community. (P1, P17, P18)

LU14.3 **Sustain the arts.** Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings. (P1)

LU14.4 **Improve safety and jobs.** Ensure that Industrial land uses are safe for human health and the environment and that they provide a robust source of employment.

LU14.5 **Encourage sustainable industry.** Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes. (P1, P18)

LU14.6 **Build green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)



Example of outdoor amenities

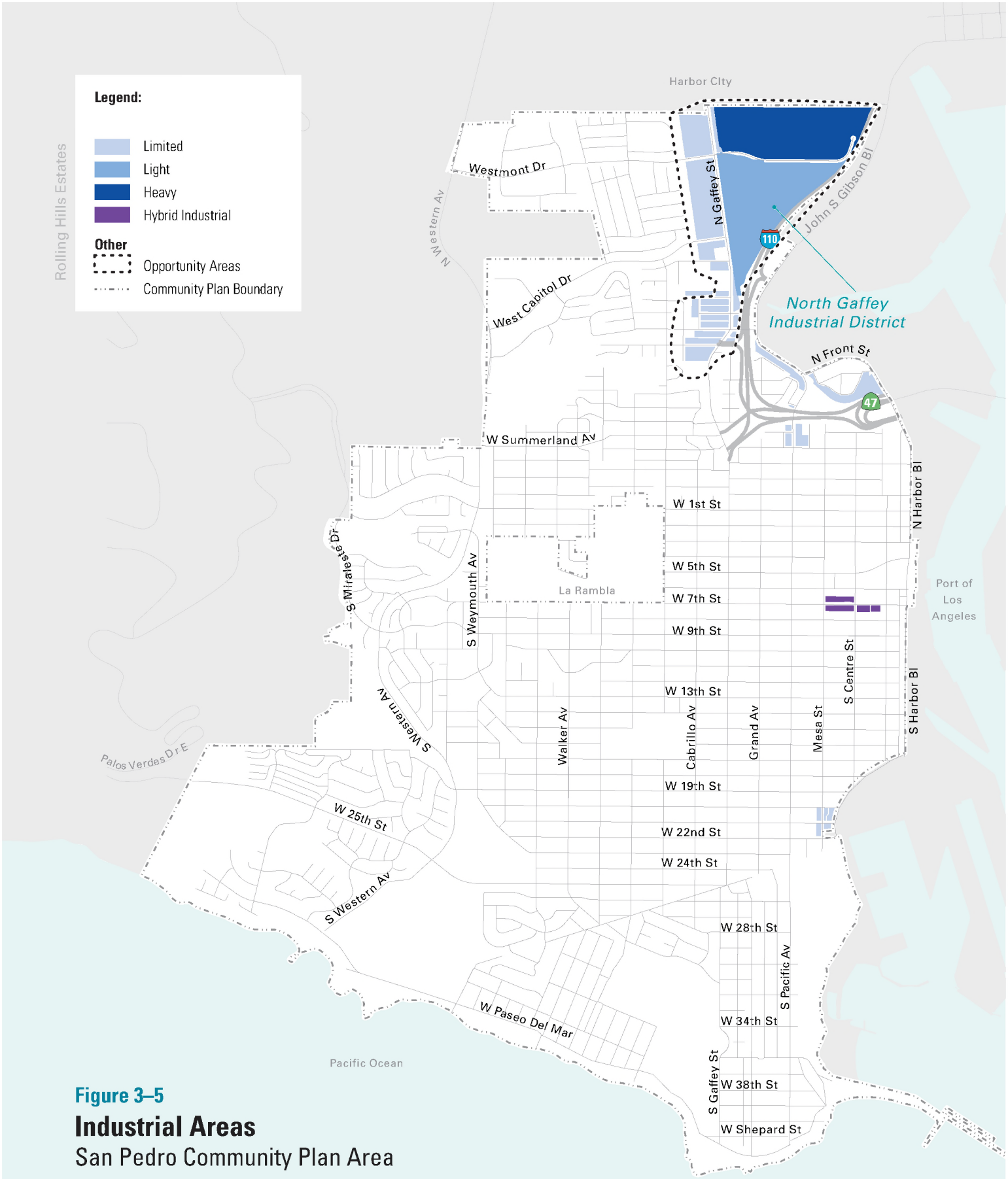


Figure 3–5

Industrial Areas

San Pedro Community Plan Area

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

Not To Scale N

City of Los Angeles Planning Department • June 2013

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

Policies

LU15.1 **Transitions.** Require transitions for industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods. (P1)

LU15.2 **Enhanced design.** Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment. (P1)

LU15.3 **Street beautification.** Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities. (P1, P28)

LU15.4 **Adequate parking.** Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.

LU15.5 **Hazardous materials.** Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, and discourage any further expansion of existing facilities. (P18-B)



Example of a smaller-scaled industrial building



Landscaping softens the appearance of industrial buildings

Industrial Opportunity Area

North Gaffey Street Industrial District

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



Landscaping can provide pedestrian interest

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



Example of a larger-scaled industrial building



Example of drought tolerant landscaping



Example of industrial façade treatments

Policies

LU16.1 **Create an industrial sanctuary.** Prohibit commercial and residential uses in the North Gaffey Industrial District to limit the displacement of industrial uses that serve the community and to stabilize land values for industrial job producing uses. (P1, P18)

LU16.2 **Encourage green industries.** Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles' competitive advantages; incentives should be available for such uses. (P1, P18, P41)

LU16.3 **Encourage sustainable industry.** Industries that are environmentally sustainable businesses, and employ green or clean technologies, building practices, and processes and provide jobs for San Pedro's residents should be encouraged to locate in this district. (P1, P18, P41)

LU16.4 **Industrial services.** Encourage retention of locally serving light industrial businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair. Retain and attract businesses through the use of incentives and/or the prohibition of new commercial uses in the area of North Gaffey Street allocated for this industrial use.

LU16.5 **Build Green.** Developments should be sustainable, attractive, and incorporate green building design and materials to the greatest extent feasible. (P1, P4)

LU16.6 **Sustain commerce.** Encourage industries to locate in this district that can apply for and benefit from foreign trade zone status. (P41)

LU16.7 **Enhance design.** Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development. (P1)

Historic and Cultural Resources

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



The Arcade Building on 6th Street, built in 1925

Vinegar Hill Historic Preservation Overlay Zone

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



Historic home characteristic of Vinegar Hill neighborhood

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

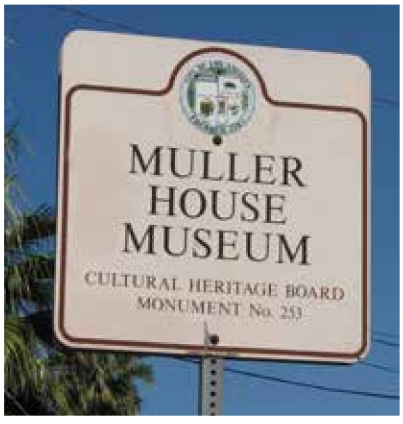
Policies

LU17.1 **Celebrate history.** Protect, preserve and enhance San Pedro's historically significant resources. Support the completion of SurveyLA within the San Pedro Community Plan Area. (P20, P22, P42)

LU17.2 **Retain historic elements.** Protect, preserve and enhance the historic characteristics of distinctive historic neighborhoods such as Old San Pedro/ Downtown, Vinegar Hill HPOZ and study the possible expansion of the HPOZ as well as Averill Park and the Cabrillo/27th/Gaffey neighborhood. (P19, P21, P22)

*LU17.3 **Incentivize preservation.** Encourage and promote the use of incentives for private owners of historic properties/resources to conserve the integrity of such resources. (P19, P22)

LU17.4 **Identify partnerships for funding.** Coordinate with other agencies to identify new financial resources for rehabilitation grants and loans to low-and moderate-income owners of historic homes. (P19, P22)



Monument signage for Historic Muller home on South Beacon Street

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

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





San Pedro's coastal bluffs



South Shores residential area



Paseo del Mar in the San Pedro Specific Plan area

San Pedro Local Coastal Program Specific Plan

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

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

Policies

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

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

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

adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points and other complementary public facilities.(P25, P125)

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

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

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



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

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

Policies

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

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

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

LU19.4 **Encourage public-serving uses.** On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance opportunities for coastal recreation and ensure private residential, general industrial, or general commercial developments do not compromise coastal-dependent industry. (P25)

LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissable.

LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.

LU19.7 **Utilize Parking Resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas. (P26, P44)


NO STOPPING
ANY TIME
BIKE LANE
LANE
BIKE

Mobility

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

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

- Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.
- Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.
- Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

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

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

Mobility and Public Health

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

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

Streets

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

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

Complete Streets

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

Street Designations and Standards

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

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

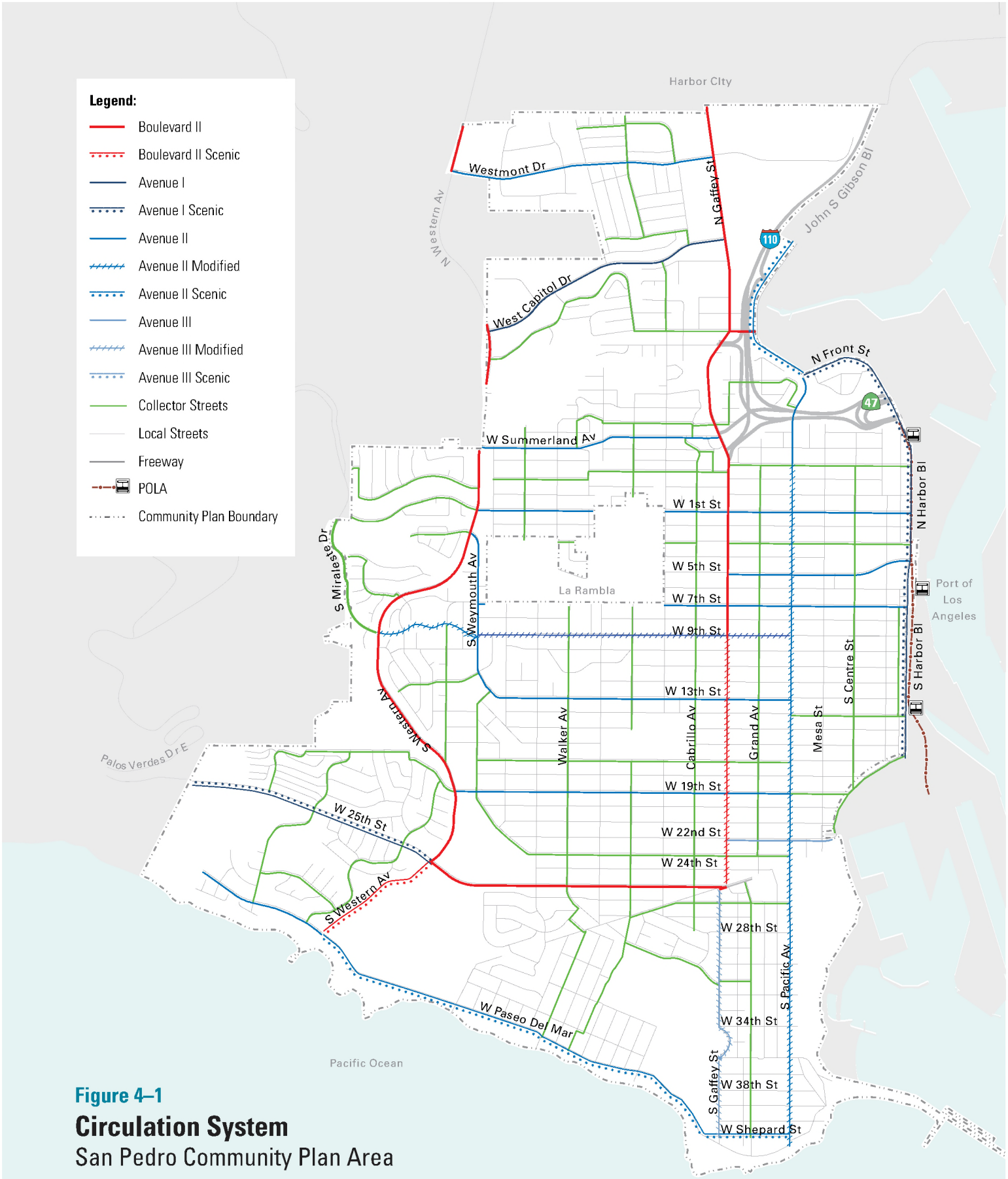


Figure 4–1

Circulation System

San Pedro Community Plan Area

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

Not To Scale N

City of Los Angeles Planning Department • November 2016

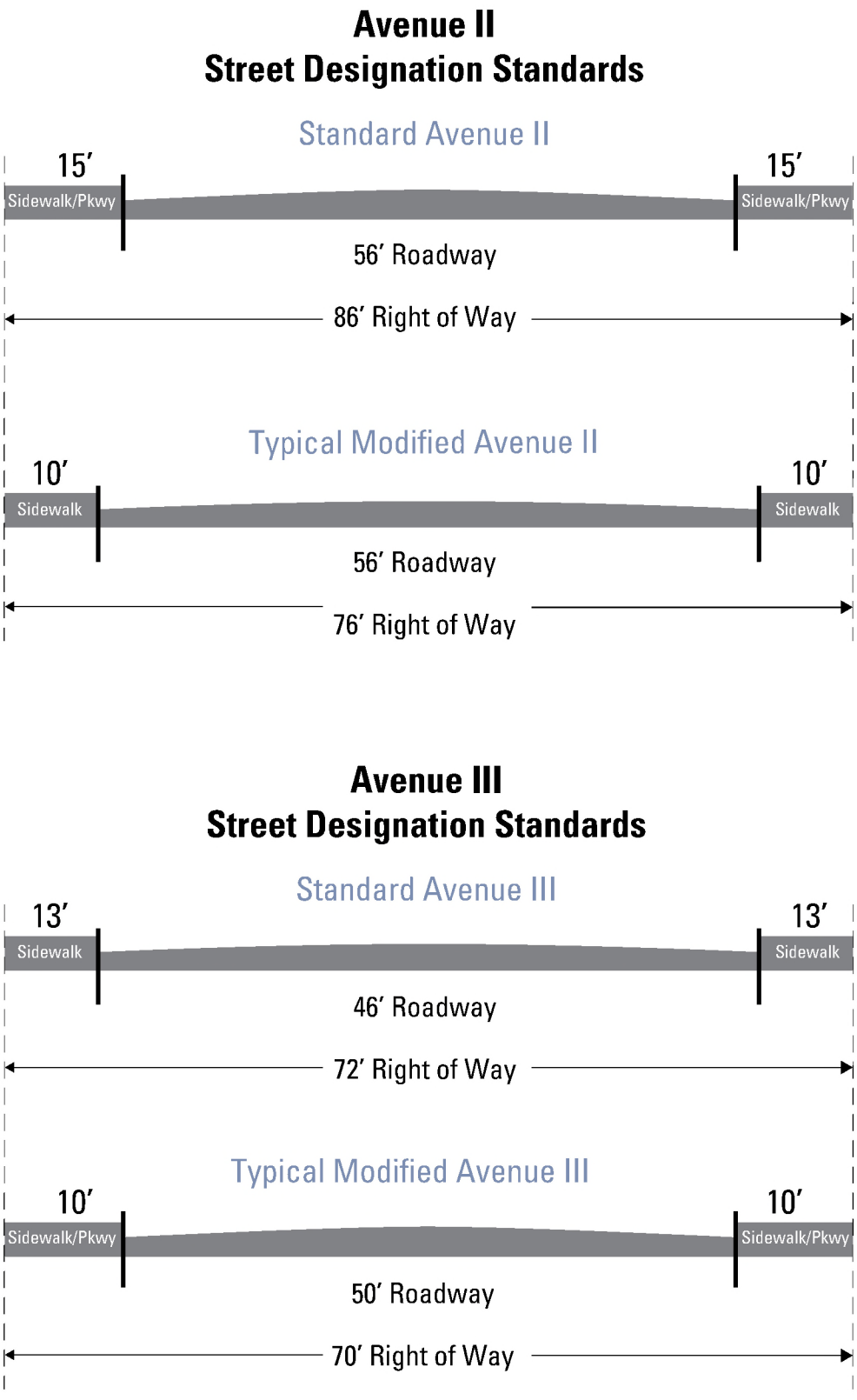


Figure 4-2
San Pedro
Standard and Modified Street Standards
City of Los Angeles Planning Department • June 2013

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Street Classification

Streets are organized by official standard street classifications established in the Mobility Plan 2035, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Plan 2035, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

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

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

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

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

Priority Streets

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

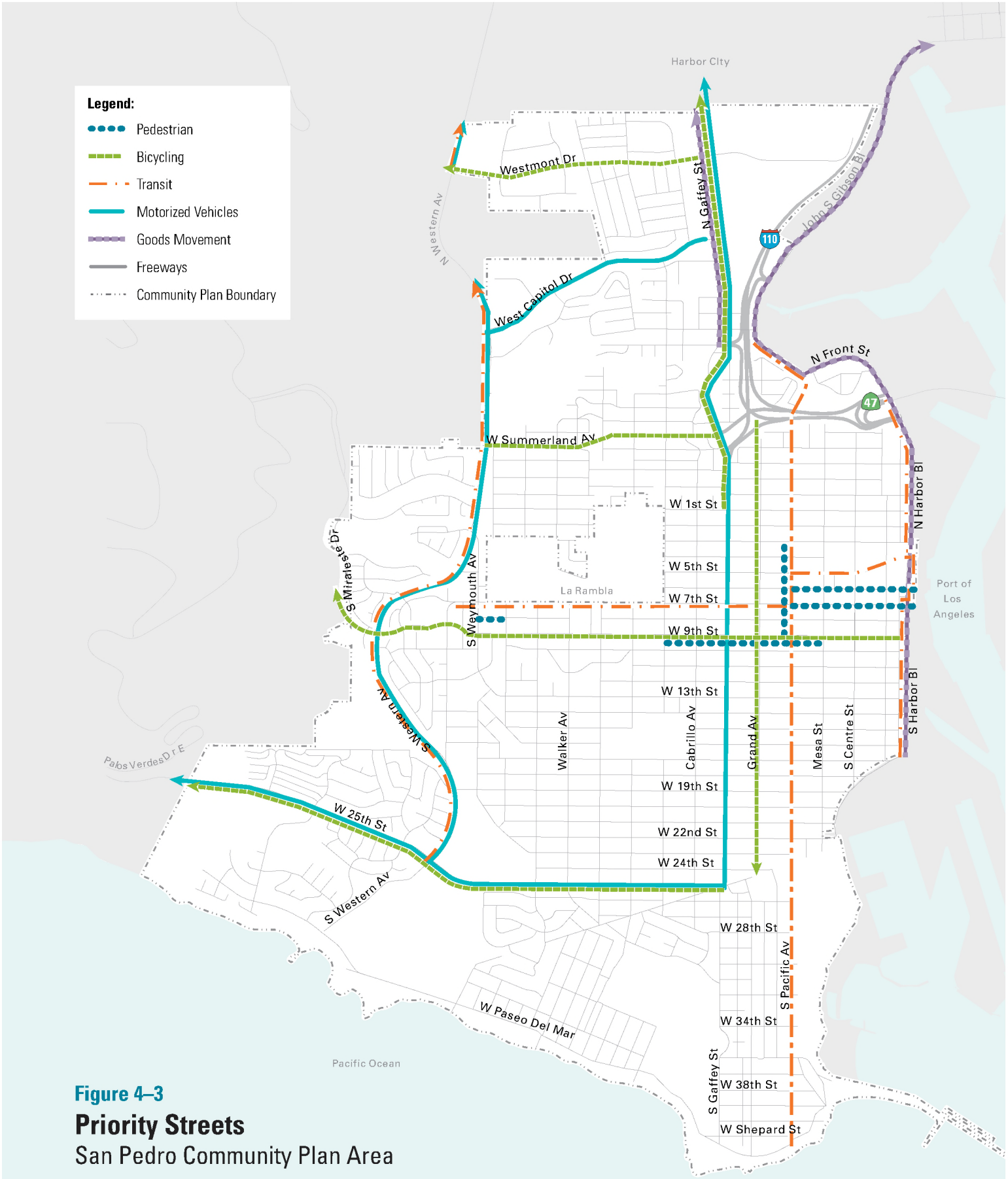


Figure 4–3

Priority Streets

San Pedro Community Plan Area

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

TABLE 4-1
San Pedro Priority Streets

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

Community-wide Mobility Goals and Policies

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

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

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

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

Policies

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

M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit. (P46)

M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met. (P47)

M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P48, P49, P50)

M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network. (P51)

Table 4-2:
Street Reclassifications and Modifications

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

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

Policies

M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds. (P107)

M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. (P108)

M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable. (P52)



Examples of street furniture and landscaping

Walking

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

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

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



Example of building features that encourage pedestrian activity

Pedestrian Priority Streets

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

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

Policies

M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P53)

M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments. (P54)

M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night. (P55)

M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations. (P27, P56)

M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. (P57)

M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements. (P58)

M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate. (P114)



Walking is encouraged by orienting building entrances to the street



6th Street in Downtown San Pedro

Bicycling

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

The City's Bicycle Plan, a part of the Mobility Plan 2035, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the 1999 Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.



Southern California possesses excellent climatic conditions for bicycling



Example of bicycle parking



Example of bicycle amenities near transit



Example of a Class I Bike Path

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

Policies

M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)

M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, Downtown/Regional Center, Neighborhood Districts and Community Centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)

M4.3 **Bicycle amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)

M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)

M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)

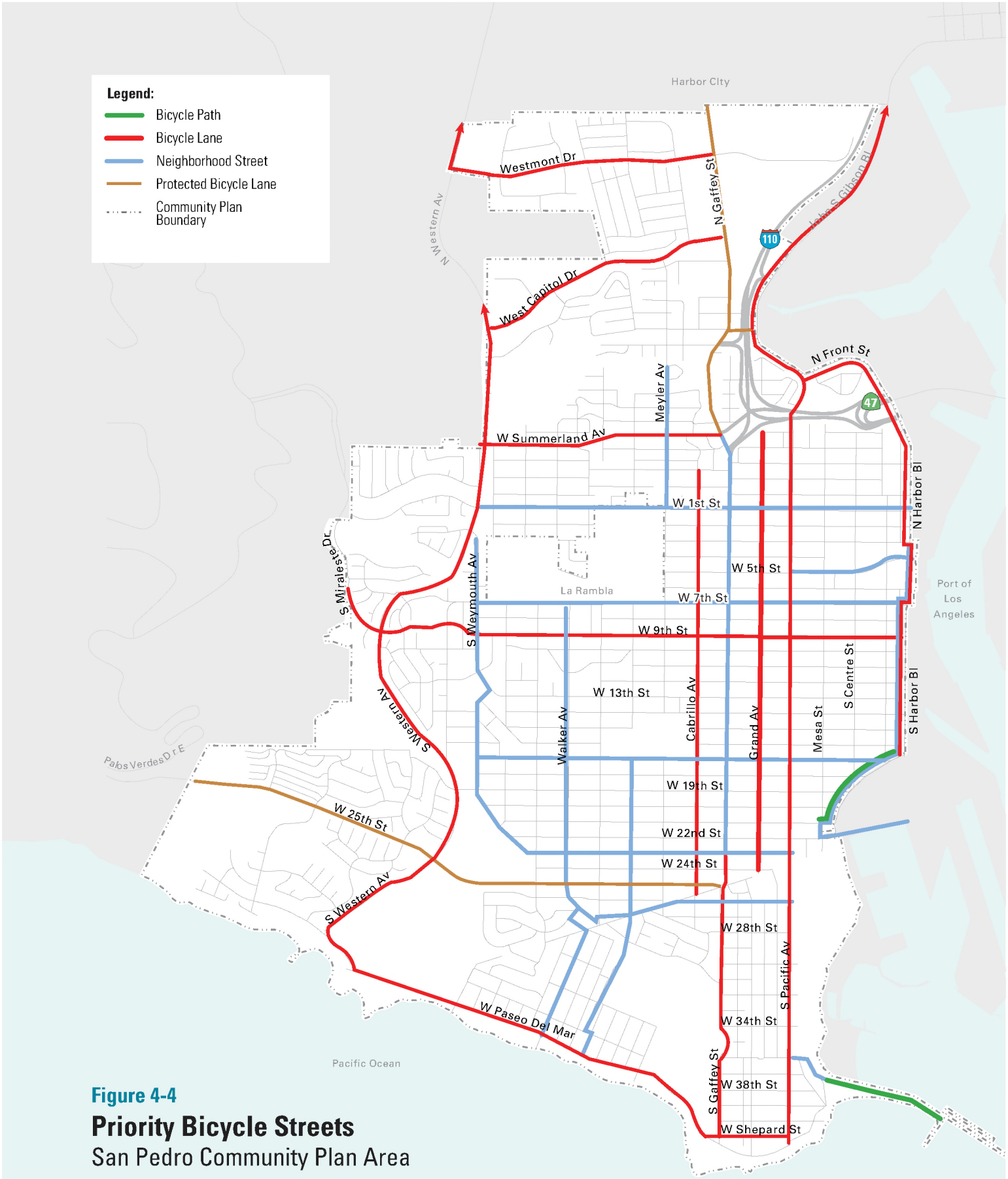


Figure 4-4

Priority Bicycle Streets

San Pedro Community Plan Area

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

Not To Scale N

City of Los Angeles Planning Department • December 2016

Bikeway Standards

A "bikeway" is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City's Mobility Plan 2035, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane "cycle track" classification. See the following for descriptions:

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

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

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

Neighborhood Street (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Plan 2035 that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

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



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



LADOT provides local bus service



Buses are one of several options for travel



Buses can provide connections to regional destinations

Public Transit

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

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

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

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

Policies

M5.1 **Transit connections to key areas.** Increase public transit access to Neighborhood Districts, Community Centers and Mixed-Use Boulevards. (P64, P65, P66, P69)

M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)

M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan Area and adjacent communities. (P95, P96, P109)

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



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

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

Policies

M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)

M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)

M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.

M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

Transit Priority Streets

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

Motorized Vehicle Priority Streets.

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



Landscaping softens the appearance of parking structures

Motorized Vehicles

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

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

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

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

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

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

Policies

M7.1 **Priorities for capacity enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P93, P97, P98)

M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P70)

M7.3 **Access management.** Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P71, P72)

M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Arterials. (P73)

M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise. (P74)

M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. (P23, P75, P76, P77, P78)

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

Policies

M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement. (P79, P111)

M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P80)

M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

Neighborhood Traffic Control

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

Motorized Vehicles and Greenhouse Gas Emissions

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

Transportation System Management

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

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

Policies

M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P95)

M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).

M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs). (P112)

M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P113)

M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P81)

Transportation Demand Management

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

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

Goods Movement

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

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

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

Policies

M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P99)

M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P82, P84, P106)

M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles. (P83)



Container shipping at the Port of Los Angeles

Truck Routes

Truck routes are identified in the Mobility Plan 2035. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.



Façade treatments on parking structures provide visual interest



Green roof of a parking structure



Solar panels on top of parking structure

Parking Management

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

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

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

Policies

M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P94)

M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P102)

M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate. (P100)

M11.4 **Convenient parking.** Provide public parking proximate to transit centers. (P85, P101)

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

Policies

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

M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts. (P103)

M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P104)

M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Mobility Plan 2035. Adopted City trails are identified in the Public Recreation Plan of the Service Systems Element.



Paseo del Mar

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



Cabrillo Beach, near San Pedro

Policies

M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways. (P86)

M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility. (P87)

M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P88, P105)





Community Facilities & Infrastructure

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

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

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

General Plan Framework

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

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

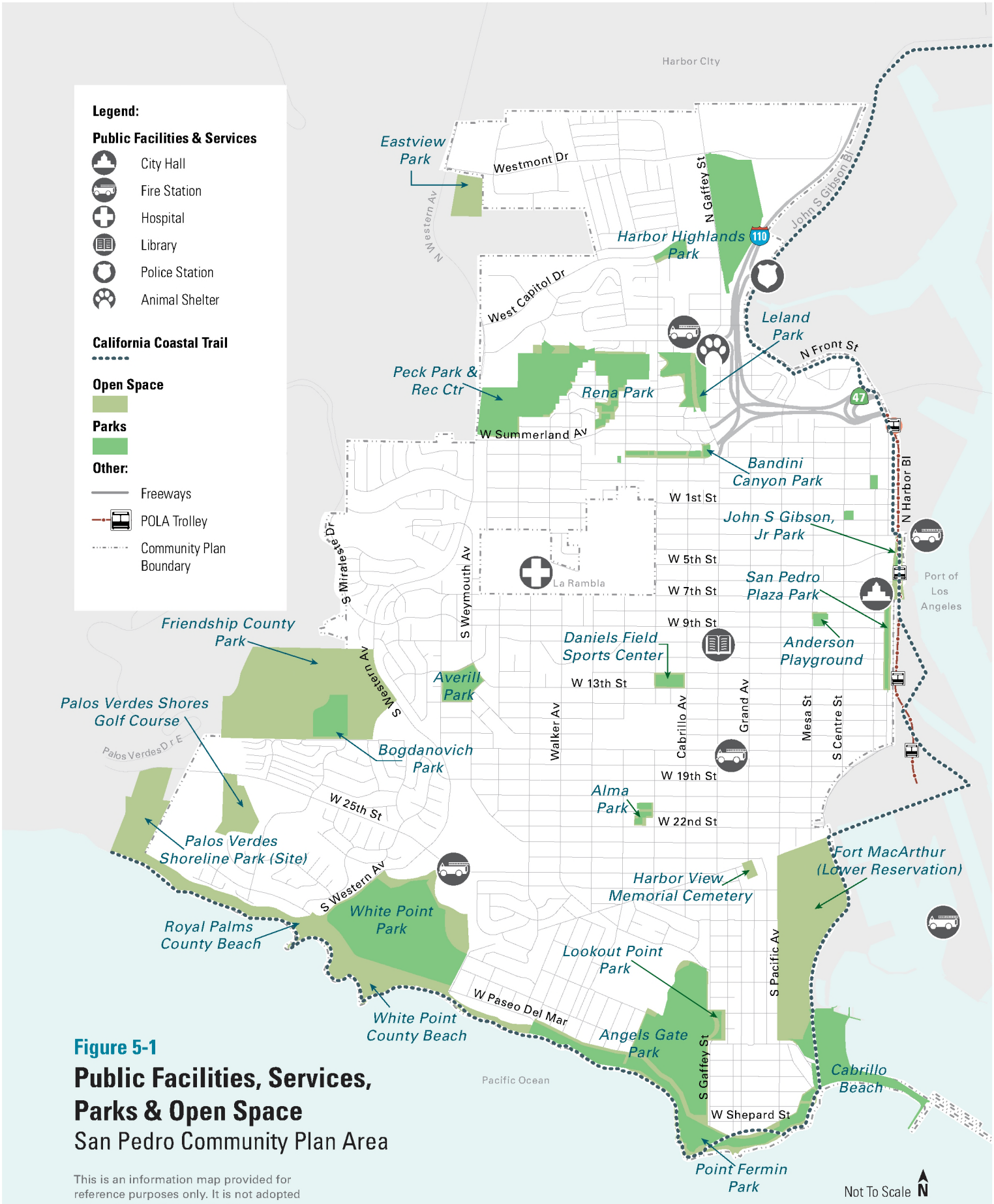


Figure 5-1

Public Facilities, Services, Parks & Open Space

San Pedro Community Plan Area

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

City of Los Angeles Planning Department • June 2013



San Pedro City Hall



Cabrillo Beach



Cabrillo Marine Aquarium

Overview

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

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

Citywide Goals

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

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

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

Facilities for Police, Fire, Libraries and Schools

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

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

Police

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



Los Angeles Port Police Headquarters

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

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

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

Policies

CF1.1 **Adequate police facilities and service.** Maintain police facilities and services at a level that is adequate to protect the San Pedro community. (P115, P157)



Los Angeles Police Department Harbor station, serving San Pedro

CF1.2 **Design for security.** Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. (P116)

CF1.3 **Illumination for security.** Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security. (P146)

CF1.4 **Safe recreational facilities.** Design recreational facilities in multiple-family residential developments to provide adequate visibility and security. (P117)



Fire Station 48 on S. Grand Avenue

Fire and Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department's 470-square-mile jurisdiction. The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. The San Pedro CPA is served by five fire stations, as shown in Table 5-1 and in Figure 5-1, Public Facilities & Services, Parks & Open Space in the San Pedro Community Plan Area.

Fire Department services are based on the community's needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports and subdivision applications for needed infrastructure. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services.



Fire Station 101 on W. 25th Street

Table 5-1:
Fire Stations in the San Pedro CPA

Station	Location
36	1005 N. Gaffey Street, San Pedro
48	1601 S. Grand Avenue, San Pedro
101	1414 W. 25th Street, San Pedro/White Point
110	2945 Miner Street, Berth 44A, Cabrillo Marina
112	444 S. Harbor Boulevard, Berth 86

Source: LAFD Planning Section, William N. Wells, Captain II-Paramedic, Planning Section, July 25, 2009.



Los Angeles Fire Boat at Port of Los Angeles



Example of modern interior library space that takes advantage of natural light



San Pedro Branch Library on Gaffey Street

Goal CF2: **Sufficient facilities to provide fire protection and emergency medical services to residents, visitors and businesses.**

Policies

CF2.1 **Adequate fire and emergency services.** Assist the LAFD to locate fire services facilities in appropriate locations throughout San Pedro to provide adequate fire and emergency services protection. (P157)

CF2.2 **LAFD project review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service infrastructure. (P118)

CF2.3 **Emergency preparedness.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness. (P23, P75, P77, P78)

Libraries

The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500-square foot facilities for communities with a population of less than 45,000 and 14,500 square-foot facilities for communities with more than 45,000. In addition, the LAPL plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.

The San Pedro CPA is served by the San Pedro Regional Library, as shown in Figure 5-1, Public Facilities, Services, Parks & Open Space in the San Pedro Community Plan Area. The 20,000-square foot library has over 132,000 catalogued volumes. Libraries in the neighboring community plan areas, as well as all branch libraries in the LAPL system through their inter-library loan services, augment available library services. Based on the LAPL guidelines, branch libraries generally serve a two-mile radius. While the libraries located in Harbor City and in Wilmington are situated outside the two-mile service area for residents living in the central or southern portions of San Pedro, these neighboring facilities also help to serve residents of the CPA.

The 2007 Branch Facilities Plan's Proposed Project List includes a total of 19 projects. This includes a proposed new facility of 14,500 square feet to serve the western neighborhoods of San Pedro. There is no site selected at this time. At present, the existing San Pedro library meets the newly adopted library facilities standards in terms of the size of the building for the population served based on LAPL standards. A proposed new library for San Pedro will add to this existing library space to meet

future community needs. In addition, on-line services and virtual library with computer workstations that provide access to the library's on-line catalog, information databases, multi-media software and free Internet searching for the public enhance the capacity of available library resources in the San Pedro CPA. A library also provides valuable community meeting space.



Goal CF3: **Adequate library facilities and services that meet the needs of residents and business employees for self-learning, and cultural and academic enrichment.**

Policies

CF3.1 **Adequate library facilities and service.** Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community. (P139, P157)

CF3.2 **Integrated library facilities.** Encourage new development to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, Community and Regional Centers, transit stations, and similarly accessible facilities, particularly in the western portion of San Pedro. (P119)

CF3.3 **Joint-use libraries.** Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites. (P140)

CF3.4 **Non-traditional library services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Public Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD School district is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles government. Decision making and budgeting are done by elected governing boards and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The San Pedro CPA is generally located within LAUSD Local District 8, which covers the South Bay area of Los Angeles County and includes Carson, Gardena, Harbor City, Lomita, Los Angeles, San Pedro, Torrance, and Wilmington. The San Pedro CPA is served by the LAUSD public schools, and includes thirteen elementary, three middle, and five high schools. School locations are shown in Figure 5-2, Public Schools in the San Pedro Community Plan Area.

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from City Planning prior to obtaining any necessary permits.

LAUSD Enrollment projections are based on a set of assumptions, including:

- All students able to attend a neighborhood school or a "school of choice"
- Desired students per classroom ratio
- Baseline population of all LAUSD students
- Relationship of kindergarten to births
- Grade retention rates for recent past years

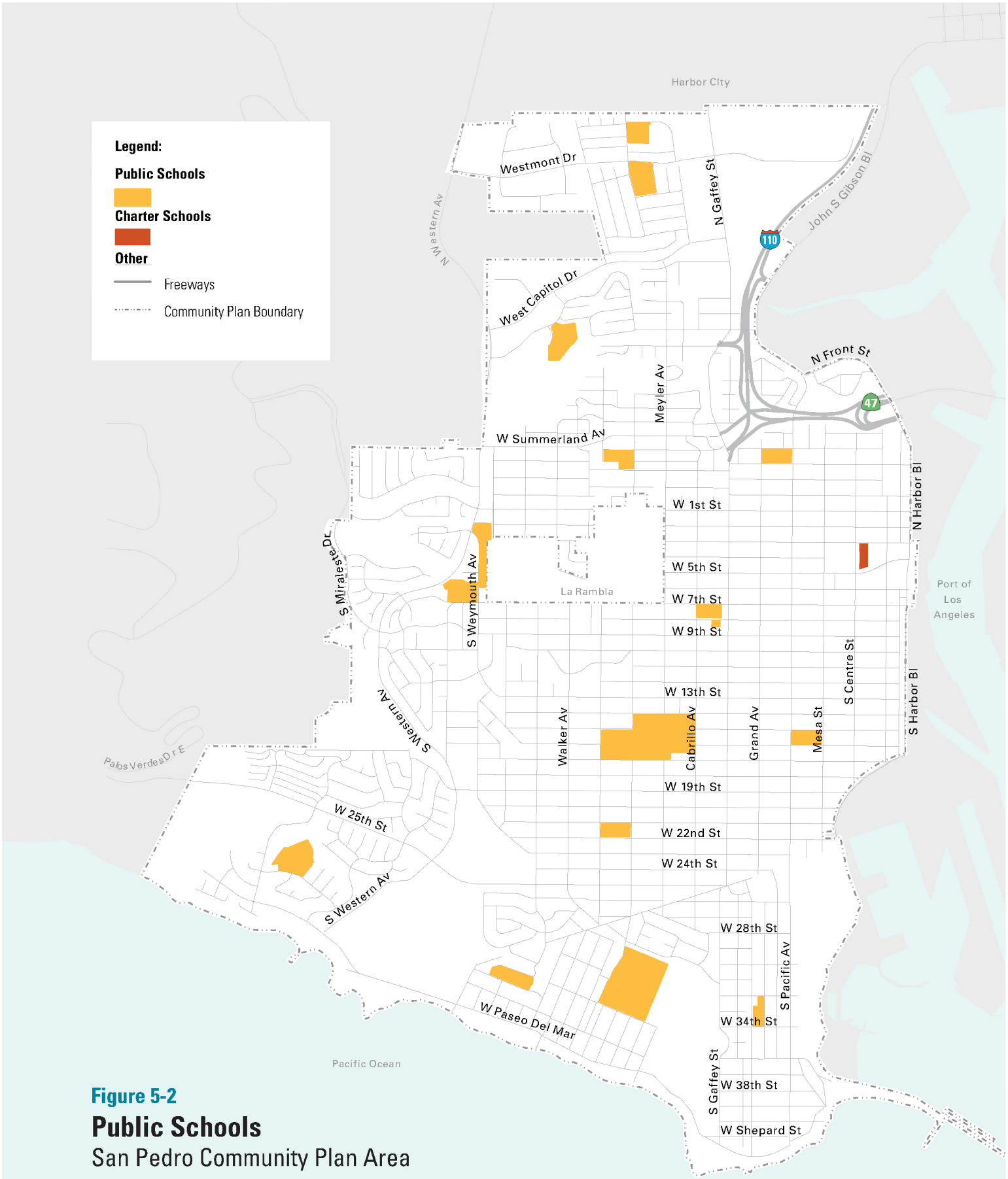


Figure 5-2

Public Schools

San Pedro Community Plan Area

This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale N

City of Los Angeles Planning Department • March 2013

The LAUSD's estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current school Board policies and planning guidelines. One ongoing issue is the increased cost of providing school facilities to meet California's needs. While the State has established a program to pay for the construction of schools, this program is underfunded and does not meet the goal of provision of schools concurrent with need.

In 2000, the LAUSD began a $20 billion building and modernization program. In the San Pedro community, additions were completed at 15th Street, Barton Hill and Leland Elementary schools which provided an additional 700 seats as part of this district-wide school construction program. A new 800-seat high school, South Region #15, was also completed on LAUSD owned land at Fort MacArthur.



Fifteenth Street Elementary School



Port of Los Angeles High School, opened in 2005



Barton Hill Elementary School

Goal CF4: **Provision of appropriate locations and adequate facilities for public schools to serve the needs of current and future residents in the community.**

Policies

CF4.1 **Accessible public schools.** Encourage siting of public middle schools and high schools within or adjacent to public transit systems, and Community and Regional Centers to maximize accessibility. (P59, P141)

CF4.2 **Compatible school sites.** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character. (P59, P120, P121, P141)

CF4.3 **Neighborhood schools.** Work with LAUSD to promote the siting and construction of public school facilities that are phased to accommodate anticipated population growth and that are located in areas that serve neighborhoods. (P143)

CF4.4 **Joint use of facilities with LAUSD.** Coordinate with LAUSD to explore creative alternatives that integrate uses for recreation, local open space, and neighborhood use, and encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums. (P121, P142, P143)



Anderson Park near Downtown San Pedro



Field of Dreams active open space

Neighborhood Parks provide space and facilities for outdoor and indoor recreation activiites to all residents in its immediate neighborhood.

Community Parks serve a much wider interest range than those of a neighborhood park, and are used by members of nearby communities as well as other service areas.

Regional Parks provide specialized recreational facilities such as lakes, golf courses, camp-grounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles area.

Parks, Open Space and the Urban Forest

Parks, open space and the urban forest are a vital part of a livable, sustainable community. Where housing units may not include yard space and landscaping is scarce, green spaces provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. The urban forest is part of the community's valuable green infrastructure, and helps reduce the need and expense of building infrastructure to manage air, water and energy resources.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
- Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.
- Conserve natural resources and minimize detrimental impacts.
- Identify areas for the establishment of new open space opportunities to serve the needs of current and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City's regional open spaces, communities and neighborhoods.

Parks

Recreation and park services in the San Pedro CPA are primarily provided by the City of Los Angeles Recreation and Parks Department (RAP). There are four types of parks: mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide small spaces for limited types of recreational activities to an immediate neighborhood. Neighborhood parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which typically serve persons living throughout the Los Angeles area.

Table 5-2:

Public Parks in the San Pedro CPA

Type of Park/Size	Acres
Mini/Pocket Parks: less than 1 acre	0.9
Neighborhood Parks: 1 -10 acres	30.9
Community Parks: 10 -50 acres	79.9
Regional Parks: Over 50 acres	361.0
Total	**472.7**

Source: City of Los Angeles Department of Recreation and Parks, 2007.



Example of a neighborhood park

Planning and implementation of parks, recreation assets and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

The locations of public parks in the San Pedro CPA are shown in Figure 5-1 Public Facilities, Services, Parks & Open Space in the San Pedro Community Plan Area. As shown in Table 5-2, the parks in San Pedro have a total land area of approximately 473 acres. About 76 percent of this acreage is comprised of regional parks. The regional parks serving the CPA include: Field of Dreams, Angels Gate Park, Peck Park Community Center and White Point Park. The 361 acres of regional parks also include Cabrillo Beach and the Cabrillo Marine Aquarium, which are physically located in the Port of Los Angeles CPA. However, these are important recreational amenities utilized by the San Pedro community. The remaining park acreage includes the John S. Gibson mini-park, neighborhood parks and community parks.



Pedestrian path to Point Fermin Park

The Ken Malloy Harbor Regional Park in the nearby Wilmington-Harbor City CPA encompasses 231.5 acres and includes facilities that are available to residents of the San Pedro CPA. These facilities include a lighted baseball diamond, children's play areas, lighted soccer field, picnic tables, campground, bike path, hiking trails, jogging and a lake. In addition, the Harbor City Recreation Center is 11.0 acres and provides indoor and outdoor basketball courts, a soccer field, play area, community room, indoor gym, and picnic tables.



View of Point Fermin Park and the Pacific Ocean

Opportunities to acquire undeveloped land for park purposes are decreasing. When surplus public property is offered for private sale, it reduces the amount of land that could be used for public parks. Efforts must be made to determine if such property could be used to make up a deficiency in much needed park acreage. Priorities for

new parks and open space have been identified by the community, including:

- Equitable Distribution: Park space should be distributed throughout San Pedro, with attention to those areas most deficient in open space such as Downtown and in the area east of Gaffey Street. Opportunities for smaller mini/pocket parks are more likely in these denser neighborhoods.
- Youth Recreation: New park development should focus on creating athletic fields and play spaces for children and teens, such as skate parks.
- Military Reservations: An opportunity exists to guide development on all former military properties located within San Pedro to include public open space and recreational facilities. Cultural resources of the Fort MacArthur area should be protected as open space, if not needed by the military.
- Port Buffer: Locations along the waterfront provide potential future open space and recreational opportunities, such as Knoll Hill and along Harbor Boulevard. These open spaces can act as buffers between residential neighborhoods and the Port.



Playground equipment for children

Goal CF5: **Enhanced existing open space and recreation facilities and new areas for future community amenities that meet the recreational needs of community residents.**

Policies

CF5.1 **Re-use public properties.** Support the creation of new parks and park expansions within public right-of-ways, such as flood control channels, and other unused and underutilized public properties.

CF5.2 **Increase open space and parks.** Encourage continuous efforts by public agencies to acquire vacant parcels for publicly owned open space and parks. (P145)

CF5.3 **Joint use of facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. (P144)

CF5.4 **Identify surplus properties.** Coordinate with the Department of Recreation and Parks and other applicable City Departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational facilities. (P147)

CF5.5 **Dedication of open space.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to the public to help meet recreational demands. (P126, P148)

CF5.6 **Preservation of parks and open space.** Protect parkland from uses that result in loss of acreage for recreational purposes.

CF5.7 **Recreational amenities.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths and bike trails. (P122)

CF5.8 **Connect transit and parks.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.

CF5.9 **Locate parks near residential areas.** Encourage neighborhood parks and recreational centers near concentrations of residential areas and include safe pedestrian walkways and bicycle paths that encourage non-motorized use. (P149)

CF5.10 **Illumination for safety.** Ensure that parks are adequately illuminated for safe use at night. (P146)



Example of a pedestrian path



Trees shade pedestrian trails

Open space may include

- Preservation areas
- Scenic drives
- Special facilities
- Cultural sites
- Riding and hiking trails
- Water sports
- Playlots
- Beaches and other open space



22nd Street Park, near San Pedro



Cpen .pace provides venues for outdoor recreation



Sunset at Point Fermin Park

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly-and privately-owned properties that are unimproved. It is often used for the preservation of natural resources, managed production of resources and wildlife corridors, outdoor recreation, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open space" is also designated in the City's land use classification system.

Although the majority of the San Pedro CPA is developed urban land, a few areas of natural or undeveloped open space remain. To the south, open space is provided by the beaches along the Pacific Ocean and shoreline recreation areas; and to the east by the harbor. These areas are predominantly located around the borders, including coastal bluffs and hill slopes to the west and north along the border of Rancho Palos Verdes. A handful of unimproved street right-of-ways also exist throughout the Plan Area. To the north are the Navy Fuel Depot and Harbor Park which are proposed to be preserved in their present open state. Larger open space parcels that remain are primarily on land currently or formerly owned by either the Port of Los Angeles or the federal government, including the Upper, Middle and White Point reservations of Fort MacArthur. The old landslide area in South Shores, known as Sunken City, is also an open space area since it is a natural link in the open space belt around the community, and geological studies to date indicate that there may be some risk if any substantial fixed structures were to be placed in this area.

The San Pedro Community Plan Area contains a segment of the California Coastal Trail, which aims to provide a continuous and interconnected public trail system along the coastline. The trail system has a variety of terrains, including scenic hillsides, the beach, and areas within the highway right-of-way. The state trail system is primarily for pedestrians, and includes many forms, such as paved sidewalks and separated bicycle paths.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets and privately-developed mini/pocket parks. There is also a need to protect existing ecological and cultural resources in San Pedro through passive park and open space uses.

Improvements in San Pedro have included recent additions in open space. These acquisitions include four formerly vacant lots on Gaffey Street at the entrance/exit from the I-110 freeway that together form the new San Pedro Welcome Park, as well as a hilltop site overlooking the harbor known as Knoll Hill. This site, originally acquired by the Port for industrial use, has instead been used as a dog park and ball field in recent years, and future park/open space uses are being studied. Additionally, new open space areas are being developed in the adjacent Port of Los Angeles (POLA)

area as part of a larger waterfront revitalization effort. POLA proposes to increase the existing amount of public open space by over 110 acres, including a central plaza and continuous waterfront promenade with improved access points and view sites along Harbor Boulevard. A new park at 22nd Street has been completed.

Goal CF6: **A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.**

CF6.1 **Protect wildlife habitat.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and a balance to the urban development of the community. (P124, P125)

CF6.2 **Protect open space.** Protect significant open space resources from environmental hazards.(P124, P125)

CF6.3 **Natural terrain.** The grading of natural terrain to permit development in hillside areas should be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses. (P123)

CF6.4 **Natural drainage patterns.** The alteration of natural drainage patterns, canyons, and water courses should be minimized except where improvements are necessary to protect life and property.

CF6.5 **Avoid geologic hazards.** Development should be restricted on areas of known geologic hazard, unstable soil conditions or landslides.

CF6.6 **Protection from oil spills.** Offshore oil drilling should be strictly controlled in the immediate area off San Pedro so as to safeguard against oil spillage, prevent interference with shipping lanes, preserve the scenic value of the coastline, and protect ecologically important areas and designated wildlife refuges.

CF6.7 **Regional coordination.** The City and County should identify significant ecological areas and coastal areas containing ecological or scenic resources that should be preserved and protected within state reserves, state coastal trails, preserves, parks, or natural wildlife refuges. (P124, P150)

CF6.8 **Co-location of open space and public facilities.** Integrate the use of open space with public facilities in high density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.



Averill Park





Examples of Pocket Parks, which provide smaller green spaces



San Pedro Plaza Park

Tree Canopy

American Forests advocates that every city set a tree canopy goal for their community as an important step in ensuring that their valuable green infrastructure is maintained at minimum thresholds. They offer some general goal guidelines based on geographic and climate conditions and land use categories.

The canopy coverage for metropolitan areas in the southwest and dry west:

- Average tree cover counting all zones: 25%
- Suburban residential zones: 35%
- Urban residential zones:18%
- Central business Districts: 9%

Urban Forest

The Urban Forest is comprised of all the privately and publicly maintained trees, and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological, and aesthetic benefits. Properly planted trees can reduce energy used for cooling in individual buildings and can help block the incoming heat radiation. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UF) is responsible for the care and preservation of trees and landscaped areas in the public street right-of-way, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. The Forestry Division of Recreation and Parks (RAP) estimates that there are at least one million trees growing in the City's developed urban parks and growing naturally in coastal and inland areas. The Division has recorded several unique and significant heritage trees within the San Pedro CPA, many of which are located along Gaffey Street and Paseo del Mar. These trees have been identified as historic and/or horticulturally significant and are protected by the Department's Tree Preservation Policy. Trees within City parks are maintained by the Forestry Division of RAP. The Division has developed a reforestation program for City parks and oversees proper tree selection that best reflects the relation of the trees to the existing watersheds within which parks are situated.

Goal CF7: **The preservation of a healthy and safe street tree population to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement.**

Policies

CF7.1 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure. (P151)

CF7.2 **More trees.** Include on-site trees in new development projects whenever possible. (P151)

CF7.3 **Public/private partnerships.** Encourage community and private partnership involvement in urban forestry issues, minimizing maintenance costs. (P128, P151)

CF7.4 **Street trees.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City. (P128)

CF7.5 **Sustainable design.** Develop design standards that promote sustainable development in public and private open space and street right-of-ways (P127)





LADWP ensures the Ci'y meets state and federal water quali'y standards

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular community plan area. For example, a wastewater treatment facility may be located in one community plan area, but provide service to several community plan areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, stormwater, energy and street-lighting are specific to the San Pedro Community Plan. The Framework Element, described earlier in this chapter, contains citywide goals and policies for the provision, management, and conservation of water, wastewater, solid waste, stormwater, energy and street lighting addressed in this section. Towards this end, the goals and polices in Chapter 5 seek to:

- Provide for the existing and future infrastructure needs of the City that supports the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects to reduce stormwater runoff; optimize local water resources and reduce dependence of imported water; improve surface water and groundwater quality; and restore hydrologic function to the watershed while maintaining public safety.
- Encourage public/private ventures and other forms of collaboration between governments, developers, and residents to consider new ideas for providing infrastructure and services.

Annually, the LADWP supplies an average of 211 billion gallons of water, with an average per person use of 145 gallons per day. LADWP also supplies water to some 56,500 fire hydrants in the City, and provides water for irrigation and recreational purposes.

Water

The LADWP is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City of Los Angeles. Water supply boundaries are not divided by community plan area, but rather based on pressure zones that are dictated by ground elevation.

Terminal Island Renewable Energy (T.I.R.E.) Project

The Terminal Island Renewable Energy (T.I.R.E.) Project in the harbor area utilizes geothermal energy to generate methane. The methane will be used to run a turbine which can generate approximately 3.5 megawatts of electricity, enough to power up to 3,000 Los Angeles homes. This process also captures more than 83,000 tons of greenhouse gases, the equivalent of taking more than 14,000 cars off the road, and reduces the number of daily truck trips needed to haul biosolids from the treatment plants to farm lands in Kern County where they are safely used as fertilizer. The T.I.R.E. project is the first of its kind in the nation.

Water Supply

The San Pedro Community Plan Area is currently supplied primarily through Metropolitan Water District (MWD) water sources. The MWD plans to meet the long-term needs of its member-agencies through water transfer programs, outdoor conservation measures, and development of additional local resources (e.g., recycling). In addition, the MWD has more than 4.0 million acre-feet of storage capacity available in reservoirs and banking/transfer stations.

The California Urban Water Management Planning Act requires water suppliers to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2010 Urban Water Management Plan is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management. This Plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective of this plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements.

Supply and Demand

The City obtains its water supply primarily from four major sources: the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD is committed to plan for emergencies and natural disasters throughout the region. Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The agency currently has approximately 1.07 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events. The San Pedro CPA is currently supplied primarily through MWD water sources.

Improvements

The LADWP is also increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large in-City open reservoirs that have historically been relied on for water distribution. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and by-products created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines are necessary to ensure that sufficient quantities of water can be moved from one area of the City to another when needed.

Currently, LADWP operates several water recycling projects in the City. The Harbor Water Recycling Project is one of the projects under this program. Instead of using potable (drinking) water, extensively treated, high-quality recycled water from the Terminal Island Reclamation Plant is used for non-drinking purposes. This facility produces about 5,500 acre-feet of recycled water per year.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within the CPA. Citywide, this extensive water system will require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Goal CF8: **Provision of a high-quality and reliable supply of potable water to existing and future residents of the San Pedro community.**

Policies

CF8.1 **Conserve water.** Meet increases in the demand for water through conservation, the use of recycled water, and recharged local groundwater aquifers where permitted. (P129, P130, P152)

CF8.2 **Water conservation for projects.** Require water conservation measures/ devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities. (P153)

CF8.3 **Water distribution.** Coordinate with LADWP to expand, upgrade or improve the local water distribution system within the CPA when needed to accommodate increased demand for water. (P130, P157)

Table 5-3

Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Service Area	Location	Capacity
Hyperion Treatment Plant (HTP)	West/Central	Playa del Rey	450 mgd
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro/Port of LA	30 mgd
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Sepulveda Basin	64 mgd
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Griffith Park	15 mgd
Total Capacity			559 mgd

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2006.



Hyperion Plant in Playa del Rey treats wastewater for the City of Los Angeles



After treatment, millions of gallons of reclaimed water are produced each day

Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5.3 shows the collection and treatment facilities currently operated by the LABS.

Wastewater Treatment Facilities

The Hyperion Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles. The plant treats approximately 96 percent of the total wastewater flow generated by the City and its contract agencies. The Terminal Island Water Reclamation Plant (TIWRP) treats wastewater in the Harbor area communities, including San Pedro. The plant treats an average of 16.5 million gallons of sewage and produces up to 4.5 million gallons of reclaimed water per day, which is distributed for reuse in the Harbor area.

Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants. The plants reclaim significant amounts of beneficial materials from the wastewater. Together, they produce over 80 million gallons of reclaimed water per day. The water can be used in place of drinking water for industrial, landscape, and recreational uses.

Wastewater Collection System (Sewers)

The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants.

Wastewater generation is a function of population and employment within the wastewater service area. According to the LABS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than building a new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.



Reclaimed water can be used for irrigation



The Harbor Area is projected to generate 20 mgd of wastewater by 2020. The Terminal Island Water Reclamation Plant (TIWRP) that serves San Pedro has the capacity for 30 mgd and is currently operating below its capacity. Future advance treatment process modifications at TIWRP will allow the plant to recycle more wastewater and eventually eliminate effluent discharge to the Los Angeles Harbor.

Goal CF9: **An adequate and reliable wastewater collection and treatment system that supports existing and planned development.**

Policies

CF9.1 **Wastewater output.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output. (P131, P154)

CF9.2 **Recycled water.** Promote the use of recycled water in new industrial developments. (P40)

CF9.3 **Wastewater treatment.** Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation. (P130, P132, P155)

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range

solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.

The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials from residences citywide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important facility for managing its waste. Within the San Pedro CPA, the Bureau of Sanitation currently operates a SAFE center, Yard Trimming Facility and mulch give-away site at 1400 N Gaffey Street, a former landfill site that has been reclaimed for recreational and mulching use.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. In accordance with state regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon and Lopez Canyon.

Goal CF10: **Provision of a cost-effective and environmentally-sound solid waste management system that protects public health, safety, and natural resources.**

Policies

CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities. (P133)

CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P134)

CF10.3 **Adequate sites for facilities.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in the San Pedro CPA if necessary, addressing environmental justice issues. (P157)

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) manages the stormwater program for the City. The stormwater program has two major elements – pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains. The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system.

San Pedro is a coastal community with significant hillside terrain, providing little opportunity to capture stormwater runoff prior to it reaching the ocean. A number of storm drain outlets are located along the beaches and coastal bluffs in San Pedro. This coastal zone is also subject to erosion and flood hazards, some areas of which have been identified as high risk coastal flood zone areas by the Federal Emergency Management Association (FEMA). These areas are designated as high risk because they have a one percent or greater chance of flooding and an additional hazard associated with storm waves.

The overall approach to managing runoff involves both regional and local solutions, including source control as a method of reducing pollutants flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, stormwater runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the City and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become "green alleys" that provide a range of benefits while still allowing auto access, including the infiltration of urban runoff. Overall benefits of these solutions may include increased potable water supply, reduction in stormwater pollution and beach contamination, and alleviation of potential for flooding.

Goal CF11: **Provision of a storm drainage system that reduces the flow of stormwater to the storm drain system and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.**

Policies

CF11.1 **Reuse of stormwater.** Maximize the capture and reuse of stormwater. (P130, P135, P157)

CF11.2 **Sustainable materials for drainage.** Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. (P130, P158)

CF11.3 **Improve groundwater supply.** Increase opportunities for stormwater infiltration and groundwater recharge. (P130)

Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the LADWP maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets, powers the City's water system and sells electricity to other utilities.

The LADWP 2010 Power Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City's residents and businesses. This plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 by LADWP will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines. Existing LADWP facilities in San Pedro consist of Distributing Station 3 and Distributing Station 89.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a "belt line" extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving

stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

Goal CF12: **Provision of an adequate, safe, and orderly supply of electrical energy to support existing and future land uses within the City.**

Policies

CF12.1 **Coordinate with LADWP.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to ensure conservation techniques are integrated into new and existing development projects. (P157, P159)

CF12.2 **Compatible design.** Power system facilities, including receiving and distributing stations, should be designed and constructed so that they will harmonize with their surroundings as much as practicable. (P156, P159)

CF12.3 **Undergrounding of electrical facilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints. (P136)

CF12.4 **Easements.** Protect the use of public utility easements, rights-of-way, and land set-asides to ensure adequate electrical facilities for current and future demand.

CF12.5 **Renewable energy sources.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply. (P156)

By the Numbers

- Miles of streets in the City of Los Angeles: 7,000
- Miles of lighted streets in the City of Los Angeles: 5,000
- Number of streetlights: over 242,000
- Number of different styles of streetlights currently being maintained: over 400



Street lighting can contribute to the architectural, cultural, or historic character of a community



Typical street lighting in Downtown San Pedro

Street Lighting

The Bureau of Street Lighting in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is City policy that all new street projects include sidewalk, street trees and street lights unless unusual circumstances are present. The Bureau maintains certain standards to ensure that the City receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles: it enhances community safety relative to crime prevention and feelings of well-being, contributes to the architectural, cultural, or historic character of a community; and provides nighttime safety for vehicles and pedestrians.

Street lighting is not publicly financed in the City; it is the direct financial responsibility of the owner of adjoining property, who is considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

Goal CF13: **Provision of a street-lighting system that protects and preserves the nighttime environment, and contributes to appropriate levels of lighting for streets, parking areas, pedestrian areas, with minimum impact on the environment and adjoining property.**

Policies

CF13.1 **Efficient and safe street lighting.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs. (P137, P157)

CF13.2 **Enhanced pedestrian lighting.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and Neighborhood Districts, and enhance the pedestrian oriented character of these districts. (P138)



Implementation

The San Pedro Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all Departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as City Planning Commission hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions.

Implementation programs are mechanisms put in place to ensure that San Pedro Community Plan goals and policies are realized. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4, and 5 of the San Pedro Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays.

Coordination among City Departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction

of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

Specific Implementation Programs

Some recommendations of the San Pedro Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in Qualifying [Q] conditions), a community plan implementation overlay and height district changes. These are included in Table 6-1.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Case File CPC-2009-1557-CPU

- Matrix of Existing and Proposed Land Use for the San Pedro Community Plan Update
- Land Use and Zone Change Map
- San Pedro Community Plan Implementation Overlay (CPIO)
- Modified Street Standards
- HPOZ Expansion/Preservation Plan

Specific implementation programs for the San Pedro Community Plan are organized into three sections:

- Land Use and Urban Design
- Mobility
- Community Facilities and Services

Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A suggested time frame identifies when each program can be expected to be completed: (1) Near-term or (2) Long-term. Lastly, the table identifies the primary City Department(s), including main external agency when applicable, that is responsible for implementation of particular programs.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other City Departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 6.2.

Table 6-2:
Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
• Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments Benefit Assessment District Business Improvement District Vehicle Parking District	• Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro's Call for Projects: Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	**Public Revenue Funds**
• Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds.	• City's General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	**Other Federal and State Funds**
• Entrance fees • Parking meter fees	• Grants

Implementation Programs

Table 6-1:
San Pedro Implementation Programs – Land Use and Urban Design

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
Near Term Programs			
P1	**CPIO Design and Development Standards.** The Community Plan Implementation Overlay (CPIO) establishes and refines design and development standards for parcels within the Overlay. The following are regulated by the CPIO: land uses, zoning densities and intensities, mixed-use projects, commercial corridors, pedestrian access, ground floor retail, parking, alley access, setbacks, building height transitions, signage, and landscaping.	LU1.1,3,4,7,8; LU2.1,2; LU3.5,6,9; LU5.2-5.17; LU6.1,2,3,5; LU7.2,3,4,5; LU8.1; LU9.1,4; LU10.1,2,3,4,5; LU11.4,5,7,8,9; LU12.2,3; LU14.1,2,3,5,6; LU15.1,2,3; LU16.1,2,3,5,7; LU18.6	DCP, LADBS
P2	**Preserve Neighborhood Character, Small Lot Development.** Guidelines that encourage infill residential development to complement existing scale, massing, setbacks and character and are compatible with architectural styles in stable single-family neighborhood are included in the Community Plan.	LU1.1, LU1.3, LU2.1, LU2.2, LU3.5, LU.3.9	DCP, LADBS
P3	**Baseline Mansionization Ordinance, Hillside Development and Slope Density.** Continue further implementation of a Citywide Baseline Mansionization and Hillside Ordinance and implement conformance with any applicable Community Plan design guidelines. The Plan retains hillside areas in restrictive plan designations and zones due to topography.	LU1.1, LU1.4, LU1.5	DCP, LADBS
P4	**Build Green.** Technical assistance, information and guidelines are available to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code in addition to applicable City Municipal Code (LAMC) Green Building standards and guidelines.	LU1.7, LU5.10, LU14.6, LU16.5	LADWP, LADBS
P5	**Front Yard Character.** LAMC prohibits parking in front yard setback.	LU1.8	LADBS
P6	**Preserve Neighborhood Character.** The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low II Density Residential.	LU2.1	DCP, LADBS
P7	**Neighborhood Stability.** The Plan encourages such conversions within specific Medium Residential designated areas where increased homeownership and a mix of incomes will help foster safe, livable and sustainable neighborhoods.	LU3.1, LU3.3	DCP, LADBS
P8	**Neighborhood Stability and Housing.** Housing development programs provide financing for the construction of new, and the acquisition and rehabilitation of existing, multiple-family housing.	LU3.1, LU3.4	HCIDLA, DCP

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P9	**Housing- Distribution, Affordability, Seniors.** The Plan encourages mixed-use development in transit served and pedestrian oriented areas which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community. Consistent with the goals and policies of the City's Housing Element, the Plan refines allowable heights as well as establishes and indentifies future design guidelines and standards as a means to maintain and enhance quality, affordable existing housing stock.	LU3.3, LU3.4, LU3.5, LU3.7	LADBS, DCP, HCIDLA
P10	**Special Needs.** The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to serve homeless, transitional needs and special needs by designating land to accommodate such uses.	LU3.3, LU3.8	DCP, HCIDLA
P11	**Affordable Housing and Displacement.** Mello Act requires relocation and replacement of dwelling units within the Coastal Zone/Specific Plan Area. In discretionary actions involving displacement of existing affodable units, consider adoption of a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	LU3.4	DCP, LADBS
P11-B	**Measure JJJ - Affordable Unit Inventory.** The Los Angeles Housing and Community Investment Department will monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/ or occupied by Lower-Income or Very Low-Income households during the effective term of Measure JJJ.	LU3.4	HCIDLA
P12	**Key Locations and Adequate Services.** The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure that housing is located in close proximity to jobs, amenities and services.	LU1.2, LU3.2	DCP, LADBS
P13	**Downtown Revitalization and Investment.** Continue to coordinate with Neighborhood Councils, the Council Offices and other public and private neighborhood and community groups to adopt new, as well as expand and enhance existing, Business Improvement Districts.	(LU 5.1) (LU 11.6)	CD, BID
P14	**Retail Streets.** Upon adoption of the Plan, the Downtown San Pedro CDO was expanded and incorporated into the CPIO to establish regulations on the size, number, and type of signs and to prohibit the installation of off-site signs. The CPIO provides guidelines to improve the pedestrian environment.	LU5.8, LU5.12, LU5.13	DCP, LADBS
P15	**Discourage AGFs.** The CPIO incorporates guidelines that prohibit new above ground facilities.	LU7.5, LU9.4, LU11.9, LU18.6	DCP, LADBS
P16	**ACE District.** The Plan retains Commercial Manufacturing (CM)-zoned properties to encourage joint/live/work buildings and artist units in the Downtown Arts, Culture and Entertainment (ACE) district.	LU12.1, LU12.2	LADBS, DCP
P17	**Industrial Opportunity Sites.** The Plan sets forth guiding principles, standards and guidelines for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Plan retains existing industrial designations on large industrially planned parcels.	LU14.1, LU14.2	DCP, LADBS

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P18	**Preserve Employment Base, Industrial Sanctuary and Emerging Industrial Sectors.** New free-standing commercial uses in areas designated for Industrial land use on the Community Plan map are prohibited in order to preserve the remaining job base of the community. The CPIO incentivizes production-related uses for the emergence of innovative new "Clean-tech," information technology, and other "High-tech" uses, and prohibits stand alone restaurant and retail uses in the North Gaffey Industrial Districts.	LU14.1, LU14.2, LU14.5, LU16.1, LU16.2, LU16.3	DCP, LADBS
P18-B	**Future Study – North Gaffey Industrial District.** Collaborate with the Fire Department and the Department of Building and Safety to study the industrial area east of Gaffey Street and north of Westmont Drive. Clarify the threshold for expansion of existing uses and link future changes to upgrades for safety, with limitations of increased storage capacity.	LU 15.5	DCP, LAFD, LADBS
P19	**Preserve Historic Neighborhood Character.** The rehabilitation of historic properties through the utilization of historic preservation incentive programs, such as the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code are offered to help preserve historic neighborhoods.	LU17.2, LU17.3, LU17.4	DCP
P20	**SurveyLA Findings - Eligible Historic Resources.** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources that promote the protection and enhancement of the area.	LU17.1	DCP
P21	**Retain Historic Elements.** The City's Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance as well as compliance with the Secretary of the Interior's Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines implements this policy.	LU17.2	DCP
P22	**Retain Historic Elements.** Develop a Preservation Plan for the Vinegar Hill Historic Preservation Overlay zone. Expand the Vinegar Hill HPOZ and continue to implement the Vinegar Hill Historic Preservation Overlay Zone.	LU17.1, LU17.2, LU17.3, LU17.4	DCP
P23	**Governmental Coordination/ Emergency Management.** Reassign the Tsunami Evacuation Route from 6th Street to 7th Street.	LU1.6, LU13.1. M7.6, CF2.3	DCP, EMD
P24	**Preserve Public View Sites.** Public view sites are designated on the General Plan Land Use map.	LU18.5	DCP, LADBS
P25	**Maintain Visual Resources, Preserve Access to Coastal Views and Public Serving Uses.** The San Pedro Specific Plan allows for the conditional approval of development in the Coastal zone and provides protection of visual resources.	LU18.1, LU18.2, LU18.3, LU19.4	LADBS
P26	**Utilize Parking Resources.** Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	LADOT

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
	Long Term Programs		
P27	**Safety, Minimize Pedestrian Conflicts, Streetscapes.** Develop a prioritized list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	LU5.12, LU5.14, M3.4	LADOT, BSS
P28	**Spaces for people, streetscapes, gateways.** As funding becomes available, implement a Streetscape Plan for Western Avenue, the North and South Gaffey Street commercial and industrial corridors. The Plan would include specifications for lighting, street trees, benches, plazas and other amenities in the public right of way. Study parklets for key locations.	LU5.8, LU5.12, LU10.3, LU15.3	DCP, LADOT, BOE, RAP, BSS, UF, BSL, RPV
P29	**Amenities and Public Spaces.** When feasible, public open space and/or community facilities should be required as condition of approval of proposed projects requiring discretionary action.	LU3.6, LU5.17	DCP, LADBS
P30	**Well Designed Parking.** Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	LU5.15, LU5.16	LADOT, DCP
P31	**Rancho San Pedro Housing Project.** As funding becomes available, modernize and improve the physical conditions and quality of life in the Rancho San Pedro Housing Authority facilities, including the addition of more usable open space.	LU4.1, LU4.2	HA, HCIDLA, DCP
P32	**La Rambla.** Should "La Rambla" be proposed for annexation to the City, coordinate with LAFCO (Local Agency Formation Commission) Plan for Service.	LU4.4	DCP
P33	**Ponte Vista.** Develop a Specific Plan to regulate land use and development within the project boundaries, subject to the substantive and procedural requirements of §65460 through §6540 of the California Government Code.	LU4.5	DCP, LADBS
P34	**Expand Visitor Serving Opportunities.** Fund and build a public plaza in the Community Center or Regional Center and provide a potential site for publicly-owned surface parking lots or buildings.	LU7.3, LU11.4	DCP, BID
P35	**Active Downtown and Waterfront Connections.** Improve marketing and parking opportunities; support trolley extension into Downtown from Port; study conversion of 6th Street to pedestrian only between Pacific Avenue and Centre Street. Conduct a pilot program to ascertain the feasibility of a pedestrian only street on 6th Street between Harbor Blvd and Pacific Avenue. Consider a phased approach to street closure to ensure objectives for enhanced business activity are achieved.	LU9.1, LU9.2, LU10.5	LADOT, DCP, BID
P36	**Capitalize on Synergies.** Coordinate with the Port and Chamber of Commerce to: develop joint marketing programs for dining and shopping opportunities, special events, cruise visitor excursions, etc.; develop low-cost means of public transportation that will operate on a frequent schedule between Ports O'Call and the Sixth Street shopping area possible by use of jitneys or trams. The Plan's environmental clearance has evaluated the possibility of extending the Red Car Trolley into Downtown San Pedro, connecting the waterfront promenade with the Downtown shopping area. Further study is warranted.	LU9.2, LU11.7, LU13.1, LU13.2, LU13.3, LU13.4	DCP POLA BID COC

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P37	**Downtown and Waterfront Connections; Harbor Boulevard "Welcome Gateway and Attractive design.** Coordinate with the Port on the design and development of the Town Plaza and Harbor development planned for the waterfront directly east of Downtown. As funding becomes available, develop parkways, landscaped medians, sidewalks with landscape buffers, community gateways, and other elements that maintain and enhance these defining neighborhood features.	LU10.1, LU10.2, LU10.3, LU10.4, LU13.1	POLA, DCP LADOT
P38	**Regional Center and Expand Visitor-Serving Opportunities.** Establish an economic development and revitalization program for Downtown San Pedro.	LU10.5, LU11.1, LU11.2, LU11.3, LU11.4, LU11.5, LU11.6, LU11.8, LU11.9	DCP POLA
P38-B	**Development Agreements.** Promote the use of development agreements for large development projects and consider the incorporation of affordable housing as a community benefit.	LU 11.2	DCP
P39	**Historic Resource Preservation.** Study transfer of Developments Rights as a mechanism to preserve historic resources and/or culturally significant structures in Downtown San Pedro. This will require further tools to potentially allow a transfer of floor-area-ratio between properties.	LU12.4	DCP
P40	**Green the Port.** Coordinate with the Port and community groups to develop strategies to improve air and water quality, aesthetic and view opportunities, and other efforts to minimize Port operational impacts.	LU13.1, LU13.3, LU13.4, CF9.2	DCP, POLA
P41	**Encourage Industry.** Collaborate with the POLA, DCP and elected offices to attract new green and sustainable industry development and industries that can benefit from foreign trade zone status.	LU16.2, LU16.3, LU16.6	CD, DCP, POLA
P42	**Celebrate History.** Support the Boathouse and Pavilion Project for Cabrillo Beach, which would rebuild the boathouse and picnic pavilions originally built for the 1932 Olympics and restore the historic fabric of this site.	LU17.1	POLA
P43	**Recreation and Coastal Resources.** Development which occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	LU19.2, LU19.3	DCP, LADBS
P44	**Utilize Parking Resources.** Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	RAP

Table 6-1
San Pedro Implementation Programs – Mobility

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
	Near Term Programs		
P45	**Complete Streets.** The San Pedro Community Plan implements "complete streets" by adopting a Functional Classification System (Figure 4.1), Modified Street Standards (Figure 4.2), and Priority Streets (Figure 4.3) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit and motorized vehicles.	M1.1	DCP, LADOT
P46	**Mobility for Challenged Users.** Identify locations where access may be improved. Develop a priority list of physical improvements and identify potential funding sources. Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M1.2	DCP, LADOT
P47	**Mobility Enhancement Coordination.** Coordinate with LADOT to develop and implement alternative methods by which to evaluate impacts to the circulation system.	M1.3	DCP, LADOT
P48	**Private Investment for Off-Site Facilities/Amenities.** Develop requirements for new developments to provide bicycle facilities and pedestrian amenities and/or the development of an in lieu fee to cover the cost of dedicating and constructing such public amenities at another location within the community.	M1.4	DCP, LADOT
P49	**Private Investment For Multi-Modal Right-of-Way Design.** Require developments to use the Citywide Design Guidelines in the design of right-of-way that include automobiles, pedestrians, bicycles, and where applicable equestrian/recreational trails.	M1.4	DCP, LADOT
P50	**Grants for Off-Site Facilities/Amenities.** Apply for grants and funding opportunities offered by public agencies such as the Los Angeles County Metropolitan Transportation Authority (Metro) and coordinate with other departments once funding is awarded to administer grants.	M1.4	DCP, LADOT
P51	**Modified Street Standards.** The San Pedro Community Plan implements modified street standards as noted on Fig. 4-2 and Table 4-1.	M1.5	DCP, LADBS
P52	**Watershed Management.** Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. Street Standard Plan S-480-O provides guidance for the design of watershed management in public rights-of-way.	M2.3	DCP, LADOT
P53	**Pedestrian Access.** The Citywide Urban Design Guidelines provide guidelines and standards that implement this policy.	M3.1	DCP, LADOT
P54	**Priority Pedestrian Routes.** The San Pedro Community Plan identifies Pedestrian Priority Streets. Pedestrian Priority Streets include: 6th Street between Harbor Boulevard and Pacific Avenue; 8th Street between Weymouth Avenue and Averill Street; 9th Street between Mesa Street and Meyler Street; and Pacific Avenue between 3rd Street and 9th Street.	M3.2	DCP, HCIDLA
P55	**Pedestrian Amenities in New Development Projects.** New development projects will be required to provide pedestrian amenities where applicable as part of their project review. The Citywide Design Guidelines provide guidelines for implementing this policy.	M3.3	DCP, LADBS

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P56	**Minimize Pedestrian Conflicts.** Study safe routes for skateboards and discourage use of skateboards on other streets.	M3.4	DCP, LADOT
P57	**Safe School Routes.** Collaborate with other agencies to implement Caltrans's "Safe Routes to Schools" programs.	M3.5	DCP, LADOT
P58	**Easements and Public Rights-Of-Way.** The Mobility Plan 2035 implements this policy.	M3.6	DCP, LADOT
P59	**Priority Bikeways.** The San Pedro Community Plan identifies Bicycle Priority Streets. Bicycle Priority Streets include: Grand Avenue between 23rd Street and Summerland Avenue; 9th Street between the westerly CPA boundary and Harbor Blvd.; N. Gaffey Street between 1st Street and northern CPA boundary; 25th Street between the westerly CPA boundary and Gaffey Street; 1st Street between Harbor View and Harbor Blvd.; and Westmont Drive between Western Avenue and Gaffey Street.	M4.1, CF4.1, CF4.2,	DCP, LADOT
P60	**Bikeway Connections.** Ensure that new development provides connections to the existing and proposed bikeway system consistent with the Mobility Plan 2035. Clearly mark bikeways in San Pedro with appropriate signage.	M4.2	DCP, LADOT
P61	**Bicycle Amenities in Transit Stations.** Require that new transit stations consider including bicycle parking in numbers equivalent to 5 percent of automobile parking spaces, with a minimum of ten (10) bicycle parking spaces or lockers.	M4.3	LADOT, METRO
P62	**Bicycle Amenities in New Developments.** Require developments located near transit centers implement amenities such as bicycle lockers, bicycle repair, etc.	M4.3	DCP, LADBS
P63	**Bikeway Network.** Implement the General Plan Framework Greenways Network and designate, where feasible, Class I facilities (bike paths) for those public right-of-way indicated as Greenway Corridors in Figure 6-1 of the General Plan Framework. (Harbor Blvd, Western Ave, Paseo Del Mar, and 25th St west of Western Ave.)	M4.5	DCP
P64	**Transit Connection Coordination.** Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand and review DASH routes, as funding permits.	M5.1	LADOT, METRO, PVPTA, MAX
P65	**DASH Route Review.** Continue to periodically review DASH routes to ensure maximum ridership and optimal bus stop locations.	M5.1	LADOT, METRO
P66	**Shuttle Bus Programs.** Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.1	LADOT, METRO
P67	**Priority Transit Routes.** The San Pedro Community Plan identifies transit priority streets. Transit priority streets include: Western Avenue between Weymouth Avenue and north San Pedro boundary; Harbor Boulevard between Vincent Thomas Bridge and 17th Street; Pacific Avenue between Shepard Street and John S. Gibson Boulevard; 5th Street between Pacific Avenue and Harbor Boulevard; and 7th Street between Harbor Boulevard and Weymouth Street.	M6.1	DCP, LADOT

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P68	**Transit Service Coordination.** Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M6.1	LADOT, DOA, DPSS
P69	**San Pedro Community Plan Area Transit.** Integrate regional and local transit serving the San Pedro Community Plan Area.	M6.4, M5.1, M5.3	DCP, LADOT, METRO
P70	**Priority Motorized Vehicle Routes.** The San Pedro Community Plan identifies motorized vehicle priority streets. Motorized vehicle priority streets include: Western Avenue between 25th Street and north San Pedro border; Gaffey Street between 25th Street and north San Pedro border; 25th Street between Rancho Palos Verdes border and Gaffey Street; and Capitol Drive between Western Avenue and Gaffey Street.	M7.2	RAP, LADOT
P71	**Access Management.** Encourage new development be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking.	M7.3	LADOT
P72	**Drop-Off Areas.** Require adequate drop-off areas for schools, day care, health care, and other uses with intensive passenger drop-off demand.	M7.3	LADBS, LADOT
P73	**Alley Access.** Require parking access from alleys only, where adequate alley access is available.	LU 1.6, M7.4	LADBS, LADOT, DCP
P74	**Emergency Access.** Require new developments address emergency access and egress in site planning.	M7.5	DCP, LADBS
P75	**Tsunami Evacuation Route.** Work with the Emergency Management Department and the Fire Department to change the tsunami evacuation route from 6th Street to 7th Street, should 6th Street be closed to motorized vehicles in the future.	LU1.6, M7.6, CF2.3	EMD, FD
P76	**Emergency Service Providers.** Coordinate with emergency service providers to ensure continued service operations and levels of service.	M7.6	DCP, LADOT, EMD, LAFD, LAPD
P77	**Coordinated Evacuation Routes.** Work with the Emergency Management Department and the Fire Department to develop and maintain emergency evacuation routes in coordination with the City and the County. Develop and distribute public information about emergency evacuation procedures, including signage. Study the disruption of traffic flow as a result of any closure of Paseo del Mar.	M7.6, CF2.3	LAFD, EMD, LADOT
P78	**New Developments and Emergency Regulations.** New discretionary development must prepare a geotechnical report for projects located in liquefaction-prone areas along Paseo Del Mar, as well as comply with the City's Building and Grading Codes and applicable regulatory requirements for liquefaction-related hazards.	LU13.1. M7.6, CF2.3	LADBS
P79	**Traffic Calming - Overnight Parking Regulations.** Enforce overnight parking regulations for recreational vehicles in residential neighborhoods.	M8.1	LADOT
P80	**Traffic Mitigations for Development.** Require new development projects to incorporate adequate driveway access to prevent auto queuing, and minimize disturbance to existing traffic flow with proper ingress and egress to parking.	M8.2	DCP, LADOT

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P81	**Transportation Management Associations.** Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	**Efficient Truck Movement.** The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north San Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	**On-Site Loading.** The CPIO regulations for industrial districts address location and appearance of loading areas. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address. Require that site plan review for mixed-use and commercial developments incorporate adequate loading areas.	M10.3	DCP, LADOT
P84	**Efficient Truck Movement.** Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	**Convenient Parking.** Encourage the business community and property owners to provide public auto and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas for employee parking in major commercial areas.	M11.4	LADOT, LADBS, METRO, Community
P86	**Scenic Highways.** The Plan and the Mobility Plan 2035 identifies scenic highways. Scenic highways located within the San Pedro CPA include: 25th Street between the westerly Plan area boundary and Western Avenue; Paseo Del Mar; Harbor Boulevard; and Western Avenue between 25th Street and Paseo Del Mar.	M13.1	DCP, LADOT
P87	**Development near Scenic Highways.** Implement the Scenic Highways Guidelines established by the Mobility Plan 2035 where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	**Recreation Trails.** Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
	Long Term Programs		
P91	**Transit and Sidewalk Repairs.** Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	**Transit Amenities.** Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved crosswalks, and benches at all stops on arterial streets, as funding permits.	M6.2	METRO, BSS, LADOT, BSL
P93	**Priorities for Capacity Enhancement.** Implement traffic control systems that optimize traffic flow throughout a network and provide priorities for high-capacity bus systems. All signalized intersections on arterial streets within the San Pedro Community Plan Area should be integrated with the City's Advanced Traffic Control System (ATCS).	M7.1	LADOT, METRO

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P94	**Parking Management Districts.** Require developers of mixed-use projects to utilize shared parking concepts into the project design.	M11.1	DCP
P95	**Regional Coordination.** Coordinate with other agencies to designate and develop bicycle trails. Work with South Bay Cities Council of Governments (SBCCOG) and the City of Long Beach to improve shuttle services to the Ports of Los Angeles and Long Beach.	M4.4, M5.3, M9.1	POLA, RAP, BOE, DCP, CoDRP, City of Rancho Palos Verdes, METRO, LADOT
P96	**Development at Transit Nodes.** Develop alternative traffic mitigation measure, such as credits for integrating flex-bike/car options, into new development. Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system.	M5.2	LADOT, DCP
P97	**Priorities for Capacity Enhancements - Traffic Information.** Provide information to motorists about alternative routes and modes of travel using changeable message signs, highway advisory radio, and/or other appropriate traffic management techniques.	M7.1	LADOT, CALTRANS
P98	**Priorities for Capacity Enhancements - Turn Lanes and Parking Restrictions.** Provide right and left turn lanes on arterial streets where warranted. Implement peak-hour parking restrictions and striping for additional lanes along Arterials where feasible and warranted.	M7.1	LADOT
P99	**Industrial Center Siting.** Coordinate with Caltrans to improve direct freeway access to the Port, distribution centers and other industrial districts.	M10.1	LADOT, CALTRANS, DCP
P100	**Convert Surface Lots to Structures.** Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	M11.3	LADOT, POLA Community
P101	**Convenient Parking.** Encourage the business community to consider offering monthly parking leases to Metro commuters and/or dedicated parking spaces for shared public vehicles and bicycles.	M11.4	METRO, Community
P102	**Performance Based Parking Supply.** Conduct a parking needs assessment to identify parking supply in selected districts. Where assessments indicate potential excess exists, implement a parking program with "pooled" Parking Resources to satisfy parking requirements for change of use projects.	M11.2	DCP, LADOT
P103	**Park Once Strategy.** Support the installation of automated parking guidance systems where appropriate in City-owned facilities and encourage their use in privately-operated facilities.	M12.2	DCP, LADOT, BID
P104	**Priority Parking for Alternative Fuel Vehicles.** Develop parking priority areas and the provision of spaces for alternative fuel vehicles for new major development projects. Encourage separate businesses to share parking in mixed use centers.	M12.3	DCP, LADBS
P105	**Recreation Trails.** Development that occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	M13.3	DCP, LADBS
P106	**Harbor Blvd Welcome Gateway and Attractive Design.** Study the use of the Caltrans Park and Ride facility for redevelopment and joint parking opportunities.	M10.2, M10.4	DCP

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P107	**Streetscapes.** Implement streetscape plans for: 6th Street between Pacific Avenue and Harbor Boulevard; N. and S. Gaffey Street; and Western Avenue.	M2.1	DCP, LADOT, BOE, RAP, BSS, UF, BSL, RPV
P108	**Special Events.** Prepare and implement special traffic management plans to reduce the impact of street closures associated with special events.	M2.2	LADOT, BSS, LAPD
P109	**Regional Transit Connections.** Collaborate with Metro to support the potential future extension of the Metro Green Line and/or Harbor Subdivision Light Rail to serve the San Pedro Downtown and Community Plan Area. For any future rapid transit line serving San Pedro, utilize the existing railroad right-of-way along Front Street/ Harbor Boulevard, with a terminal station and related parking located in the vicinity of the existing rail classification yard along Sampson Way south of Sixth Street.	M5.3	LADOT, DCP, METRO, Community
P110	**Integrate Transit.** Extend the existing Red Car or implement a trolley, train, or other local serving system, to facilitate improved circulation throughout Downtown San Pedro and the adjacent waterfront. Elements could include a trolley linking Ports O' Call, Downtown San Pedro, and the World Cruise Center, Harbor Freeway HOV lane and San Pedro Park and Ride lot, local service and express busses to Downtown Los Angeles and other regional destinations, and a community connector to Downtown Long Beach and the Blue Line.	M6.4	CALTRANS, LADOT, DCP, POLA, Metro
P111	**Traffic Calming.** Implement neighborhood preferential parking where appropriate. Protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce/control speeding and measures to reduce traffic volumes on neighborhood local streets. Street closures, street gating, and street vacations are not supported. Utilize Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas. Encourage the Department of Transportation to develop procedures to handle complaints and work with neighborhoods to develop these protection plans.	M8.1	LADOT
P112	**Alternatives to the Automobile.** Coordinate with LADWP to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development. Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. These programs utilize 100% electric, zero emission local use vehicles (LUV) that are small, short range and low speed for taking 'local' trips around neighborhoods.	M9.3	DCP, SCAG, SBCCOG, LADOT
P113	**TDM Plans.** A TDM program for Downtown San Pedro to be administered by a Transportation Management Association should be implemented.	M9.4	DCP, Community
P114	**Reclaimed Land and Underutilized Public Rights-Of-Way for Bikeways.** Pursue rails-to-trails or other ROW conversions incorporating bike paths where appropriate.	M3.7, M4.5	BOE, LADOT

Table 6-1
San Pedro Implementation Programs – Community Facilities and Infrastructure

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
	Near Term Programs		
P115	**Adequate Police Facilities and Service.** Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.	CF1.1	LAPD, BID
P116	**Design for Security.** Implement Design guidelines in CPIO of this Community Plan to address landscaping, lighting, design for multiple-family residential developments.	CF1.2	DCP
P117	**Safe Recreational Facilities.** Discretionary review can ensure recreational facilities in multiple-family residential developments are designed to provide adequate visibility and security.	CF1.4	DCP
P118	**LAFD Project Review.** The DCP coordinates with LAFD for new subdivisions and other related development.	CF2.2	FD
P119	**Integrated Library Facilities.** Site libraries in commercial centers, community centers, office buildings, pedestrian oriented areas, or similarly accessible facilities. Collaborate with the Library Department and private property owners to incorporate such facilities in development projects in desirable locations.	CF3.2	DCP, LAPL
P120	**Compatible School Sites.** Design fencing to enable community connection and discourage chain-link fencing around school properties. Develop design criteria to ensure that new schools are sited and designed to complement the existing identity of stable single and multiple family residential neighborhoods.	CF4.2	DCP, LAUSD
P121	**Joint Use of Facilities with LAUSD.** Encourage LAUSD and the Department of Recreation and Parks and other agencies to continue the shared-use program for facilitating the shared use of schools and recreational facilities in San Pedro.	CF4.2, CF4.4	DCP, LAUSD
P122	**Recreational Amenities.** Implement standards for trails as outlined by the Department of Recreation and Parks and Recreational Trails Design Guidelines.	CF5.7	RAP
P123	**Natural Terrain.** The provisions of the San Pedro Coastal Land Use Plan and Specific Plan implement this policy. The Department of Building and Safety is responsible for administering the Grading provisions of the Building and Safety Code of all projects.	CF6.3	DCP, DBS
P124	**Protect Wildlife Habitat, Protect Open Space.** Maintain all open space designations within the San Pedro CPA. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks. Rehabilitate shoreline, beach, and parking areas at Royal Palms State Beach.	CF6.1, CF6.2, CF6.7, LU18.5, LU19.1	DCP
P125	**Protect Open Space and Public Views.** The San Pedro Coastal Land Use Plan (LUP) and the San Pedro Specific Plan provide restrictions on heights of structures to protect coastal resources and preserve views from the public right of way. Scenic Highways provide restrictions to preserve public views.	CF6.1, CF6.2, LU18.3	DCP, DBS
P126	**Dedication of Open Space.** Require new large scale commercial development in the Regional Center to provide green spaces, a major public plaza, community garden space or other community recreational amenities onsite.	CF5.5, LU11.8	DCP, RAP

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P127	**Sustainable Design.** Develop measures that reduce heat gain from pavement and other hardscaping for new development. These measures could include: reinstating the use of parkway strips to allow shading of streets by trees; including shade trees on south and west facing sides of structures, and in surface parking lots; including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas, Installing cool roofs, green roofs, and utilization of cool paving for pathways, parking and other roadway surfaces; and use of paving materials with a Solar Reflective Index (SRI) of 29, or open grid paving systems.	CF7.5	DCP, DBS, BOE
P128	**Street Trees.** Continue tree planting efforts along Pacific Avenue to place new shade trees between Oliver and 23rd Streets.	CF7.3, CF7.4	UF
P129	**Conserve Water.** Continue to implement existing water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. These measures include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, the use of recycled water for irrigation, and minimizing the amount of non-roof impervious surfaces around buildings.	CF8.1	DWP
P130	**Water Distribution, Recycling, Recharge.** The Integrated Resources Plan (IRP) addresses facility options for wastewater, stormwater, and recycled water needs.	CF8.1, CF8.3, CF9.3, CF11.1, CF11.2, CF11.3	DWP, DCP, BOS
P131	**Wastewater Output.** Repair and replace older sewer facilities as needed as part of the 10-year LA Sewers Program and the Collection System Settlement Agreement (CSSA), which defines the maintenance and construction projects and schedules.	CF9.1	DWP
P132	**Wastewater Treatment.** A portion of the treated effluent from the City's four wastewater treatment plants is provided to LADWP to meet recycled water demands. LADWP is working closely with the Los Angeles Bureau of Sanitation (BOS) to significantly expand the recycled water "purple pipe" network, and implement groundwater recharge with advanced treated wastewater.	CF9.3	DWP, BOS
P133	**Recycling and Waste Reduction.** Evaluate the participation of all multiple family, commercial, and industrial developments to participate in recycling programs and on-site resource separation, and encourage recycled materials to be picked up and appropriately recycled on a weekly basis at minimum, as a part of the development's regular solid waste disposal program.	CF10.1	DCP
P134	**Recycling of Construction Materials.** Continue to implement the City's Green Building Ordinance, which mandates a standard of sustainability for new development and major redevelopment of large projects, and incentivizes a voluntary standard of sustainable excellence for all projects.	CF10.2	DCP, LADBS
P135	**Reuse of Stormwater.** Support the City's Rainwater Harvesting program which allows residents to capture rainwater directly in barrels on their property and use it later for lawn irrigation, reducing the amount of urban runoff.	CF11.1	BOE
P136	**Undergrounding of Electrical Facilities.** Expand the use of LADWP Utility Infrastructure Loan Program, which assists qualified businesses with short-term, low cost financing options for undergrounding utilities.	CF12.3	DWP
P137	**Efficient and Safe Street Lighting.** Replace existing street lighting with LED solid-state fixtures in lieu of HPS fixtures.	CF13.1	DWP

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P138	**Enhanced Pedestrian Lighting.** See CPIO for guidelines regarding special pedestrian lighting in commercial centers or neighborhood districts.	CF13.2	BSL, BID
	Long Term Programs		
P139	**Adequate Library Facilities.** Coordinate with LAPL to identify an appropriate site and study the construction of a new library in western San Pedro, as identified in the 2007 LAPL Branch Facilities Plan's Proposed Project List.	CF3.1	LAPL
P140	**Joint-Use Libraries.** Support the incorporation of such facilities when the LAPL and private property owners develop joint development projects.	CF3.3	LAPL
P141	**Accessible Schools (Bikeway Connections).** Encourage the location of new schools in areas where established and/or planned walkways, bicycle paths, or greenways link the schools with the surrounding uses. Develop design criteria that will help ensure compatibility between the public schools and the surrounding neighborhood character.	CF4.1, CF4.2, M4.1	LAUSD, DCP
P142	**Joint Use of Facilities with LAUSD.** Encourage LAUSD to incorporate recreational elements in the design of school facilities where appropriate, such as children's play areas, rooftop courts, pocket/mini parks and usable public plazas. Develop school-specific agreements with LAUSD, to enable communities to jointly use schools for recreational purposes that are accessible to surrounding neighborhoods.	CF4.4	LAUSD
P143	**Neighborhood Schools, Joint Use of Facilities with LAUSD.** Develop plans to address issues of siting and joint use of facilities including strategies for expansion in areas served by transit.	CF4.3, CF4.4	LAUSD
P144	**Joint Use of Facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in San Pedro.	CF5.3	LAPL
P145	**Increase Open Space and Parks.** Construct new neighborhood parks, as land and funding become available in the northeast and southeast portions of the community. Identify and prioritize sites for new parks and submit applications for federal and state grants.	CF5.2	RAP, DCP
P146	**Illumination for Safety.** Identify parks in San Pedro that are inadequately illuminated so that they can be used safely by residents. Develop a budget and schedule to install or improve proper lighting. Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.	CF5.10, CF1.3	RAP, DCP
P147	**Identify Surplus Properties.** Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks, and recreational facilities.	CF5.4	GSD, DCP
P148	**Dedication of Open Space, Integrate Reservation Sites.** Include provision for public open space in future discretionary developments where feasable in Downtown, the Fort MacArthur Reservation sites, Rancho San Pedro and Northeast San Pedro.	CF5.5, LU4.3	DCP

Table 6-1:

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P149	**Locate Parks Near Residential Areas.** Increase public open space and recreational amenities in areas such as the Downtown, where higher density housing is located.	CF5.9	DCP
P150	**Regional Coordination.** Coordinate with State agencies to include identified significant ecological areas in preserves, refuges, or other appropriate State preservation areas. Study an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.	CF6.7	DCP, RAP
P151	**Tree Selection, More Trees.** Decision makers evaluating development projects requiring discretionary approvals, should require on-site trees. Require on-site trees in new development projects as a condition of approval for all cases. Trees that maximize sustainability, with a preference for native and drought tolerant species, are recommended. Conduct Tree Planting Projects as public-private partnerships.	CF7.1, CF7.2, CF7.3	DCP, Community
P152	**Conserve Water.** Support construction of water lines to permit the use of advance treated recycled water for irrigation of public parks, and large private and government owned landscaped areas, such as the Upper Reservation of the former Fort MacArthur and golf courses.	CF8.1	DWP
P153	**Water Conservation for Projects.** Identify improvements and methods to provide water supply to support development, improve its reliability, and reduce the City's dependency on imported water through feasible reuse, water conservation measures, and identify existing available incentive programs.	CF8.2	DWP
P154	**Wastewater Output.** Implement water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. Adopt a Low Impact Development ordinance.	CF9.1	BOE, LADBS, DCP
P155	**Wastewater Treatment.** Support the Bureau of Sanitation's Biosolids Environmental Management program which recovers residues, known as biosolids, from its wastewater treatment plants. The Hyperion Treatment Plant and the Terminal Island Treatment Plant are responsible for managing the biosolids that are produced from the wastewater processing.	CF9.3	BOS
P156	**Compatible Design, Renewable Energy Sources.** Support the continuation and potential expansion of the Terminal Island Renewable Energy Project.	CF12.2, CF12.5	DPW
P157	**Adequate Services.** Update San Pedro facilities and services in City's Capital Improvement Program (CIP)	CF1.1, CF2.1, CF3.1, CF8.3, CF10.3, CF11.1, CF12.1, CF13.1	DCP, DPW, LAPD, LAFD, LADOT, BOE, BOS, RAP, LADWP
P158	**Sustainable Materials for Drainage.** Study a maximum building/paving lot coverage ratio to allow for the implementation of Standard Urban Stormwater Mitigation Plans (SUSMP) and infiltration systems.	CF11.2	BOE, LADBS, DCP
P159	**Coordinate with LADWP, Compatible Design.** Support and encourage co-generation projects for commercial and industrial facilities, provided they meet all applicable air quality standards, are compatible with surrounding uses.	CF12.1, CF12.2	DWP

LIST OF TERMS

ACE
Arts, Cultural and Entertainment District

AFB
Air Force Base Authority

AGF
Above Ground Facilities

ATCS
Advanced Traffic Control System

BID
Business Improvement District

BOE
Bureau of Engineering (Public Works)

BOS
Bureau of Sanitation

BSL
Bureau of Street Lighting (Pubic Works)

BSS
Bureau of Street Services (Public Works)

CALTRANS
State of California Department of Transportation

CARB
California Air Resources Board

CC
City Council

CD
Council District

CDO
Community Design Overlay

COC
Chamber of Commerce

CLARTS
Central Los Angeles Recycling and Transfer Station

CoDRP
Los Angeles County Department of Regional Planning

CPA
Community Plan Area

CPIO
Community Plan Implementation Overlay

CRA/LA
Community Redevelopment Agency/Los Angeles

CSSA
Collection System Settlement Agreement

DCP
Department of City Planning

DOA
Department of Aging

DOD
Department on Disabilities

DPSS
Los Angeles County Department of Social Services

DPW
Department of Public Works

EIR
Environmental Impact Report

EMD
Emergency Management Department

EMS
Emergency Medical Service

WFEMA
Federal Emergency Management Association

HACLA
City of Los Angeles Housing Authority

HAS
Hyperion Service Area

HCIDLA
Los Angeles Housing + Community Investment Department

HOV
High Occupancy Vehicle

HPOZ
Historic Preservation Overlay Zone

GSD
General Services Department

ILWU
International Longshore and Warehouse Union

IRP
Integrated Resources Plan

LABS
Los Angeles Bureau of Sanitation

LACFCD
Los Angeles County Flood Control District

LADBS
Los Angeles Department of Building and Safety

LADOT
Los Angeles Department of Transportation

LADWP
Los Angeles Department of Water and Power

LAFCO
Local Agency Formation Commission

LAFD
Los Angeles Fire Department

LAMC
Los Angeles Municipal Code

LAPD
Los Angeles
Police Department

LAPL
Los Angeles Public Library

LAUSD
Los Angeles Unified
School District

LEED
Leadership in Energy
and Environmental Design

LCP
Local Coastal Program

LUP
Coastal Land Use Plan

LUV
Local Use Vehicle

MAX
Municipal Area Express

METRO
Los Angeles County
Metropolitan Transit Authority

MWD
Metropolitan Water District

NEV
Neighborhood Electric Vehicles

PHEV
Plug in Electric Vehicle

POLA
Port of Los Angeles

PVPTA
Palos Verdes Peninsula Transit Authority

RAP
Department of
Recreation and Parks

RPV
City of Rancho Palos Verdes

SAFE
Solvents, Automotives, Flammables,
and Electronics

SBCCOG
South Bay Cities
Council of Governments

SCAG
Southern California
Association of Governments

SRCIP
Solid Resources
Capital Improvement Program

SRI
Solar Reflective Index

SRO
Single Room Occupancy

SSMP
Sewer System Management Plan

SURVEYLA
Los Angeles Historic Resources Survey

SUSMP
Standard Urban Stormwater
Mitigation Plans

SWMPP
Los Angeles Solid Waste
Management Policy Plan

TDM
Transportation Demand Management

TISA
Terminal Island Service Area

TIWRP
Terminal Island Water
Reclamation Plant

TMA
Transportation
Management Association

TSM
Traffic System Management

UF
Urban Forestry (Public Works)

USAF
United States Air Force

VMT
Vehicle Miles of Travel

ZEV
Zero Emission Vehicle





Los Angeles Department of City Planning • October 2017

EXHIBIT A3:

Existing General Plan Land Use Map

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

San Pedro Community Plan

General Plan Land Use Map

A Part of the General Plan of the City of Los Angeles

General Plan Land Use - *Corresponding Zones*

Single Family Residential

Low II [7]	*- R1*

Multiple Family Residential

Low Medium I [7]	*- R2, RD3, RD4*
Low Medium II [7]	*- RD1.5, RD2*
Medium	*- R3*
High Medium	*- R4*

Commercial

Neighborhood Commercial [7]	*- C1, C1.5, C2, C4, R3, RAS3*
Community Commercial	*- CR, C1.5, C2, C4, R3, RAS3, R4, RAS4*
Regional Commercial	*- C2, C4, R4, RAS4, R5*

Industrial [8]

Limited Industrial	*- M1, MR1*
Light Industrial	*- M2, MR2*
Hybrid Industrial	*- CM*
Heavy Industrial	*- M2, M3*

Public Space; Public Facilities

Open Space	*- OS, A1, SL*
Public Facilities	*- PF*
Public Facilities - Freeways	*- PF*

Service Systems

- Animal Shelter
- City Hall
- Community Park
- Cultural/Historical Site
- Fire Station
- Health Center/Hospital
- Historic/Cultural Monument
- Important Ecological Area
- Maintenance Yard
- Municipal Off Street Parking
- Municipal Office Building
- Neighborhood Park
- Park and Ride Lot
- Police Station
- Post Office
- Power Distribution Station
- Private Golf Course
- Private Junior High
- Private Senior High
- Proposed Community Park
- Proposed/Expansion Public Elementary School
- Proposed/Expansion Public Junior High School
- Proposed/Expansion Public Senior High School
- Public Elementary School
- Public Senior High School
- Pumping Station
- Refuse Collection Center
- Regional Library Proposed Expansion
- Regional Park
- Scenic View Site
- Special School Facility
- Water Tank Reservoir

Administrative Boundaries

- Community Plan Area (CPA)
- Coastline Boundary

Administrative Notes

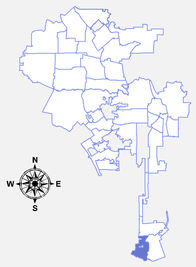
1. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations. Zone established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
2. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
3. Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California code and to City's Open Space Plan.
4. Boxed symbols denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
5. Circled symbol indicates need for upgrading. Upgrading could involve on-site improvements, replacement of facilities and/or expansion of the site. It does not designate any specific private property for acquisition.
6. Local streets and freeways are shown for reference only.

Plan Footnotes

7. Height District 1XL (2 stories or 30 feet) for Low II and Low Medium I and II Residential, and Neighborhood Commercial Designations.
8. No storage of hazardous materials, including any liquid or solid bulk which are flammable, explosive or produce a flammable, toxic or suffocating gas if released, shall be permitted, except incident to manufacturing uses conducted on a subject property for industrial properties.

Notes:

A. The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (cityplanning.lacity.org)
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City of Los Angeles Department of City Planning Zone Information & Map Access System (ZIMAS) web site (zimas.lacity.org)
D. All reference information is intended for informational purposes only. See ZIMAS for more information.



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Sources: Los Angeles Department of City Planning
Council File No. 17-1044
Case No. CPC-2009-1557-CPU
Adoption Date : October 4, 2017

0 500 1,000 2,000 3,000
Feet

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EXHIBIT A3

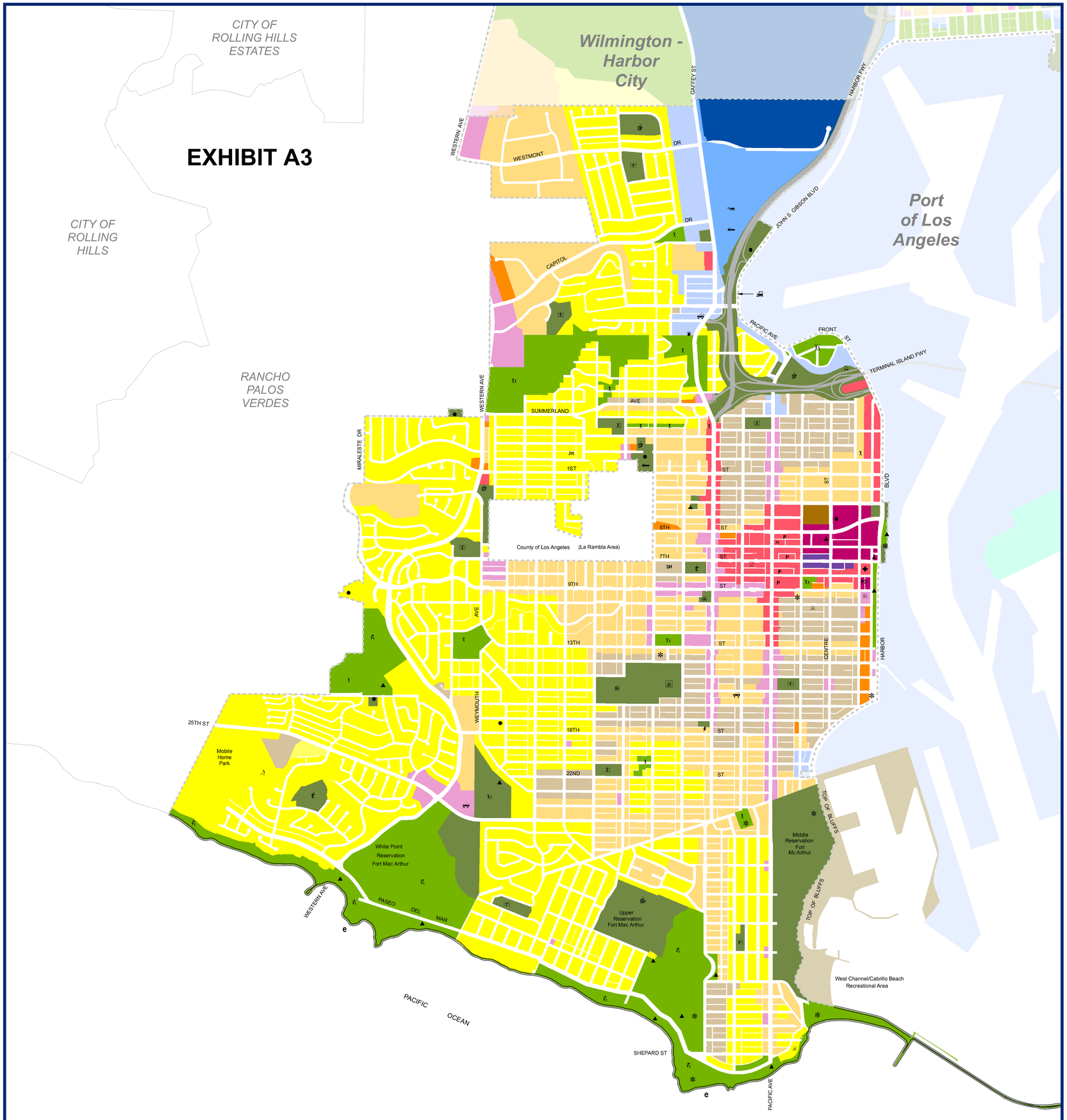


EXHIBIT A4:

Proposed General Plan Land Use Map

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

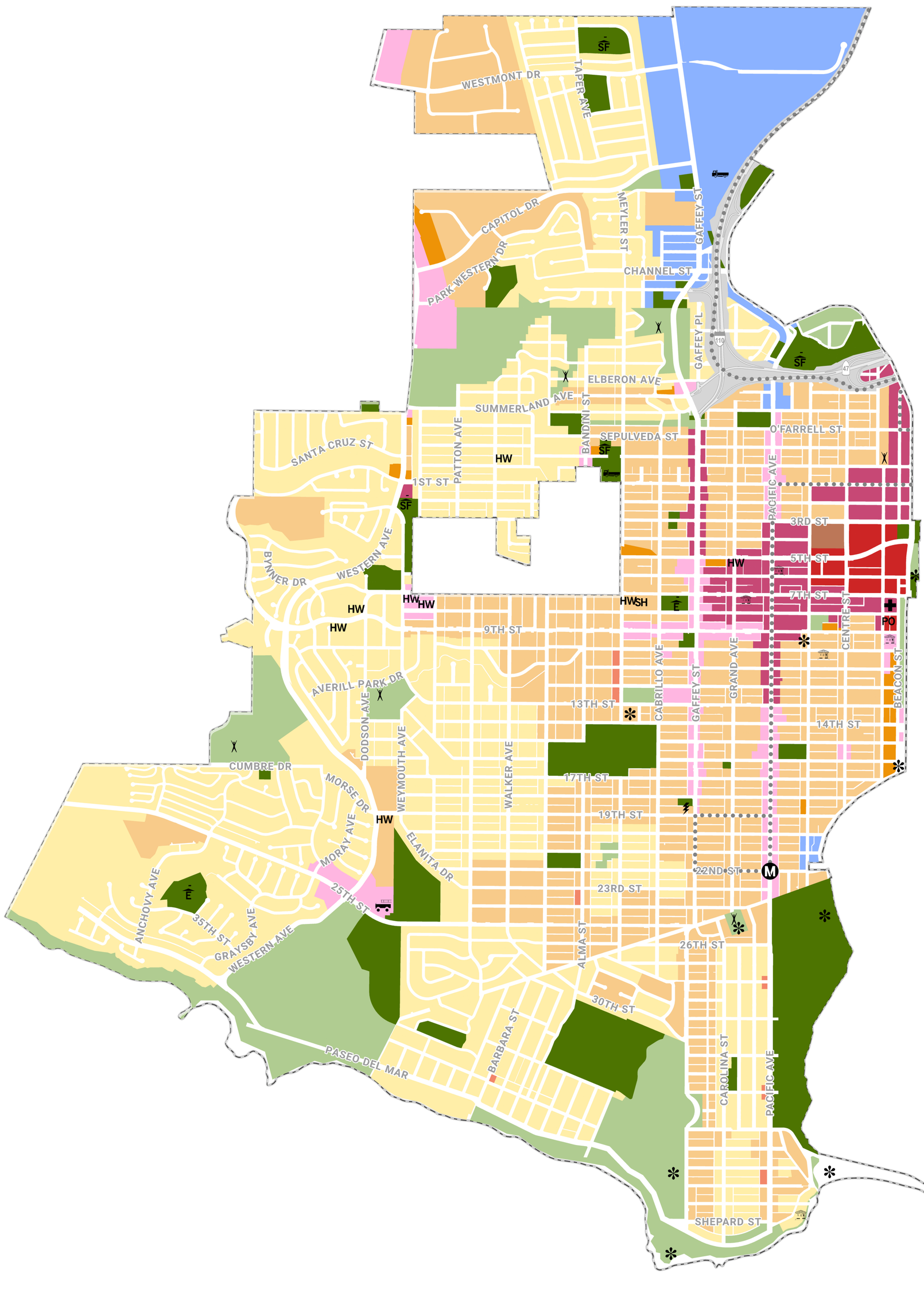
For consideration by the City Planning Commission

June 11, 2026

PROPOSED GENERAL PLAN LAND USE DESIGNATION MAP
San Pedro Community Plan

EXHIBIT A4

GENERAL PLAN DESIGNATION	PROPOSED LAND USE — CORRESPONDING ZONING DISTRICTS: FORM	USE	DENSITY	SPECIAL DISTRICT
Regional Center	MM3, HB7	CX7	4	---
Community Center	LM15, LM16, MM2, MM3, MB12, DM6	CX7, CX9, RG2	8, 4	OSP
Neighborhood Center	LM8, LM9, MM3	CX5, CX6 CX7, CX9	15, 12, 8, 4,	---
High Medium Residential	DM6	RG2	4	---
Medium Residential	LM8, LN2, VN2	RG2	10, 8	---
Medium Neighborhood Residential	LM8, LM9	RX4	15, 8	---
Low Medium Residential	HLG5, H2, VN2, LN2	RG2	2L, 60, 30, 20, 15, 10	---
Low Residential	HLG5, HH1, H1	RG2, RG3	1L	---
Light Industrial	LB3, LF3	I5, I6	N	---
Open Space	HH1, LG5, VF2	A1, OS1, OS2	1L, N	SL
Public Facilities	LG5, HH1, VN2, VF2, LB3, LF3, LM9, MM3, MB3	P1, P2	1L, 2L, 20, 15, 12, 8, 4, N	---
Public Facilities - Freeways	---	---	---	FWY



SERVICE SYSTEMS

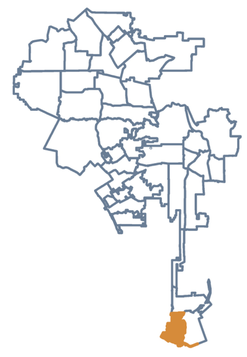
- Power Distribution Station
- Cultural/Historical Site
- Health Center/Hospital
- Power Receiving Station
- Fire Station
- Public Elementary School
- Public Senior High
- Private Senior High
- Private Elementary School
- Neighborhood Park
- Community Library
- Post Office
- Special School Facility
- Maintenance Yard
- Private Special School
- House of Worship
- Cemetery
- Historic/Cultural Monument

TRANSPORTATION

- Metro Stations
- Metro Rail Lines
- Freeways

PLAN BOUNDARIES

- Community Plan Area



N

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Miles

SPRING 2026

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Randy Price
Division Manager
Mapping and Land Records Division
Bureau of Engineering / Department of Public Works
City of Los Angeles

EXHIBIT A5:

General Plan Land Use Change Map and Matrix

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

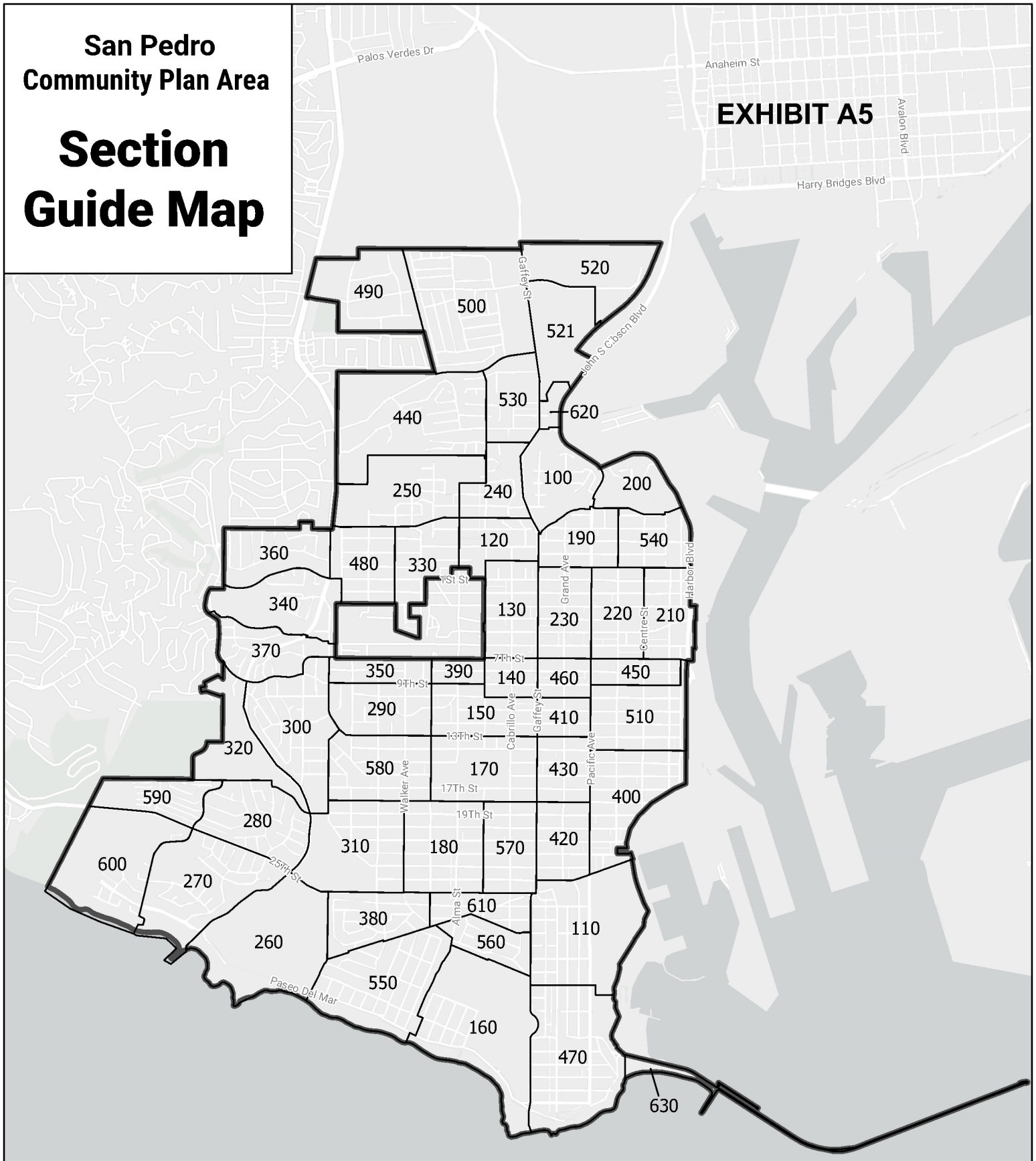
For consideration by the City Planning Commission

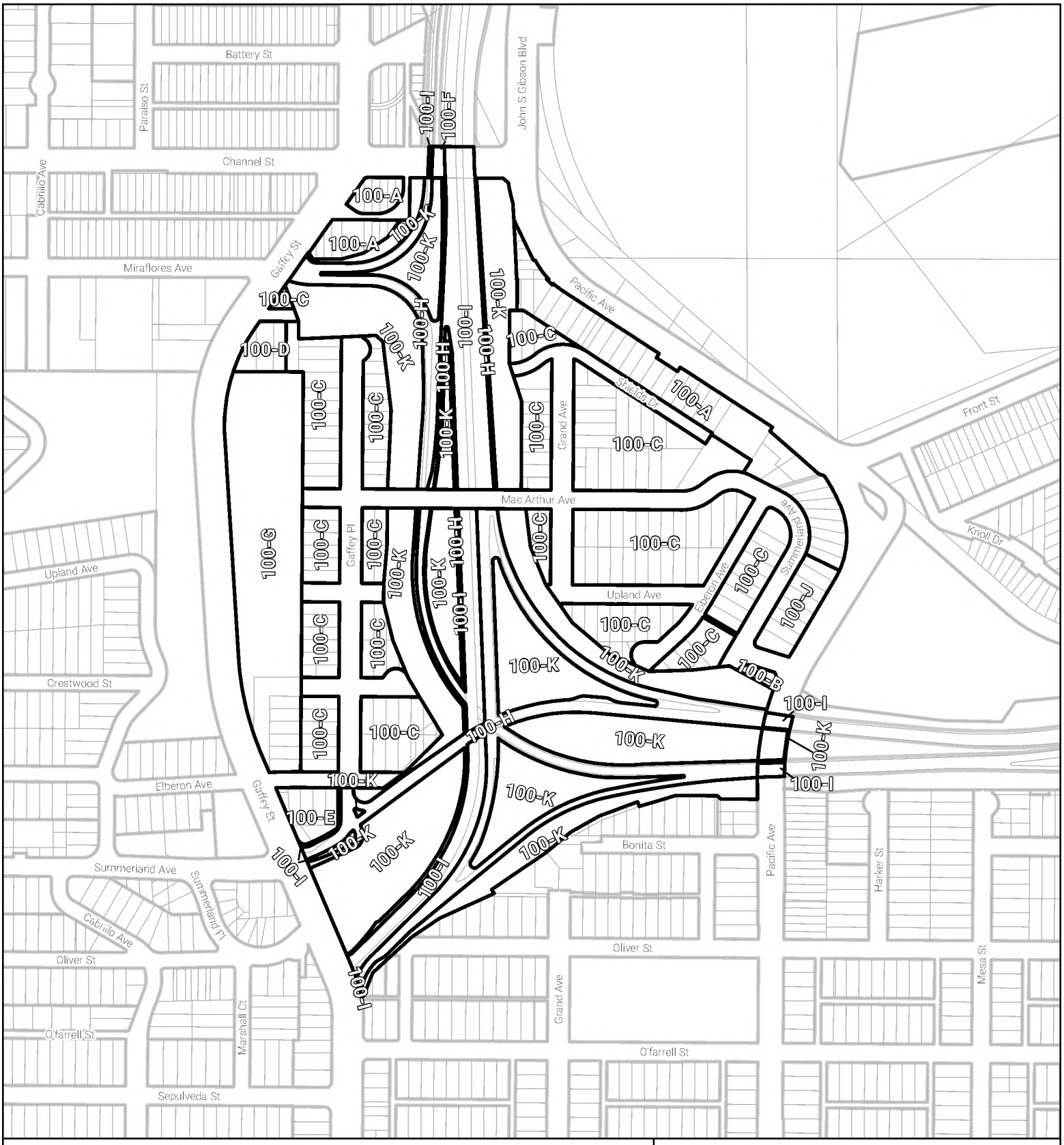
June 11, 2026

San Pedro
Community Plan Area

Section Guide Map

EXHIBIT A5





GPLU MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J, 100-K

Section:

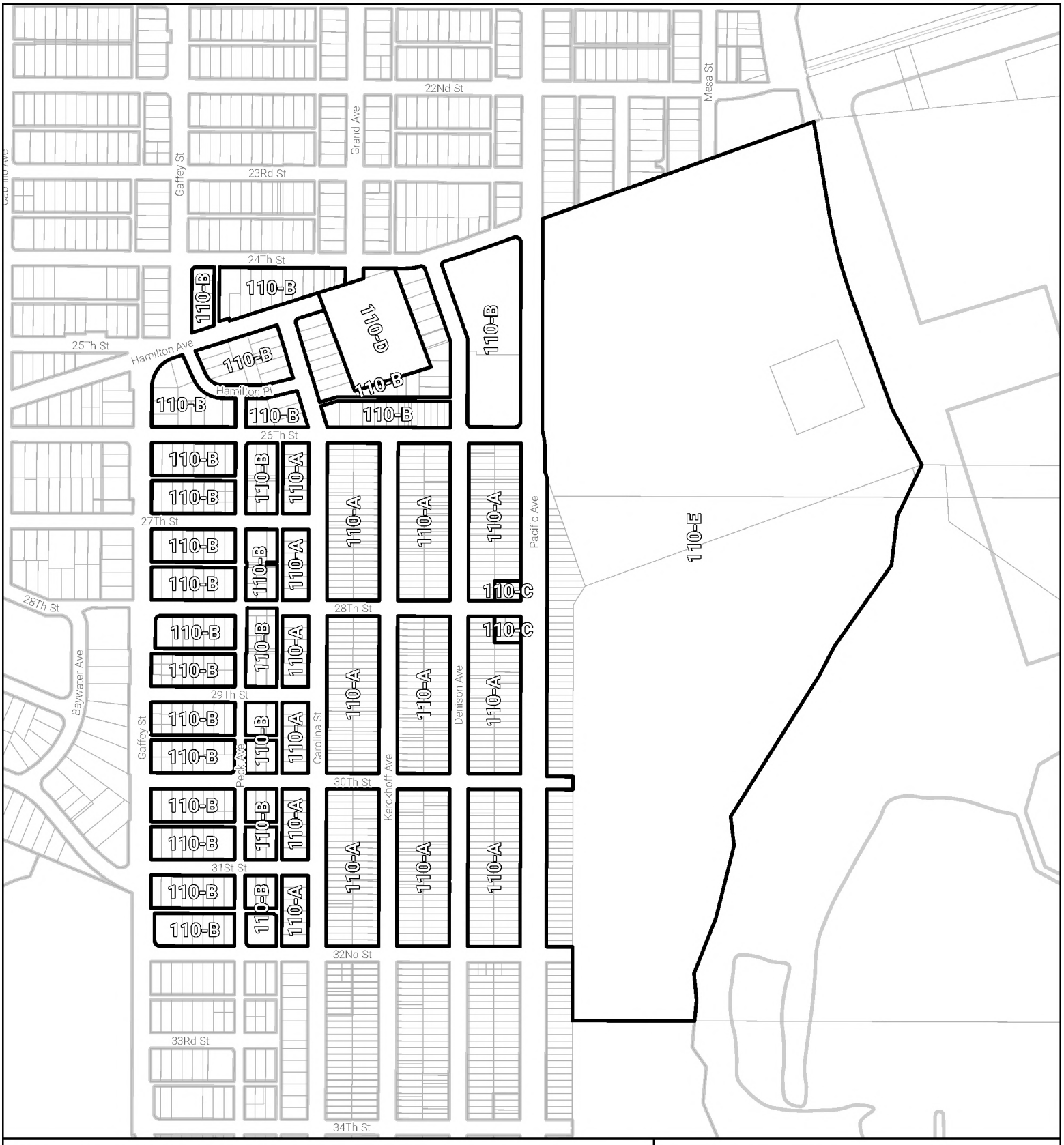
100

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

110-A, 110-B, 110-C, 110-D, 110-E

Section:

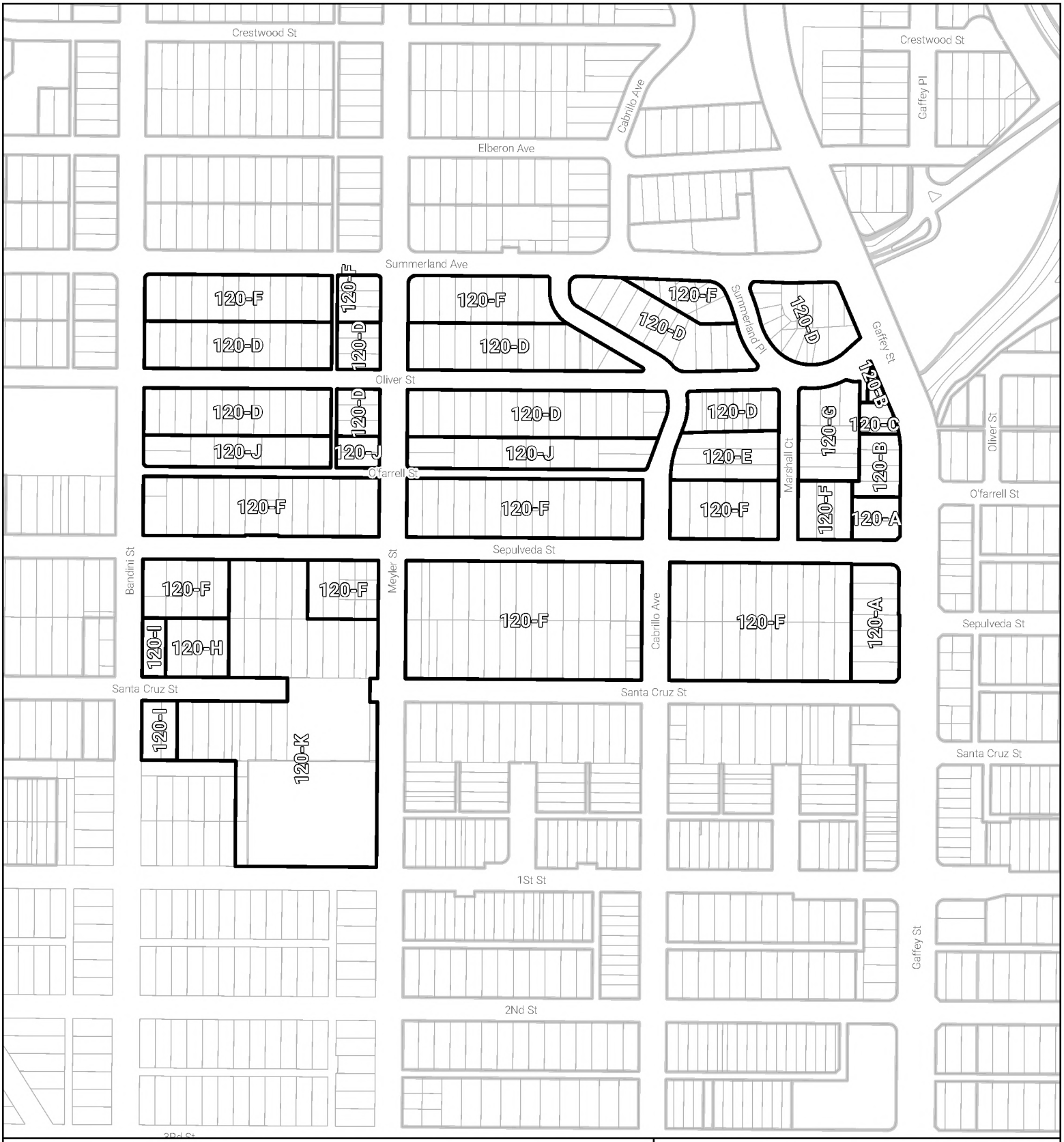
110

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C, 120-D, 120-E, 120-F, 120-G, 120-H, 120-I, 120-J, 120-K

Section:

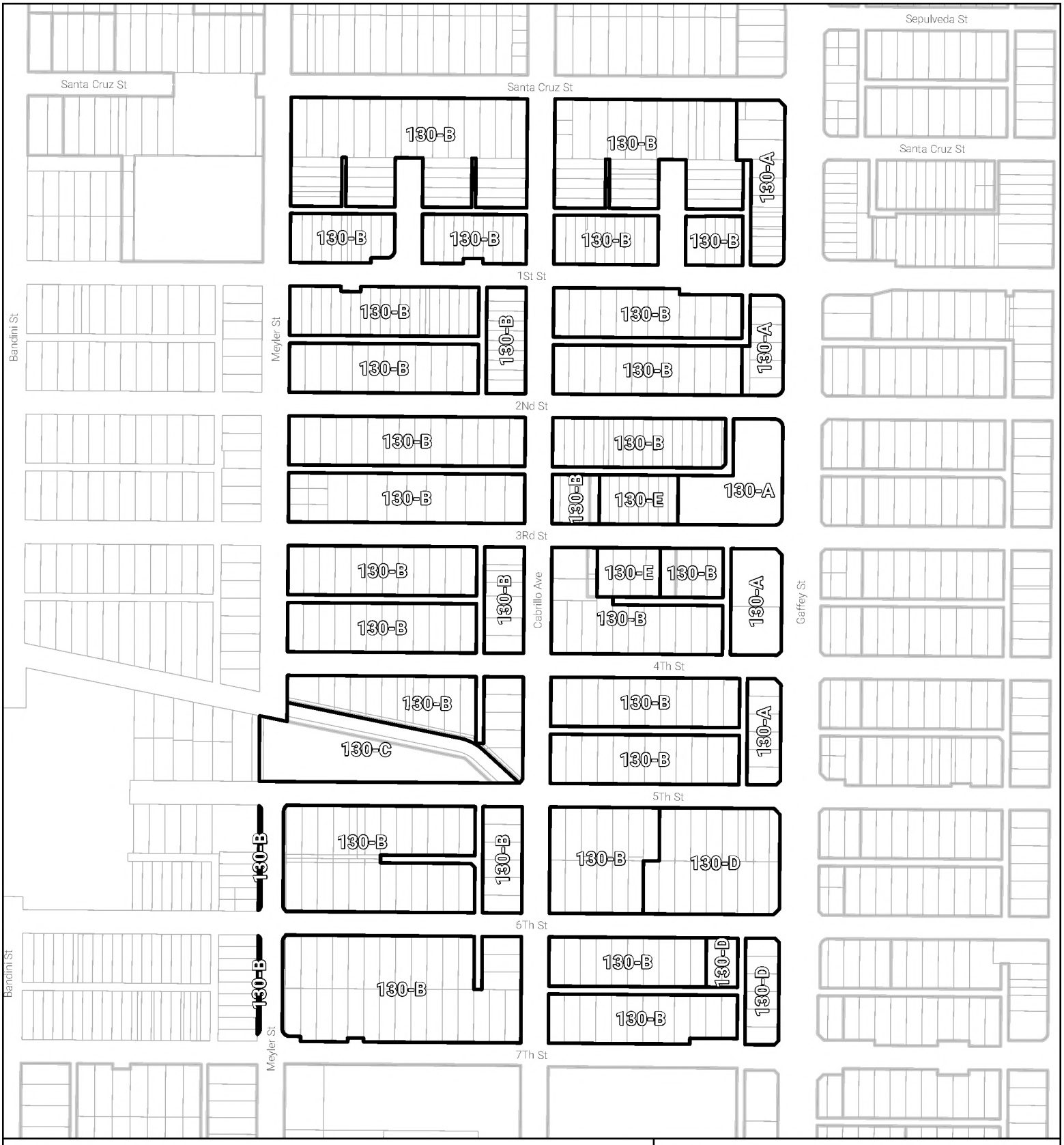
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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E

Section:

130

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D

Section:

140

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D

Section:

150

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C

Section:

160

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D, 170-E

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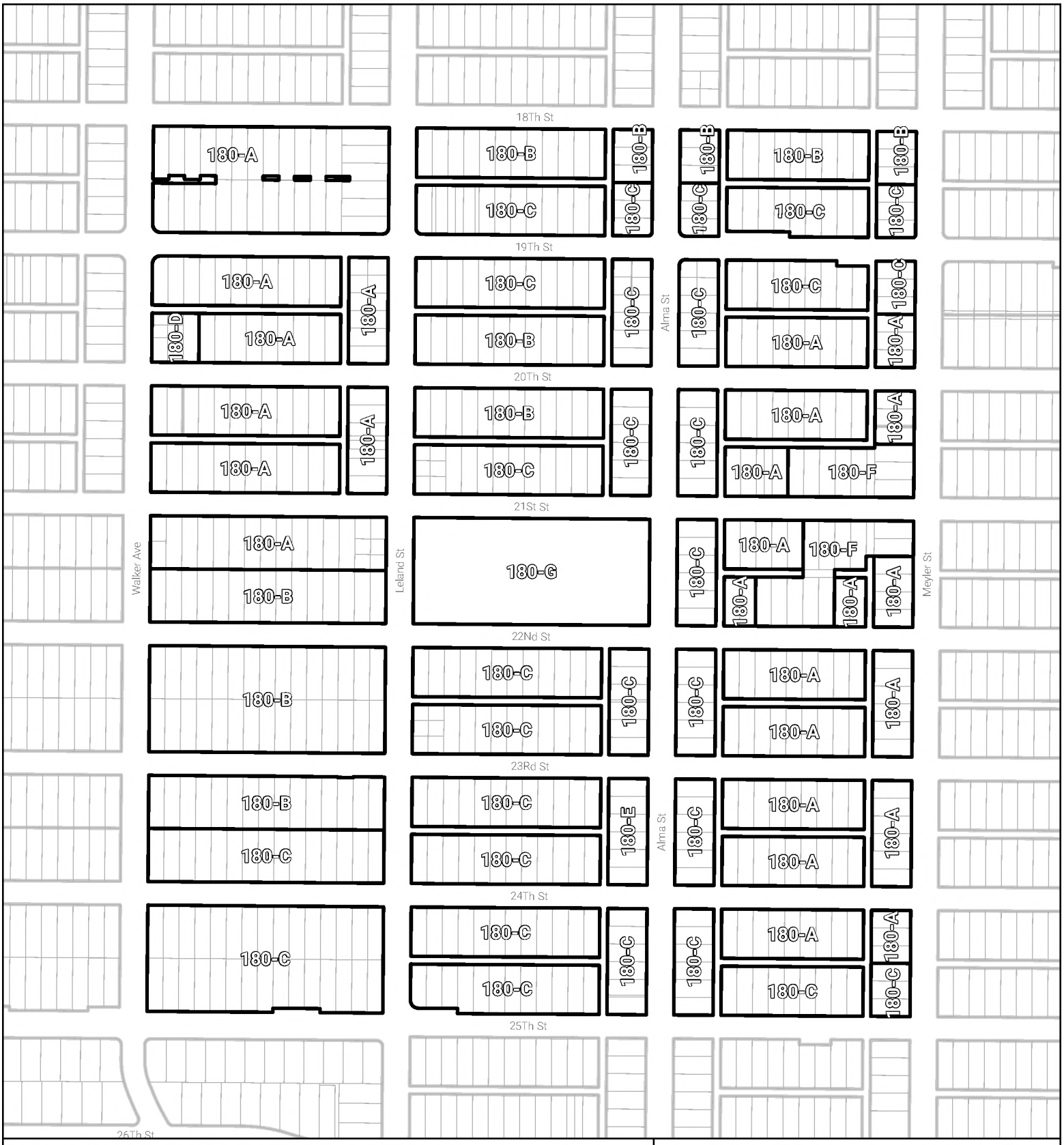
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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F, 180-G

Section:

180

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C, 190-D, 190-E, 190-F

Section:

190

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

200-A, 200-B, 200-C, 200-D, 200-E, 200-F, 200-G, 200-H

Section:

200

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

210-A, 210-B, 210-C, 210-D, 210-E

Section:

210

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C, 220-D, 220-E, 220-F, 220-G, 220-H

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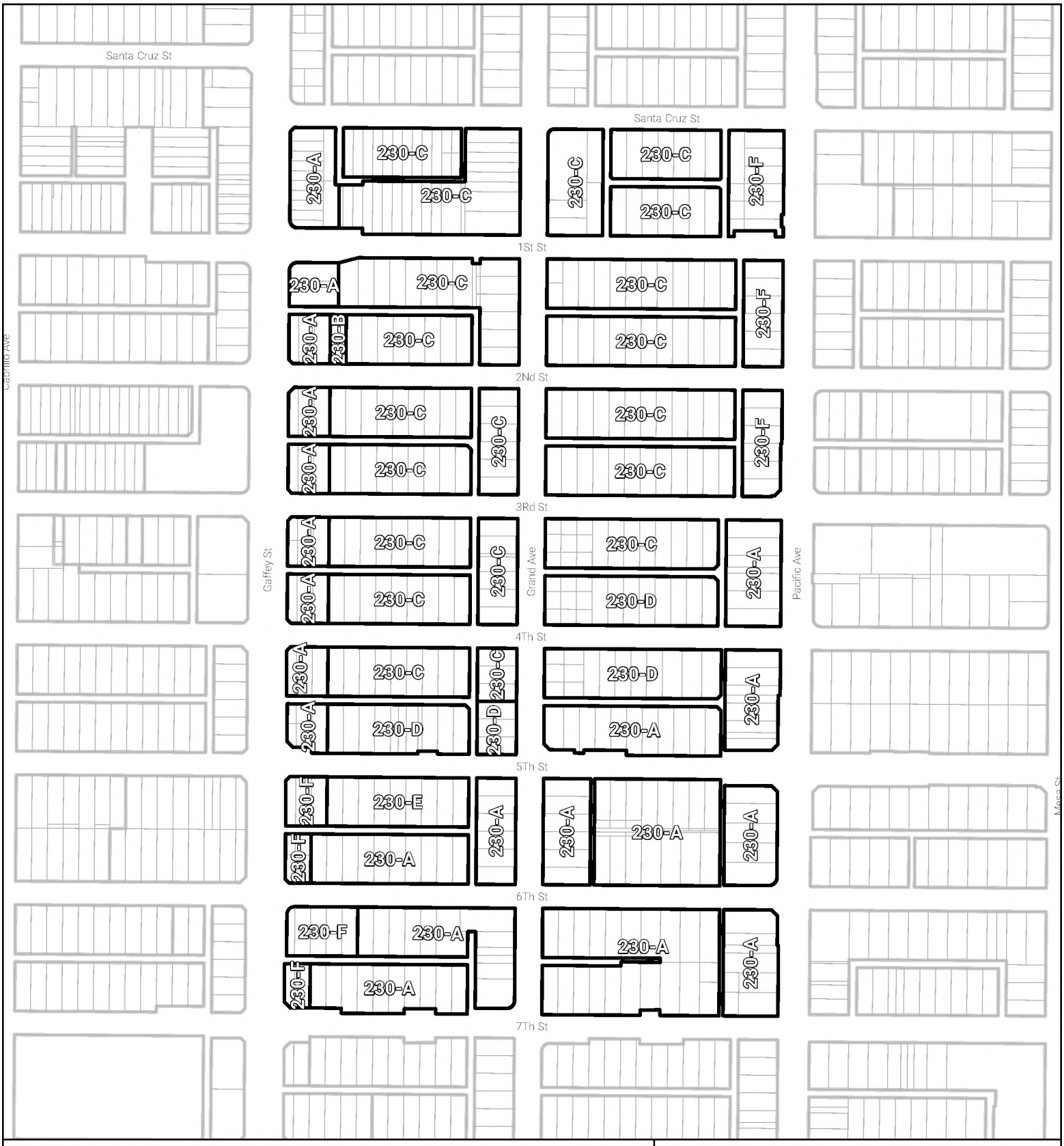
220

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F

Section:

230

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G

Section:

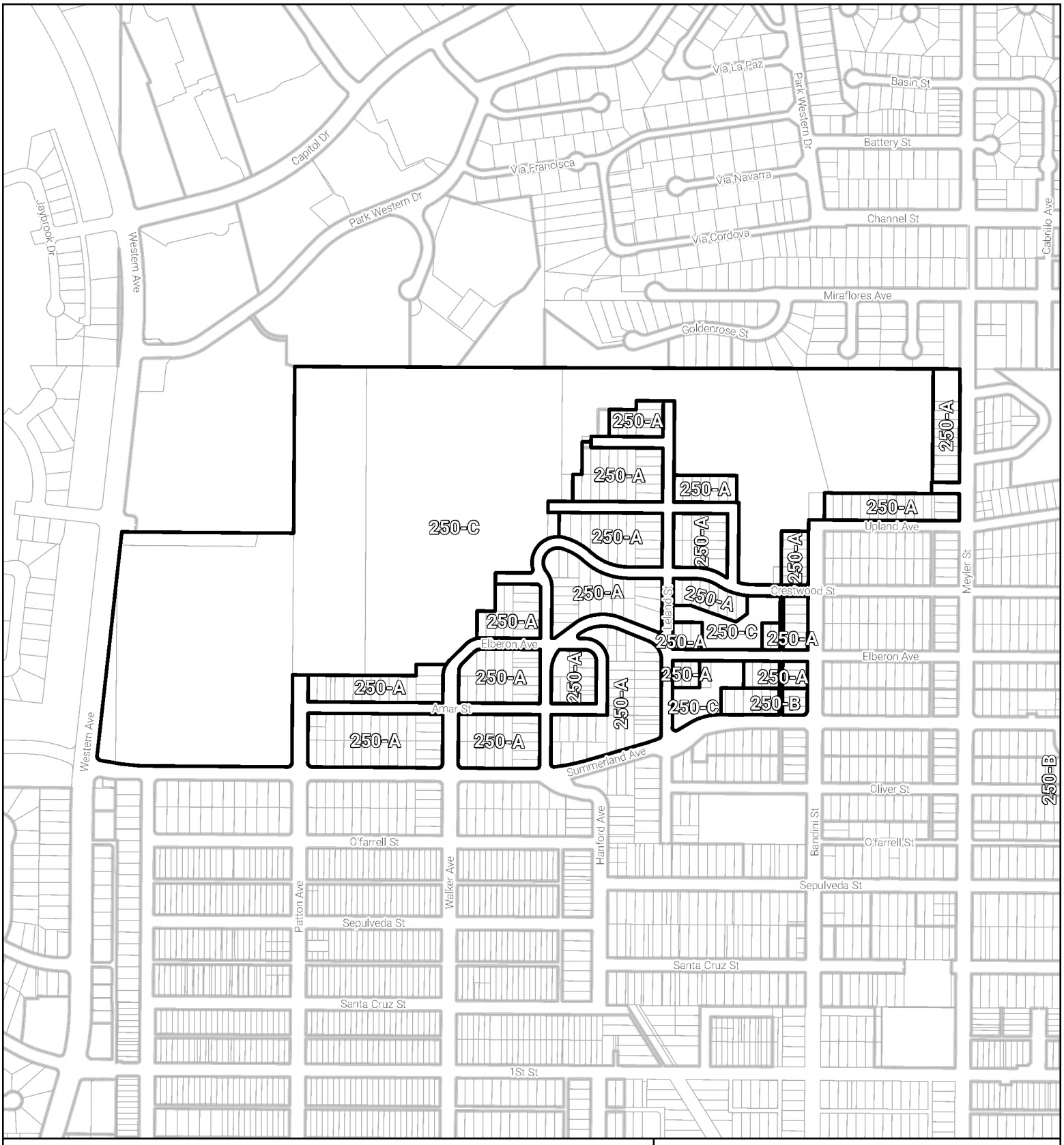
240

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

250-A, 250-B, 250-C

Section:

250

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

260-A, 260-B

Section:

260

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

270-A, 270-B, 270-C, 270-D

Data Sources: Department of City Planning, Bureau of Engineering

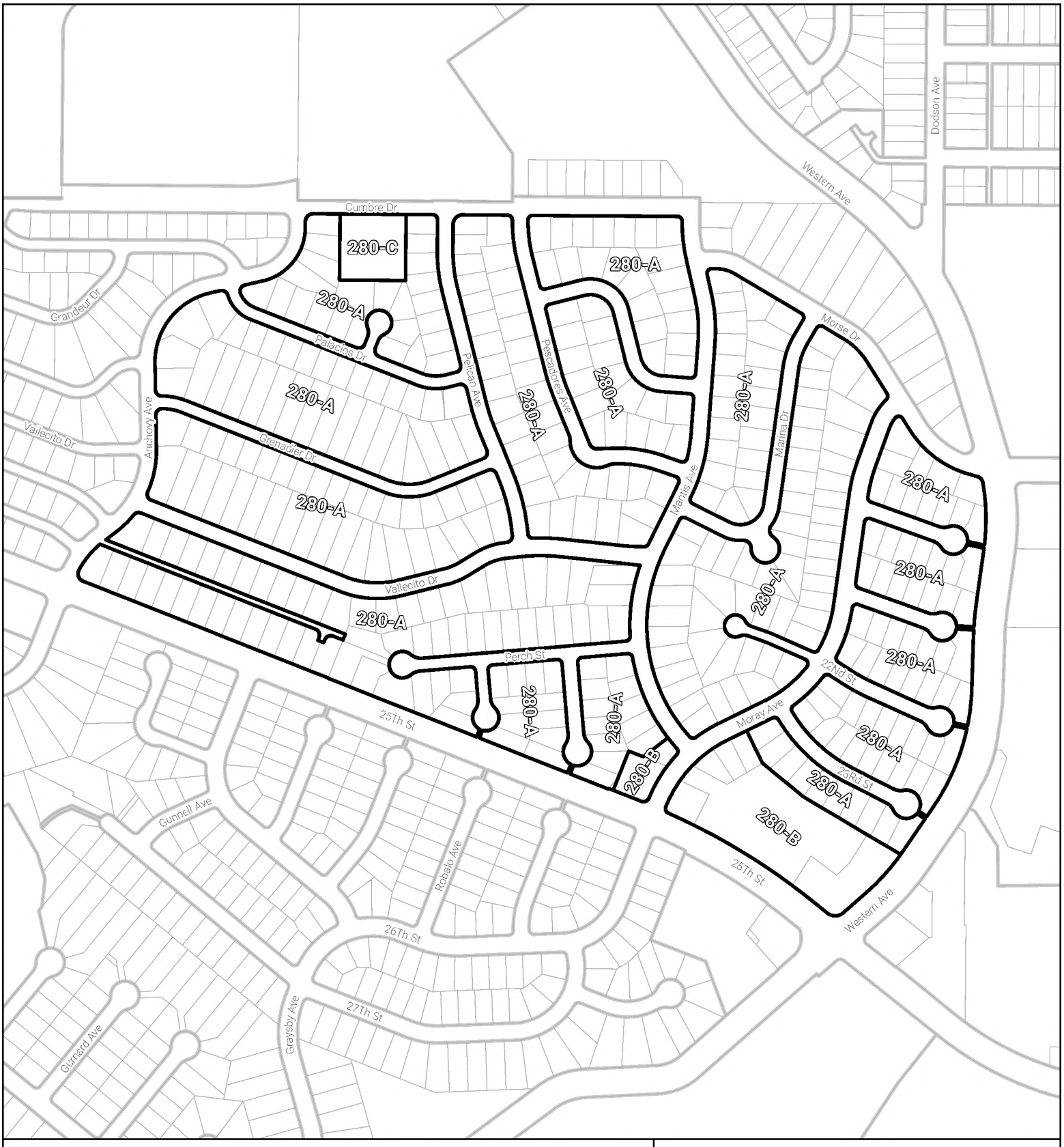
LM / APRIL 2026

Section:

270

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



GPLU MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C

Section:

280

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

290-A, 290-B

Section:

290

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D

Section:

300

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

310-A, 310-B, 310-C, 310-D, 310-E, 310-F

Section:

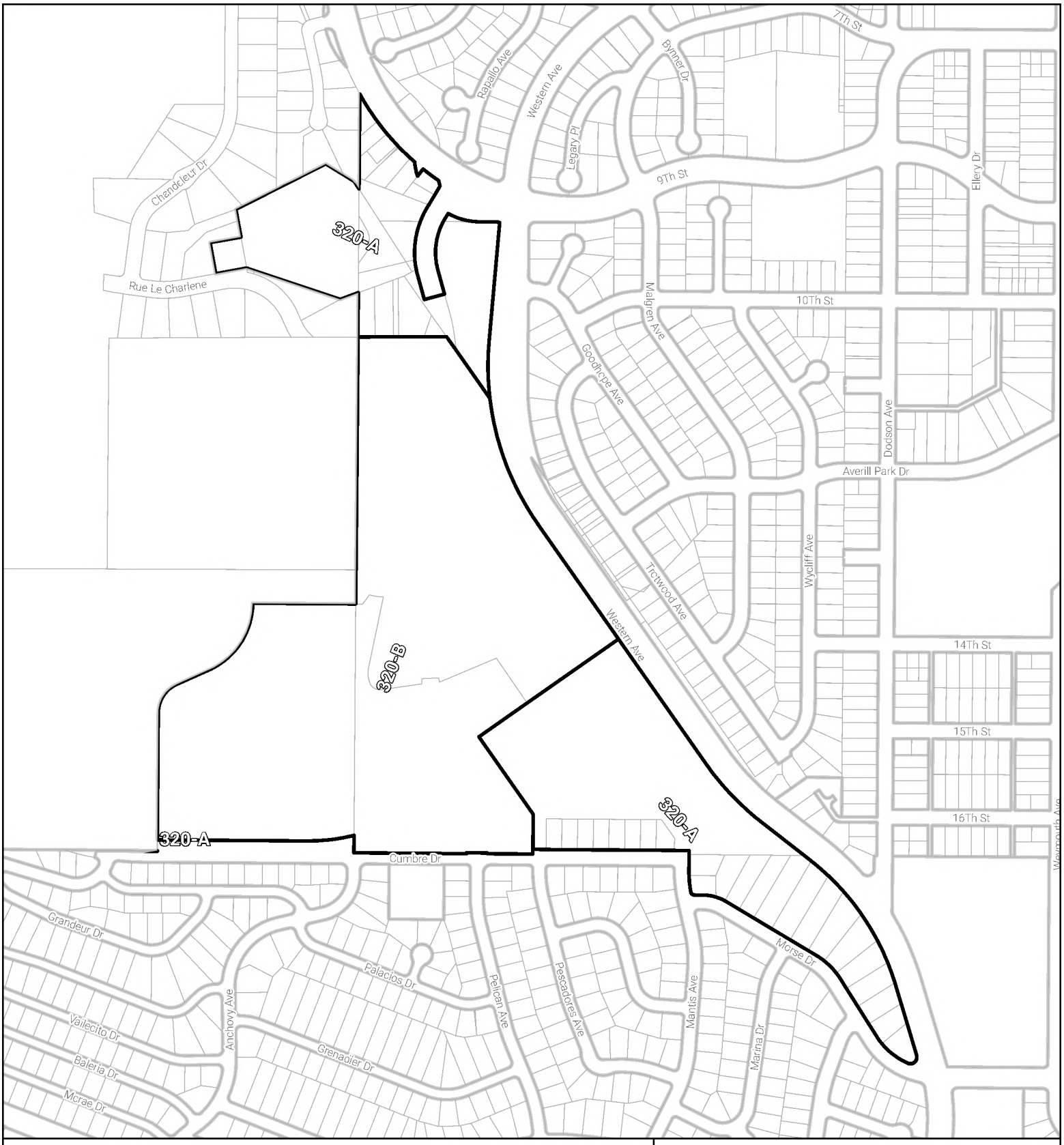
310

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

320-A, 320-B

Section:

320

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D

Section:

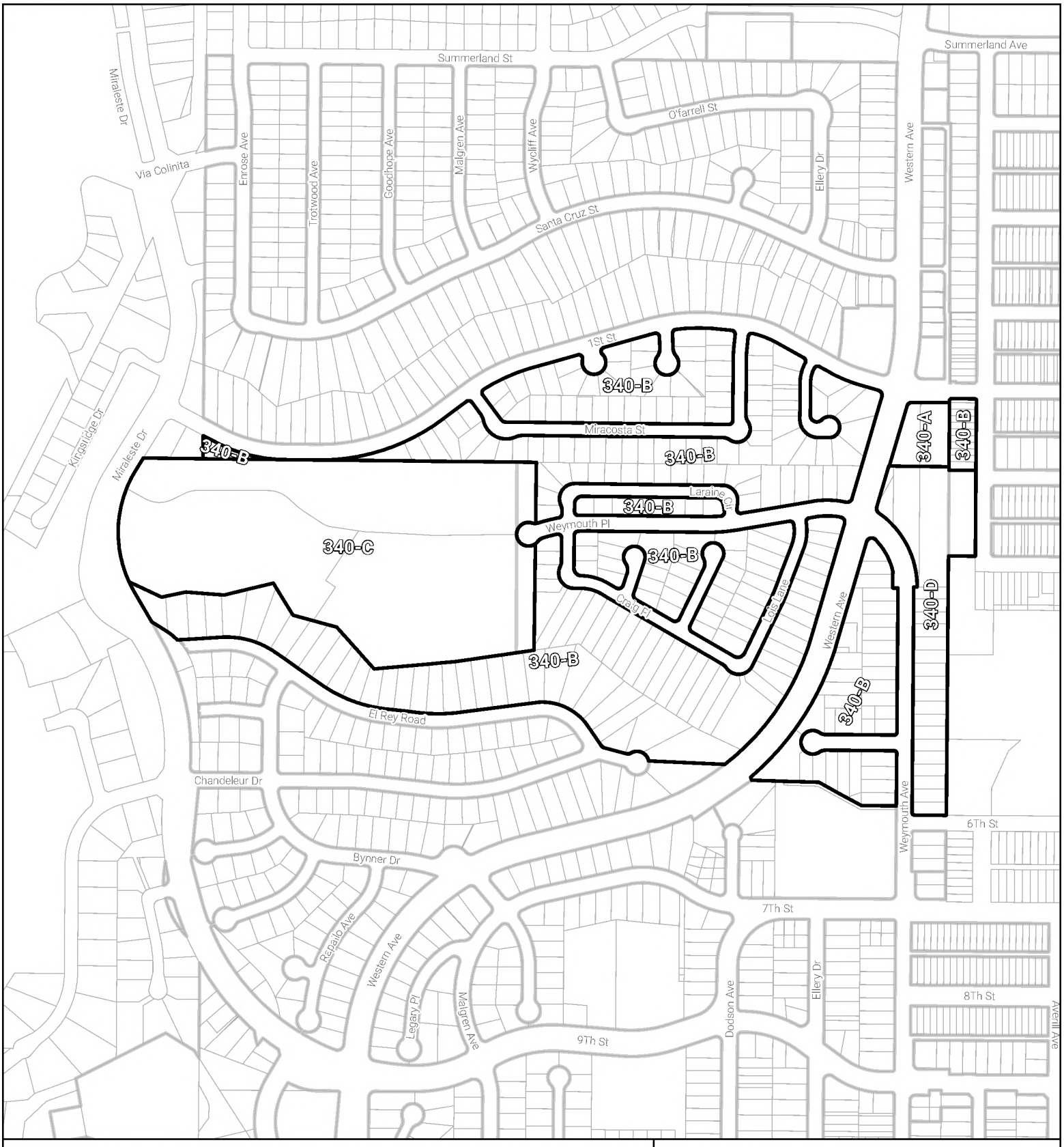
330

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D

Section:

340

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

350-A, 350-B

Section:

350

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C

Section:

360

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

370-A, 370-B, 370-C

Section:

370

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

380-A

Section:

380

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

390-A

Section:

390

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E, 400-F

Section:

400

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C

Section:

410

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C

Section:

420

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D

Section:

430

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D, 440-E, 440-F, 440-G

Section:

440

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

450-A, 450-B, 450-C, 450-D, 450-E, 450-F, 450-G

Section:

450

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

460-A, 460-B, 460-C

Section:

460

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

470-A, 470-B, 470-C, 470-D, 470-E, 470-F, 470-G

Section:

470

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D

Section:

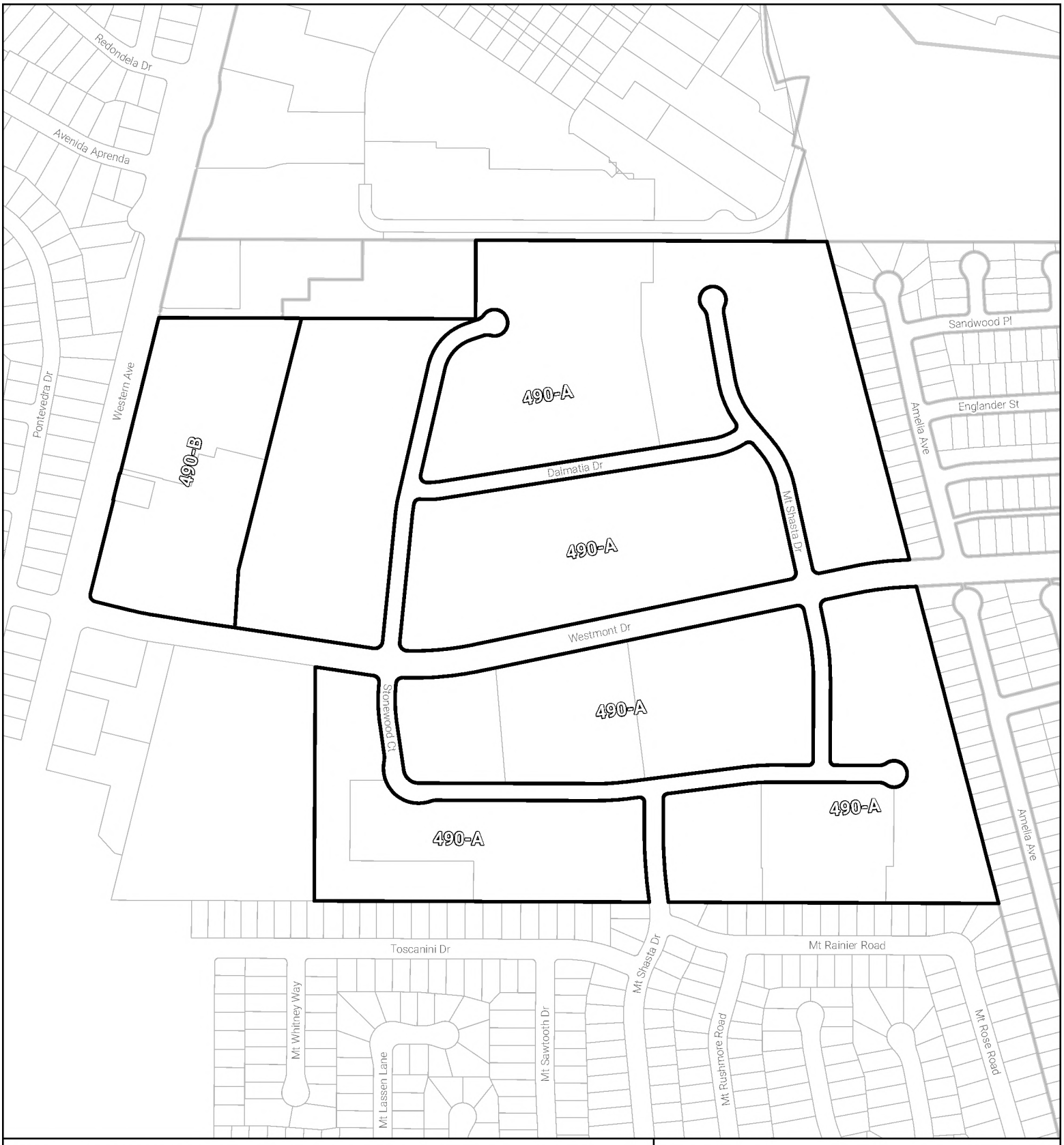
480

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

490-A, 490-B

Section:

490

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C

Section:

500

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F

Section:

510

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

520-A, 520-B, 520-C, 520-D, 520-E

Section:

520

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

521-A, 521-B, 521-C, 521-D, 521-E, 521-F

Section:

521

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H

Section:

530

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

540-A, 540-B, 540-C

Section:

540

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

550-A, 550-B, 550-C, 550-D

Section:

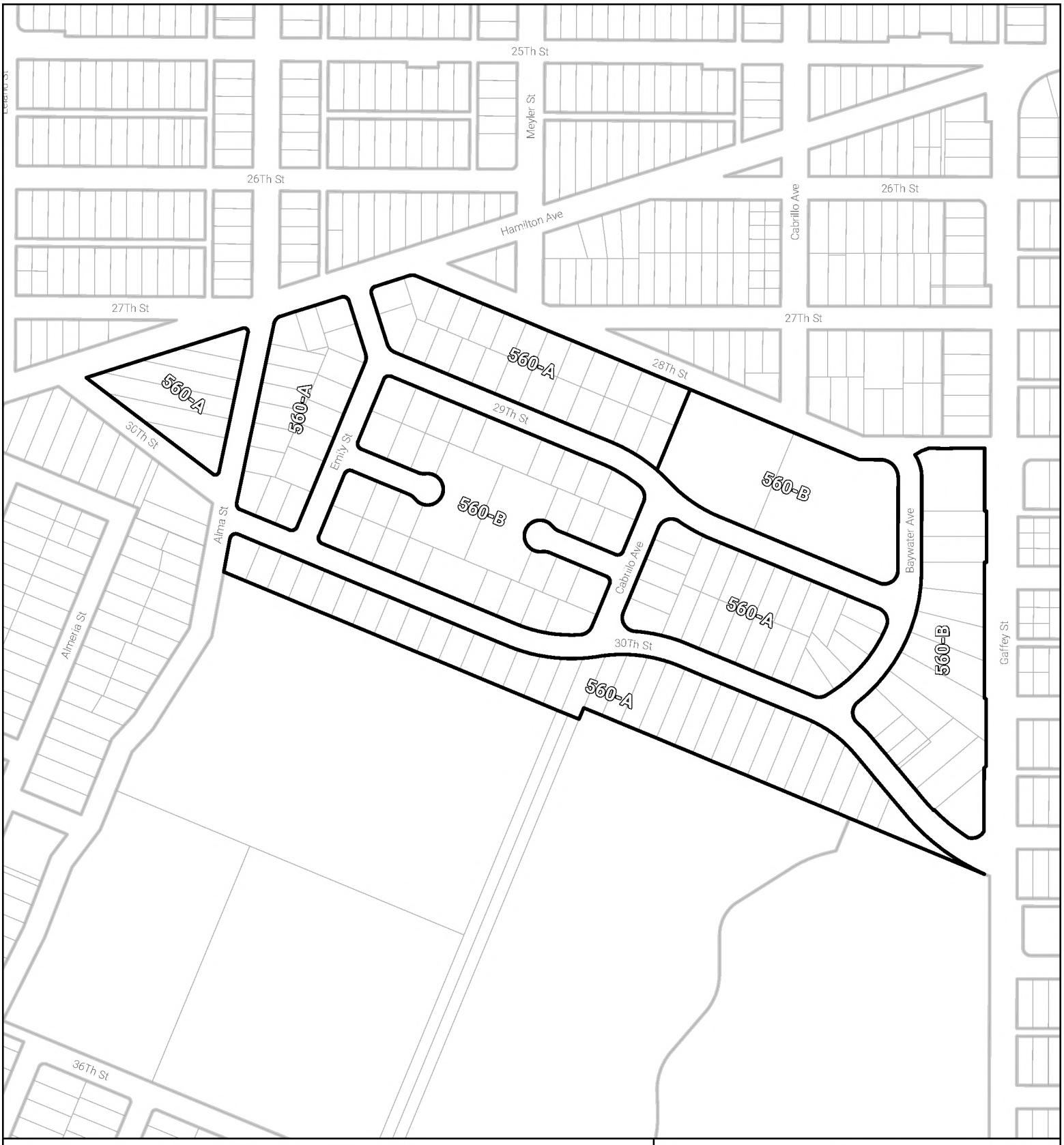
550

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

560-A, 560-B

Section:

560

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

570-A, 570-B, 570-C, 570-D

Section:

570

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

580-A, 580-B

Section:

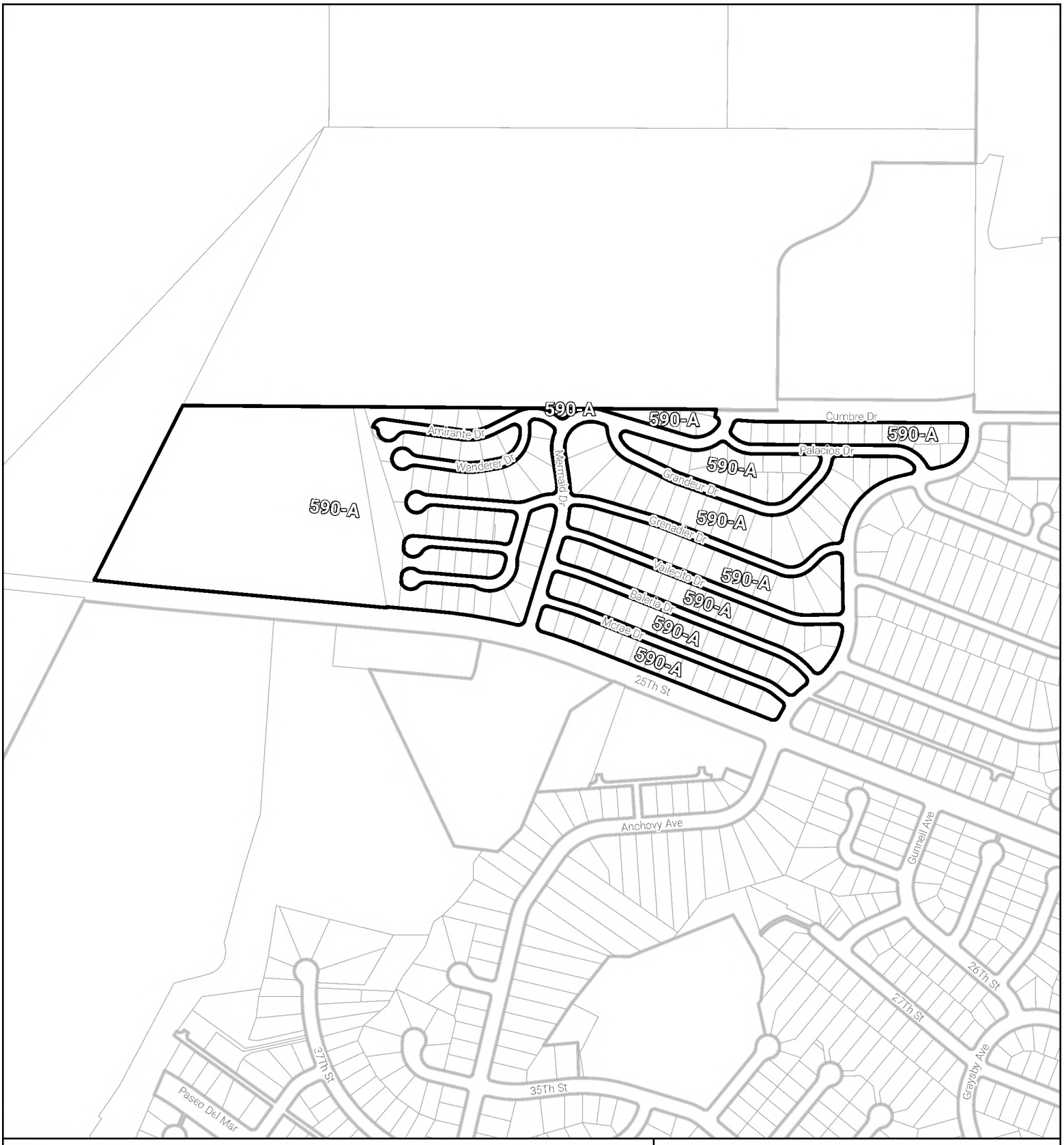
580

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

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GPLU MAP AMENDMENTS

SUBAREAS

590-A

Section:

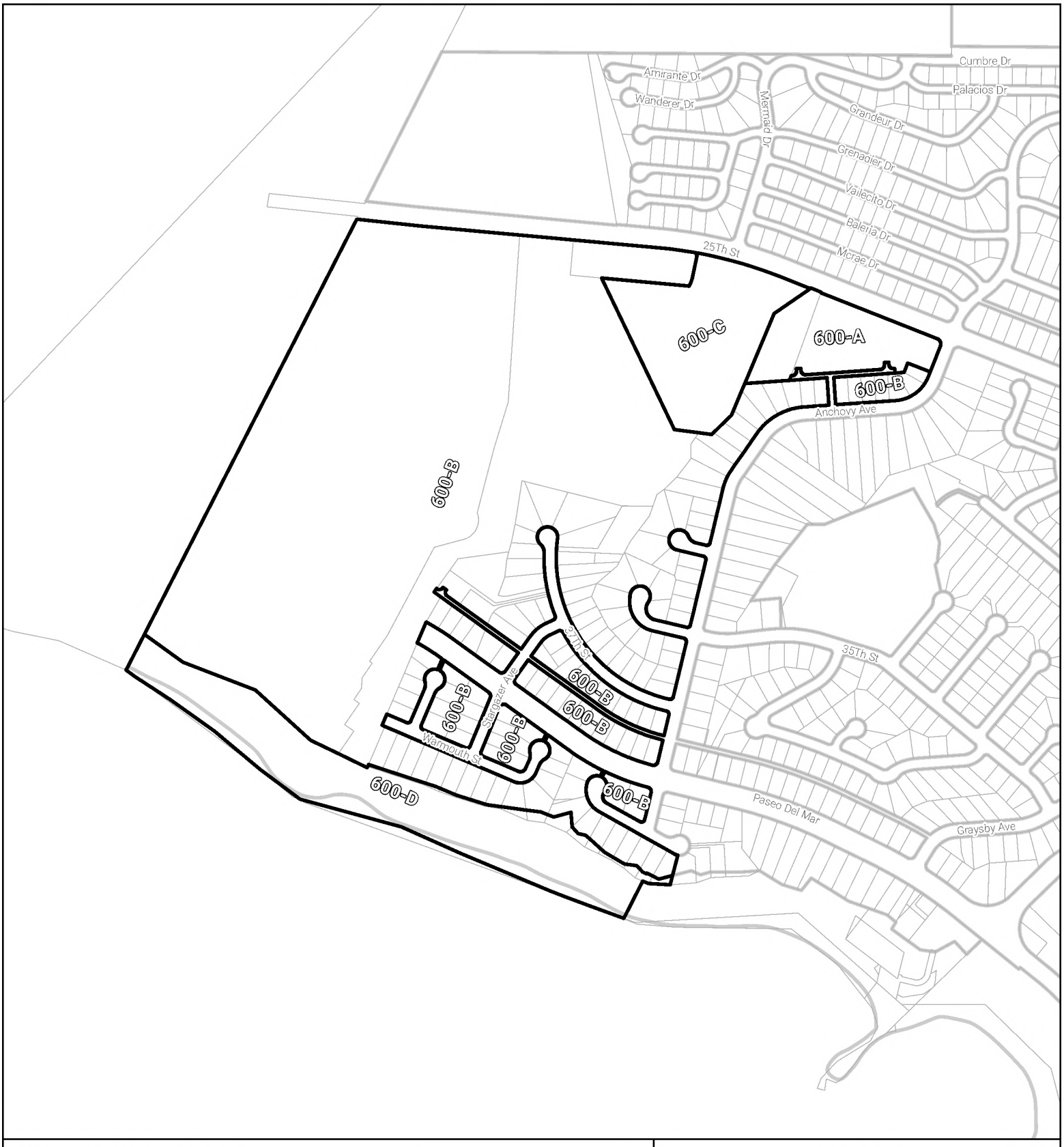
590

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

600-A, 600-B, 600-C, 600-D

Section:

600

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

610-A, 610-B, 610-C

Section:

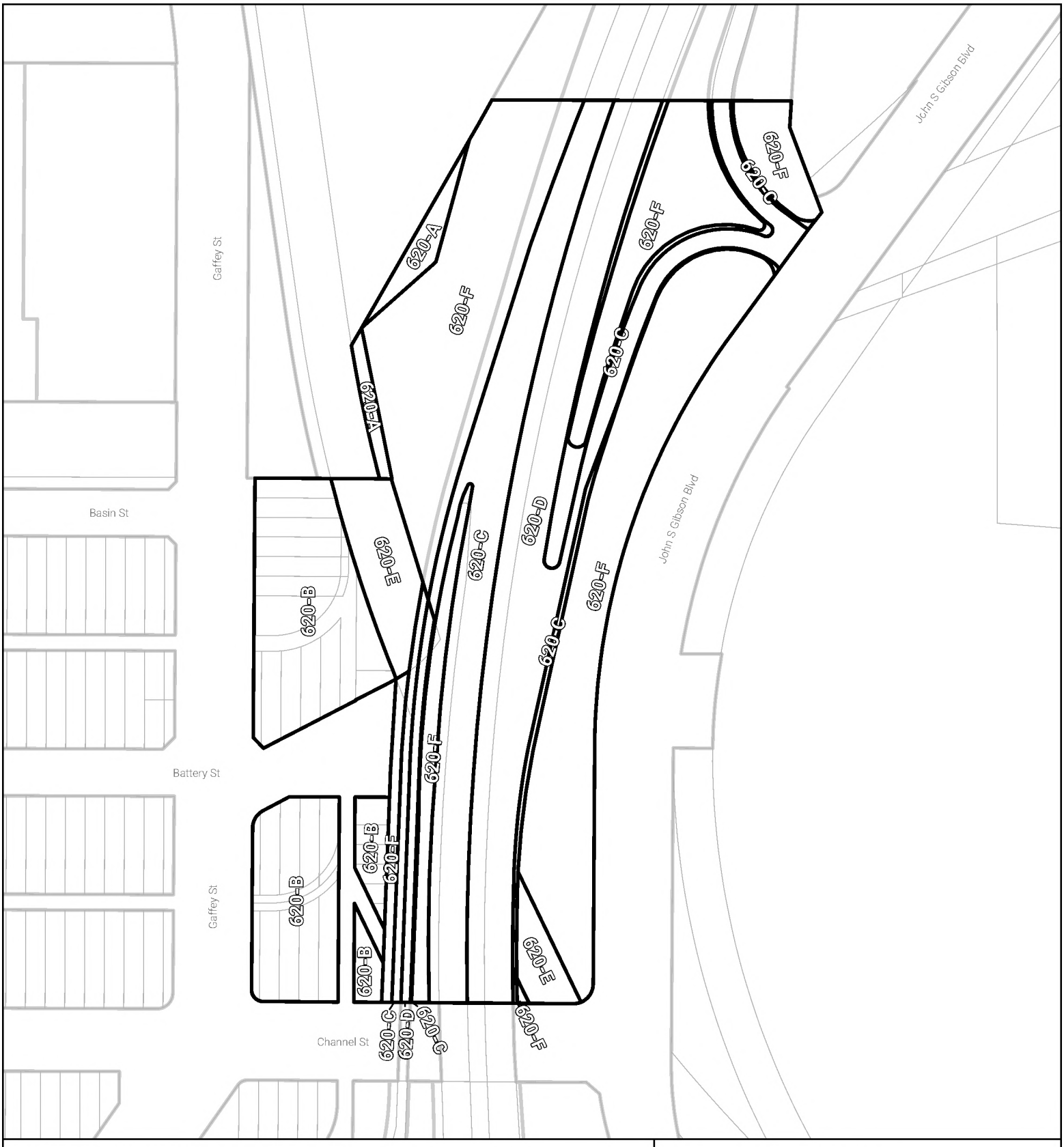
610

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

620-A, 620-B, 620-C, 620-D, 620-E, 620-F

Section:

620

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026



GPLU MAP AMENDMENTS

SUBAREAS

630-A

Section:

630

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

Data Sources: Department of City Planning, Bureau of Engineering

LM / APRIL 2026

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-100-A	Limited Industrial	Light Industrial
SPD-100-B	Limited Manufacturing	Light Industrial
SPD-100-C	Low II Residential	Low Residential
SPD-100-D	Low II Residential	Public Facilities
SPD-100-E	Neighborhood Commercial	Neighborhood Center
SPD-100-F	None	Public Facilities - Freeways
SPD-100-G	Open Space	Open Space
SPD-100-H	Public Facilities-Freeway	Public Facilities - Freeways
SPD-100-I	Public Facilities - Freeways	Public Facilities - Freeways
SPD-100-J	Public Facilities	Public Facilities
SPD-100-K	Public Facilities	Public Facilities - Freeways
SPD-110-A	Low II Residential	Low Residential
SPD-110-B	Low Medium II Residential	Low Medium Residential
SPD-110-C	Neighborhood Commercial	Medium Neighborhood Residential
SPD-110-D	Open Space	Open Space
SPD-110-E	Public Facilities	Public Facilities
SPD-120-A	Community Commercial	Community Center
SPD-120-B	Community Commercial	Open Space
SPD-120-C	Community Commercial	Public Facilities
SPD-120-D	Low II Residential	Low Residential
SPD-120-E	Low II Residential	Open Space
SPD-120-F	Low Medium II Residential	Low Medium Residential
SPD-120-G	Low Medium II Residential	Open Space
SPD-120-H	Medium Residential	Medium Residential

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-120-I	Neighborhood Commercial	Neighborhood Center
SPD-120-J	Open Space	Open Space
SPD-120-K	Public Facilities	Public Facilities
SPD-130-A	Community Commercial	Community Center
SPD-130-B	Low Medium II Residential	Low Medium Residential
SPD-130-C	Medium Residential	Medium Residential
SPD-130-D	Neighborhood Commercial	Neighborhood Center
SPD-130-E	Public Facilities	Public Facilities
SPD-140-A	Low Medium I Residential	Low Medium Residential
SPD-140-B	Low Medium II Residential	Low Medium Residential
SPD-140-C	Neighborhood Commercial	Neighborhood Center
SPD-140-D	Public Facilities	Public Facilities
SPD-150-A	Low Medium II Residential	Low Medium Residential
SPD-150-B	Neighborhood Commercial	Medium Neighborhood Residential
SPD-150-C	Neighborhood Commercial	Neighborhood Center
SPD-150-D	Open Space	Open Space
SPD-160-A	Low II Residential	Low Residential
SPD-160-B	Open Space	Open Space
SPD-160-C	Public Facilities	Public Facilities
SPD-170-A	Low II Residential	Low Residential
SPD-170-B	Low Medium I Residential	Low Medium Residential
SPD-170-C	Low Medium II Residential	Low Medium Residential
SPD-170-D	Neighborhood Commercial	Neighborhood Center
SPD-170-E	Public Facilities	Public Facilities

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-180-A	Low II Residential	Low Residential
SPD-180-B	Low Medium I Residential	Low Medium Residential
SPD-180-C	Low Medium II Residential	Low Medium Residential
SPD-180-D	Neighborhood Commercial	Low Residential
SPD-180-E	Neighborhood Commercial	Medium Neighborhood Residential
SPD-180-F	Open Space	Open Space
SPD-180-G	Public Facilities	Public Facilities
SPD-190-A	Community Commercial	Community Center
SPD-190-B	Community Commercial	Open Space
SPD-190-C	Limited Industrial	Light Industrial
SPD-190-D	Low Medium I Residential	Low Medium Residential
SPD-190-E	Neighborhood Commercial	Neighborhood Center
SPD-190-F	Public Facilities	Public Facilities
SPD-200-A	Community Commercial	Community Center
SPD-200-B	Limited Industrial	Light Industrial
SPD-200-C	Limited Industrial	Public Facilities
SPD-200-D	Open Space	Open Space
SPD-200-E	Public Facilities-Freeway	Public Facilities - Freeways
SPD-200-F	Public Facilities - Freeways	Public Facilities - Freeways
SPD-200-G	Public Facilities	Public Facilities
SPD-200-H	Public Facilities	Public Facilities - Freeways
SPD-210-A	Community Commercial	Community Center
SPD-210-B	Low Medium II Residential	Community Center
SPD-210-C	Open Space	Open Space

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-210-D	Public Facilities	Public Facilities
SPD-210-E	Regional Commercial	Regional Center
SPD-220-A	Community Commercial	Community Center
SPD-220-B	High Medium Residential	High Medium Residential
SPD-220-C	Hybrid Industrial	Community Center
SPD-220-D	Low Medium I Residential	Low Medium Residential
SPD-220-E	Low Medium II Residential	Community Center
SPD-220-F	Low Medium II Residential	Low Medium Residential
SPD-220-G	Neighborhood Commercial	Neighborhood Center
SPD-220-H	Regional Commercial	Regional Center
SPD-230-A	Community Commercial	Community Center
SPD-230-B	Low Medium I Residential	Community Center
SPD-230-C	Low Medium I Residential	Low Medium Residential
SPD-230-D	Low Medium II Residential	Low Medium Residential
SPD-230-E	Medium Residential	Medium Residential
SPD-230-F	Neighborhood Commercial	Neighborhood Center
SPD-240-A	Limited Industrial	Light Industrial
SPD-240-B	Limited Industrial	Public Facilities
SPD-240-C	Low II Residential	Low Residential
SPD-240-D	Low Medium I Residential	Low Medium Residential
SPD-240-E	Medium Residential	Medium Residential
SPD-240-F	Neighborhood Commercial	Neighborhood Center
SPD-240-G	Open Space	Open Space
SPD-250-A	Low II Residential	Low Residential

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-250-B	Low Medium I Residential	Low Medium Residential
SPD-250-C	Open Space	Open Space
SPD-260-A	Open Space	Open Space
SPD-260-B	Public Facilities	Public Facilities
SPD-270-A	Low II Residential	Low Residential
SPD-270-B	Neighborhood Commercial	Neighborhood Center
SPD-270-C	Open Space	Open Space
SPD-270-D	Public Facilities	Public Facilities
SPD-280-A	Low II Residential	Low Residential
SPD-280-B	Neighborhood Commercial	Neighborhood Center
SPD-280-C	Public Facilities	Public Facilities
SPD-290-A	Low II Residential	Low Residential
SPD-290-B	Low Medium II Residential	Low Medium Residential
SPD-300-A	Low II Residential	Low Residential
SPD-300-B	Low Medium I Residential	Low Medium Residential
SPD-300-C	Low Medium II Residential	Low Medium Residential
SPD-300-D	Open Space	Open Space
SPD-310-A	Low II Residential	Low Residential
SPD-310-B	Low Medium I Residential	Low Medium Residential
SPD-310-C	Low Medium II Residential	Low Medium Residential
SPD-310-D	Neighborhood Commercial	Neighborhood Center
SPD-310-E	Neighborhood Commercial	Public Facilities
SPD-310-F	Public Facilities	Public Facilities
SPD-320-A	Low II Residential	Low Residential

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-320-B	Open Space	Open Space
SPD-330-A	Low II Residential	Low Residential
SPD-330-B	Low Medium II Residential	Low Medium Residential
SPD-330-C	Neighborhood Commercial	Neighborhood Center
SPD-330-D	Public Facilities	Public Facilities
SPD-340-A	Community Commercial	Community Center
SPD-340-B	Low II Residential	Low Residential
SPD-340-C	Low Medium II Residential	Low Medium Residential
SPD-340-D	Public Facilities	Public Facilities
SPD-350-A	Low Medium II Residential	Low Medium Residential
SPD-350-B	Neighborhood Commercial	Neighborhood Center
SPD-360-A	Low II Residential	Low Residential
SPD-360-B	Medium Residential	Medium Residential
SPD-360-C	Public Facilities	Public Facilities
SPD-370-A	Low II Residential	Low Residential
SPD-370-B	Neighborhood Commercial	Neighborhood Center
SPD-370-C	Public Facilities	Public Facilities
SPD-380-A	Low II Residential	Low Residential
SPD-390-A	Low Medium II Residential	Low Medium Residential
SPD-400-A	Limited Industrial	Light Industrial
SPD-400-B	Low Medium I Residential	Low Medium Residential
SPD-400-C	Low Medium II Residential	Low Medium Residential
SPD-400-D	Medium Residential	Medium Residential
SPD-400-E	Neighborhood Commercial	Neighborhood Center

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-400-F	Public Facilities	Public Facilities
SPD-410-A	Community Commercial	Community Center
SPD-410-B	Low Medium II Residential	Low Medium Residential
SPD-410-C	Neighborhood Commercial	Neighborhood Center
SPD-420-A	Low Medium I Residential	Low Medium Residential
SPD-420-B	Low Medium II Residential	Low Medium Residential
SPD-420-C	Neighborhood Commercial	Neighborhood Center
SPD-430-A	Low Medium I Residential	Low Medium Residential
SPD-430-B	Low Medium II Residential	Low Medium Residential
SPD-430-C	Low Medium II Residential	Public Facilities
SPD-430-D	Neighborhood Commercial	Neighborhood Center
SPD-440-A	Community Commercial	Community Center
SPD-440-B	Low II Residential	Low Residential
SPD-440-C	Low Medium II Residential	Low Medium Residential
SPD-440-D	Medium Residential	Medium Residential
SPD-440-E	Neighborhood Commercial	Neighborhood Center
SPD-440-F	Open Space	Open Space
SPD-440-G	Public Facilities	Public Facilities
SPD-450-A	Community Commercial	Community Center
SPD-450-B	Community Commercial	Low Medium Residential
SPD-450-C	Hybrid Industrial	Community Center
SPD-450-D	Low Medium II Residential	Low Medium Residential
SPD-450-E	Medium Residential	Medium Residential
SPD-450-F	Open Space	Open Space

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-450-G	Regional Commercial	Regional Center
SPD-460-A	Community Commercial	Community Center
SPD-460-B	Low Medium II Residential	Low Medium Residential
SPD-460-C	Neighborhood Commercial	Neighborhood Center
SPD-470-A	Low II Residential	Low Medium Residential
SPD-470-B	Low II Residential	Low Residential
SPD-470-C	Low Medium I Residential	Low Medium Residential
SPD-470-D	Low Medium II Residential	Low Medium Residential
SPD-470-E	Neighborhood Commercial	Medium Neighborhood Residential
SPD-470-F	Open Space	Open Space
SPD-470-G	Public Facilities	Public Facilities
SPD-480-A	Low II Residential	Low Residential
SPD-480-B	Low Medium II Residential	Low Medium Residential
SPD-480-C	Medium Residential	Medium Residential
SPD-480-D	Neighborhood Commercial	Neighborhood Center
SPD-490-A	Low Medium II Residential	Low Medium Residential
SPD-490-B	Neighborhood Commercial	Neighborhood Center
SPD-500-A	Limited Industrial	Light Industrial
SPD-500-B	Low II Residential	Low Residential
SPD-500-C	Public Facilities	Public Facilities
SPD-510-A	Community Commercial	Community Center
SPD-510-B	Low Medium I Residential	Low Medium Residential
SPD-510-C	Low Medium II Residential	Low Medium Residential
SPD-510-D	Medium Residential	Medium Residential

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-510-E	Neighborhood Commercial	Neighborhood Center
SPD-510-F	Open Space	Open Space
SPD-520-A	Heavy Industrial	Light Industrial
SPD-520-B	Light Industrial	Light Industrial
SPD-520-C	Public Facilities-Freeway	Public Facilities - Freeways
SPD-520-D	Public Facilities - Freeways	Public Facilities - Freeways
SPD-520-E	Public Facilities	Public Facilities - Freeways
SPD-521-A	Light Industrial	Light Industrial
SPD-521-B	Limited Industrial	Light Industrial
SPD-521-C	Public Facilities-Freeway	Public Facilities - Freeways
SPD-521-D	Public Facilities - Freeways	Public Facilities - Freeways
SPD-521-E	Public Facilities	Public Facilities
SPD-521-F	Public Facilities	Public Facilities - Freeways
SPD-530-A	Community Commercial	Low Medium Residential
SPD-530-B	Limited Industrial	Light Industrial
SPD-530-C	Limited Industrial	Public Facilities
SPD-530-D	Low II Residential	Low Residential
SPD-530-E	Low Medium I Residential	Low Medium Residential
SPD-530-F	Low Medium II Residential	Low Medium Residential
SPD-530-G	Open Space	Open Space
SPD-530-H	Public Facilities	Public Facilities
SPD-540-A	Community Commercial	Community Center
SPD-540-B	Low Medium I Residential	Low Medium Residential
SPD-540-C	Low Medium II Residential	Low Medium Residential

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-550-A	Low II Residential	Low Residential
SPD-550-B	Neighborhood Commercial	Medium Neighborhood Residential
SPD-550-C	Open Space	Open Space
SPD-550-D	Public Facilities	Public Facilities
SPD-560-A	Low II Residential	Low Residential
SPD-560-B	Low Medium II Residential	Low Medium Residential
SPD-570-A	Low II Residential	Low Residential
SPD-570-B	Low Medium I Residential	Low Medium Residential
SPD-570-C	Low Medium II Residential	Low Medium Residential
SPD-570-D	Public Facilities	Public Facilities
SPD-580-A	Low II Residential	Low Residential
SPD-580-B	Low Medium II Residential	Low Medium Residential
SPD-590-A	Low II Residential	Low Residential
SPD-600-A	Low II Residential	Low Medium Residential
SPD-600-B	Low II Residential	Low Residential
SPD-600-C	Low Medium I Residential	Low Medium Residential
SPD-600-D	Open Space	Open Space
SPD-610-A	Low II Residential	Low Medium Residential
SPD-610-B	Low II Residential	Low Residential
SPD-610-C	Low Medium II Residential	Low Medium Residential
SPD-620-A	Light Industrial	Light Industrial
SPD-620-B	Limited Industrial	Light Industrial
SPD-620-C	Public Facilities-Freeway	Public Facilities - Freeways
SPD-620-D	Public Facilities - Freeways	Public Facilities - Freeways

San Pedro- Zoning Code Update General Plan Land Use Change Matrix

Subarea ID	Existing GPLU	Proposed GPLU
SPD-620-E	Public Facilities	Light Industrial
SPD-620-F	Public Facilities	Public Facilities
SPD-620-G	Public Facilities	Public Facilities - Freeways
SPD-630-A	Open Space	Open Space

EXHIBIT A6:

Citywide General Plan Framework Amendments

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

Amendments to the Framework Element are denoted in a tracked change format. New text is underlined and bolded, while modified existing text or deleted text is indicated by a strikethrough. The Framework Element is amended as follows:

1. Add the following Appendix A to the Framework Element:

Appendix A: LAMC Chapter 1A Land Use Designations Table

This appendix establishes new land use designations and describes the relationship between the Framework Element, the new land use designations, and the new Citywide Zoning Ordinance, codified at Chapter 1A of the Los Angeles Municipal Code.

General Plan Land Use Designation Descriptions

Regional Center

Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid-Rise to High-Rise, active shopfronts along active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area ~~to 1 unit per 200 square feet of lot area; residential density may also be~~ **to** limited by floor area**.**

Community Center

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form is Moderate-Rise, Mid-Rise, and Low Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot are**a** to 1 unit per 400 square feet of lot area.

Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form ranges from Low-Rise to Mid-Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground

floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1,200 square feet of lot area to being limited by floor area.

High Medium Residential

High Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers or near transit lines and stops. The building form is High-Rise, Moderate-Rise, and Mid-Rise and the residential density is 1 unit per 400 square feet of lot area.

Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form ranges from Low Rise to Mid Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per ~~1,200~~ **1,500** square feet of lot area to 1 unit per 400 square feet of lot area.

Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density ranges from 1 unit per ~~1,000~~ **1,500** square feet of lot area to being limited by floor area.

Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. The building form ranges from Very Low Rise to Low Rise. Supportive institutional uses may also be provided in certain Residential Use Districts. The residential density generally ranges from 1,000 square feet of lot are**a** to 1 unit per 800 square feet of lot area.

Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are

typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,000 square feet of lot area.

Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form ranges from **Hillside Large Lot** ~~House Scale~~ to Low Rise. The residential density generally ranges from 2 units per lot to 1 unit per 1,000 square feet of lot area.

Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form ranges from **Large Lot**~~House Scale~~ to Low Rise. The minimum size of each lot is 4,000 square feet and residential density is limited to one unit per lot.

Compact Residential

Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks, but corner lots may contain neighborhood-scaled shops and amenities that provide local services. The building form is House Scale. The minimum size of each lot typically ranges from 3,000 square feet to 5,000 square feet. The residential density generally ranges from 1 unit per lot to 4 units per lot.

Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to limited by floor area.

Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form ranges from Very-Low Rise to Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas, but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

Markets

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Low Rise to Moderate-Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density is limited by floor area.

Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very-Low Rise to Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. Open Space is characterized by Very Low-Rise Form Districts. The Open Space designation ~~does not allow residential uses~~ **allows residential uses on a very limited basis.**

Public Facilities

Public Facilities areas serve as centers of life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form generally ranges from House Scale to ~~Mid-~~**High** Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems and housing**, where permitted.** ~~In areas where housing is permitted, the density is limited by floor area.~~

Relationship of Framework Element and New Land Use Designations

The General Plan Framework summarizes key land use issues and identifies opportunities. The Long-Range Land Use Diagram (General Plan Framework, Figures 3-1

through 3-4) depicts where land use categories are appropriate, and broadly identifies what intensities and densities, heights, and general uses are contained within those categories. This Appendix expands on existing land use categories and introduces new Land Use categories, creating Land Use Designations to guide and correspond to the City's New Zoning Code adopted through Chapter 1A of the Los Angeles Municipal Code (LAMC). The Land Use Designations in Appendix A and the City's New Zoning Code will implement the objectives and policies of the Framework Element, including but not limited to 3.1.5, 3.2.1, 3.2.2, 3.2.4, 3.4, and 3.4.1, 3.4.3, by creating a more flexible and refined zoning tools and land use categories that will better allow amendments to community plans to create categories that reflect local conditions, parcel characteristics and public input, and facilitate the local communities identification of uses, densities and design characteristics for development and public streetscape; will help provide a pattern of development consisting of distinct districts, centers boulevards and neighborhoods that are differentiated by their functional role, scale and character; establish patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations; and establish incentives for the accommodation of growth and development in the districts, centers and mixed-use boulevards targeted for growth.

Land Use Designations are introduced in Appendix A to differentiate those areas in the city that have adopted and implemented Chapter 1A of the LAMC and those that have not. These Land Use Designations shall only be for use and reference for properties where zoning districts established in LAMC Chapter 1A are adopted and implemented. This includes the following Community Plan or Specific Plan Areas:

- Downtown Community Plan Area
- Boyle Heights Community Plan Area
- Harbor Gateway Community Plan Area
- Wilmington-Harbor City Community Plan Area
- San Pedro Community Plan Area

The Appendix 1A Land Use Designations and LAMC Chapter 1A zoning standards shall be used in updates to community plans consistent with the Framework Element objectives and policies, including those found in Chapter 3. For purposes of Tables 3-3, 3-5, 3-9, and their associated policies, the following Appendix A Land Use Designations shall be consistent with the "Land Use Designations" in those tables. However, the appropriate uses and intensities for the Framework Element Land Use Categories is not limited to the Appendix A Land Use Designations identified in the table below under the "Land Use Designation" column, but shall be determined at the time of a Community Plan update consistent with the Framework Element's intent to be a guiding document.

Zoning Correspondence

The new land use designations are implemented through the Zoning Code, codified at Chapter 1A of the LAMC. The Zoning Code establishes Form Districts, Use Districts, and Density Districts. The following summarizes the general use, form, and density district correspondence for the Land Use designations which should guide Community Plan Updates. Specific floor area ratio, height, and density allowances are determined through the Community Plan update process.

Form Districts established in LAMC Chapter 1A Article 2 are organized into the following categories: High-Rise, Moderate-Rise, Mid-Rise, Low-Rise, Very Low-Rise, House, Estate, and Rural Form Districts. Within each category, there may be various individual Form Districts with unique limitations, including but not limited to FAR and Height Limits. The tables below provide guidance for the categories of Form Districts that correspond to each General Plan Land Use Designation. For more details on the Form District structure, see LAMC Chapter 1A Sec. 2A.1.5.

Use Districts established in LAMC Chapter 1A Article 5 are organized into the following categories: Open Space, Agricultural, Residential, Residential-Mixed, Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, and Public Use Districts. Within each category, there may be various individual Use Districts with unique limitations and regulations, including but not limited to permitted uses and operating standards. The tables below provide guidance for the categories of Use Districts that correspond to each General Plan Land Use Designation.

Density Districts established in LAMC Chapter 1A Article 6 regulate the number of household living units or group living units that are permitted on a lot. The tables below provide guidance for the categories of Density Districts that correspond to each General Plan Land Use Designation.

When using LAMC Chapter 1A, refer to the following Table 3-6a in place of Framework Element Table 3-6.

Table 3-6a Framework Land Use Category: Regional Centers (Implements Policy 3.10.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Regional Center	**High-Rise, Moderate-Rise,** Mid-Rise	Commercial Mixed	4

When using LAMC Chapter 1A, refer to the following Table 3-5a in place of Framework Element Table 3-5.

Table 3-5a Framework Land Use Category: Community Centers (Implements Policy 3.9.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**	**Corresponding Special Districts**
Community Center	Moderate-Rise, Mid-Rise, Low-Rise	Commercial-Mixed**, Residential-Mix, Residential**	FA, 4, 8	**OSP**
Villages	Mid-Rise*, Low-Rise*	Commercial-Mixed	FA, 6, 10, 12	

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, refer to the following Table 3-4a in place of Framework Element Table 3-4.

Table 3-4a Framework Land Use Category: Neighborhood Districts (Implements Policy 3.8.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Neighborhood Center	**Mid-Rise,** Low-Rise	Commercial-Mixed	4, 8, 10, 12**, 15**

When using LAMC Chapter 1A, refer to the following Table 3-3a in place of Framework Element Table 3-3.

Table 3-3a Framework Land Use Category: Multi-Family Residential (Implements Policy 3.7.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
High Medium Residential	**Mid-Rise, Moderate-Rise, High-Rise**	**Residential-Mix, Residential**	**4**
Medium Neighborhood Residential	Low-Rise*, Very-Low Rise*	Residential-Mixed, Residential	FA, 6, 8, 10**, 15**
Medium Residential	Very-Low Rise*, Low-Rise	Residential	8, 10**, 15**
Low Neighborhood Residential	Very-Low Rise*	Residential-Mixed	15, 20, 30, 40, 2L

Low Medium Residential	Very-Low Rise*, Low-Rise, House Scale, **Hillside Large Lot**	Residential	10, 12, 15, 20, 30, 40, **60,** 4L, 3L, 2L

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, refer to the following Table 3-2a in place of Framework Element Table 3-2.

Table 3-2a Framework Land Use Category: Single-Family Residential (Implements Policy 3.5.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Low Residential	Very-Low Rise*, House Scale**, Hillside House**	Residential	1L
Compact Residential	House Scale	Residential	1L
Very Low Residential	~~Estate Scale~~ **Large Lot**	Residential	1L

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, refer to the following Table 3-9a in place of Framework Element Table 3-9.

Table 3-9a Framework Land Use Category: Industrial (Implements policy 3.14.2)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**
Hybrid Industrial	Mid-Rise, Low-Rise*	Industrial Mixed	FA, 8, 10, 15
Markets	Moderate-Rise, Mid-Rise, Low-Rise*	Industrial Mixed	FA, N
Light Industrial	Very-Low Rise, **Low-Rise**	Industrial-Mixed, Industrial	FA, N
Production	Mid-Rise*, Low-Rise*	Industrial	N
Industrial	Very-Low Rise, Low-Rise*	Industrial	N

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, please see the following table for Framework Land Use Category: Open Space (Implements policy 6.4.1)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**	**Corresponding Special Districts**
Open Space	Very Low-Rise, Low-Rise, **House Scale, Hillside House, Large Lot**	Agricultural, Open Space	1L, N	**SL**

When using LAMC Chapter 1A, please see the following table for Framework Land Use Category: Public and Institutional (Implements policy 3.1.2)

Appendix A General Plan Land Use Designation	**Corresponding Form Districts**	**Corresponding Use Districts**	**Corresponding Density Districts**	**Corresponding Special Districts**
Public Facilities	High-Rise, Moderate-Rise, Mid-Rise, Low-Rise, Very-Low Rise, House Scale, **Hillside House, Large Lot**	Public	FA, 4, 8, 10, 12, 15, **20,** 30, 4L, 2L, 1L, N	
Public Facilities Freeways				FWY

Draft

EXHIBIT A7:

Mobility Plan 2035 Amendments

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

Proposed Amendment to the Mobility Plan 2035
CPC-2025-7122-GPA-ZC-CPIO-SP-CA
For consideration by the City Planning Commission

EXHIBIT A7

Introduction

Street Designations are established in the General Plan Mobility Element, called the Mobility Plan 2035. The San Pedro Zoning Code Update includes updates to the street classifications in the San Pedro Community Plan Area. No changes are proposed for the Mobility Plan Networks (Bicycle Enhanced Network, Bicycle Lane Network, Transit Enhanced Network, Vehicle Enhanced Network, or Pedestrian Enhanced Districts).

The updated street classifications can be found in the following table and attached map.

Make the following amendments to the Circulation Map of the Mobility Element (Mobility Plan 2035) of the General Plan to reclassify streets within the San Pedro Community Plan Area:

Proposed Amendment to the Mobility Plan 2035
CPC-2025-7122-GPA-ZC-CPIO-SP-CA
For consideration by the City Planning Commission

Reclassification of Mobility Plan 2035 Street Designations

The Proposed Prcject amends the Street Classification of the Citywide General Plan Circulation System Map of the Mobility Plan 2035 for the San Pedro CFA as follows:

STREET NAME	ORIENTATION	SEGMENT BEG (W)	SEGMENT END (E)	EXISTING CLASSIFICATION (MP 2035)	PROPOSED CLASSIFICATION	PROPOSED RIGHT OF WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
7TH STREET	W/E	PACIFIC ST	CENTRE ST	AVENUE II	AVENUE III	72’	46’	13’

EXHIBIT B1:

Zone Change Map and Matrix

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

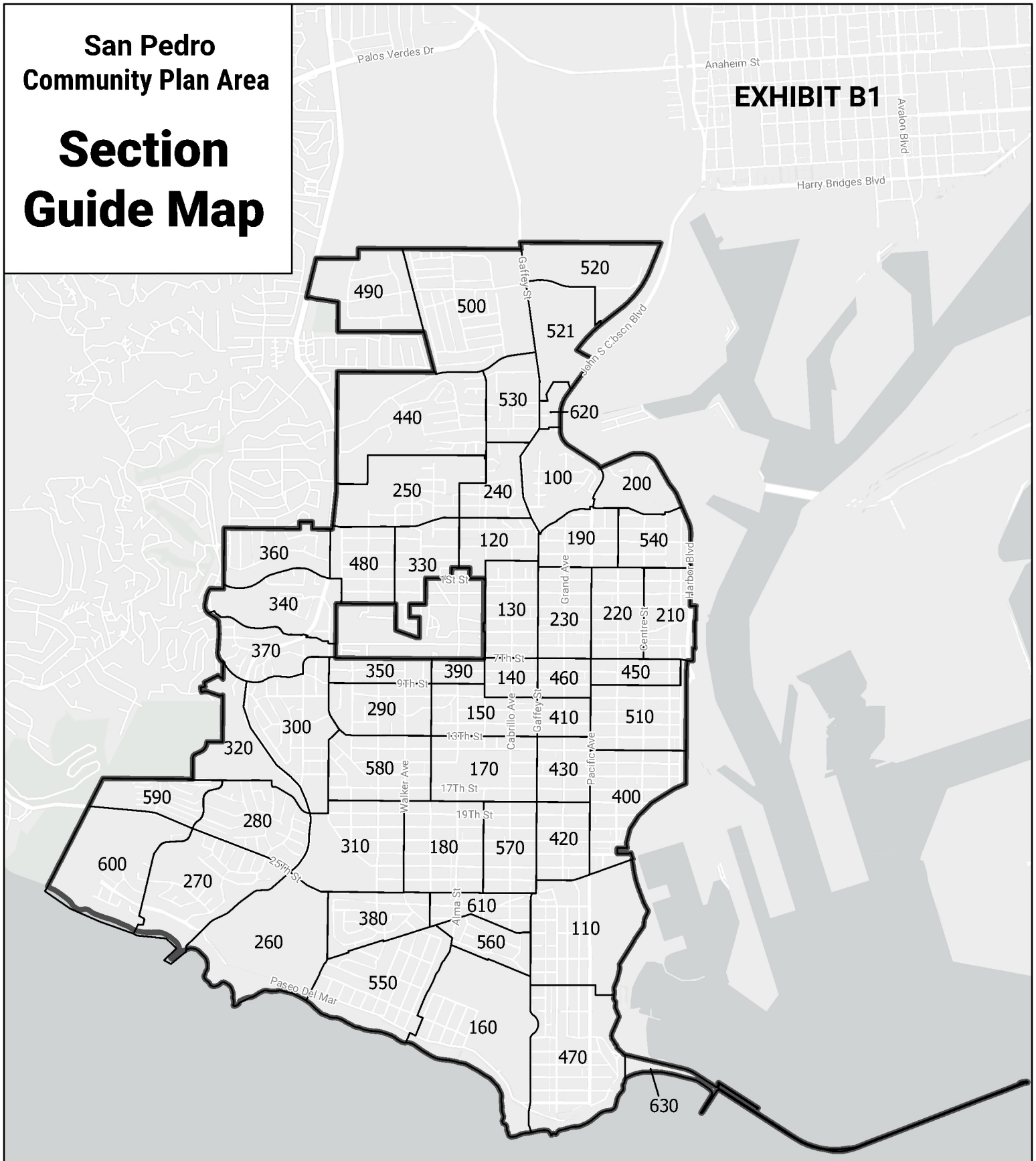
For consideration by the City Planning Commission

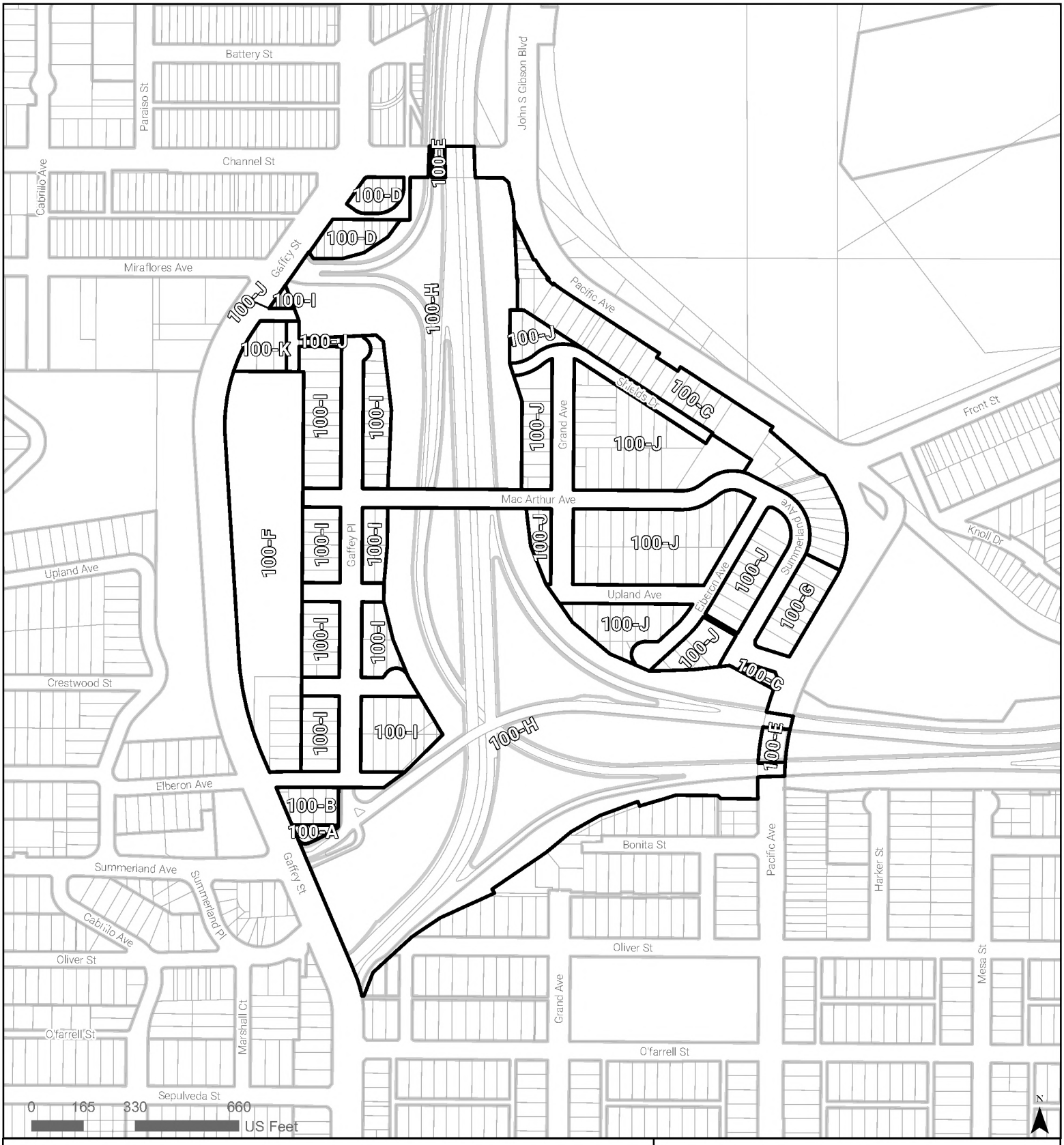
June 11, 2026

San Pedro Community Plan Area

Section Guide Map

EXHIBIT B1





ZONING MAP AMENDMENTS

SUBAREAS

100-A, 100-B, 100-C, 100-D, 100-E, 100-F, 100-G, 100-H, 100-I, 100-J, 100-K

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

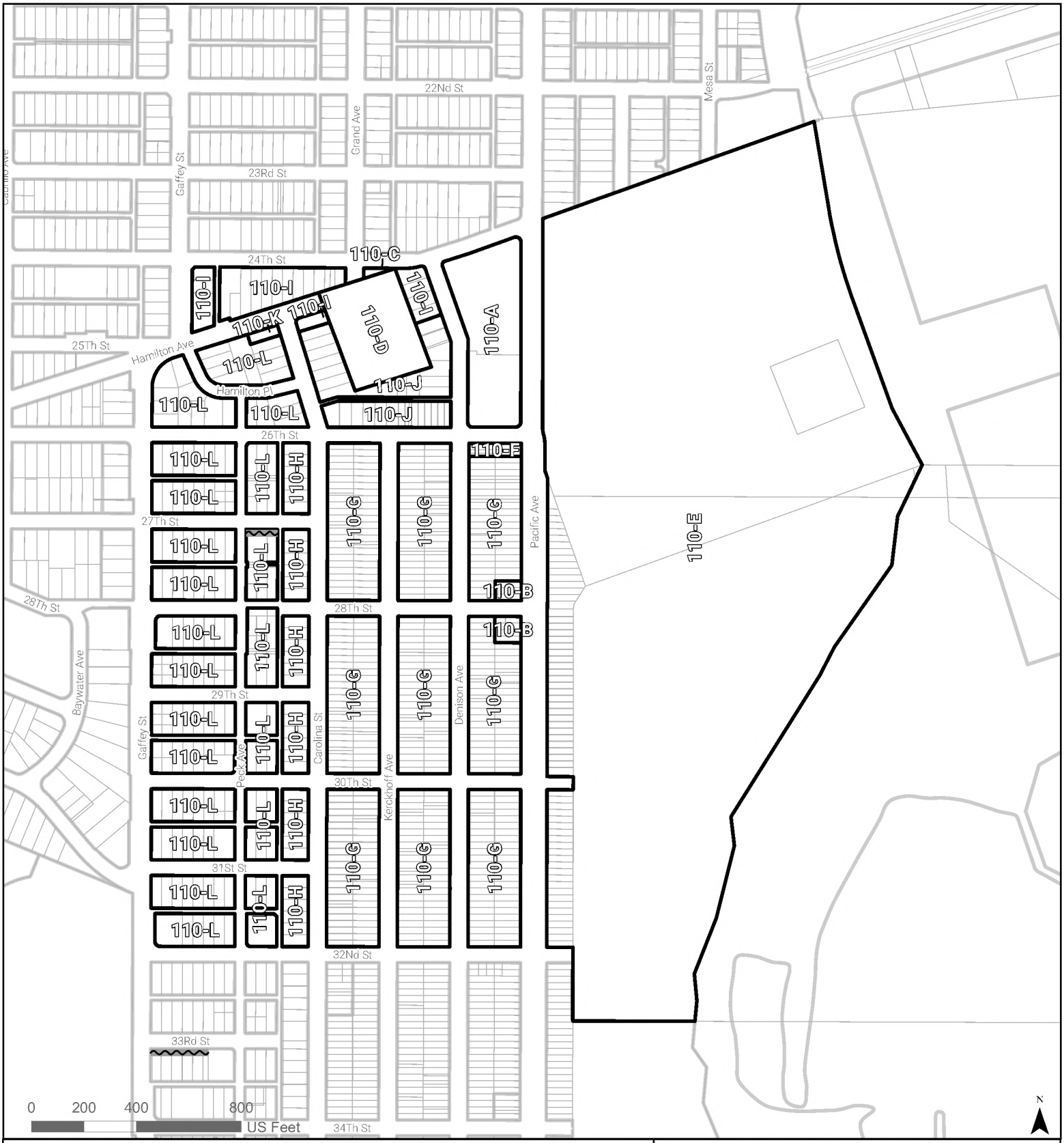
LM / MAY 2026

Section:

100

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

110-A, 110-B, 110-C, 110-D, 110-E, 110-F, 110-G, 110-H, 110-I, 110-J, 110-K, 110-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

120-A, 120-B, 120-C, 120-D, 120-E, 120-F, 120-G, 120-H, 120-I, 120-J, 120-K, 120-L, 120-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

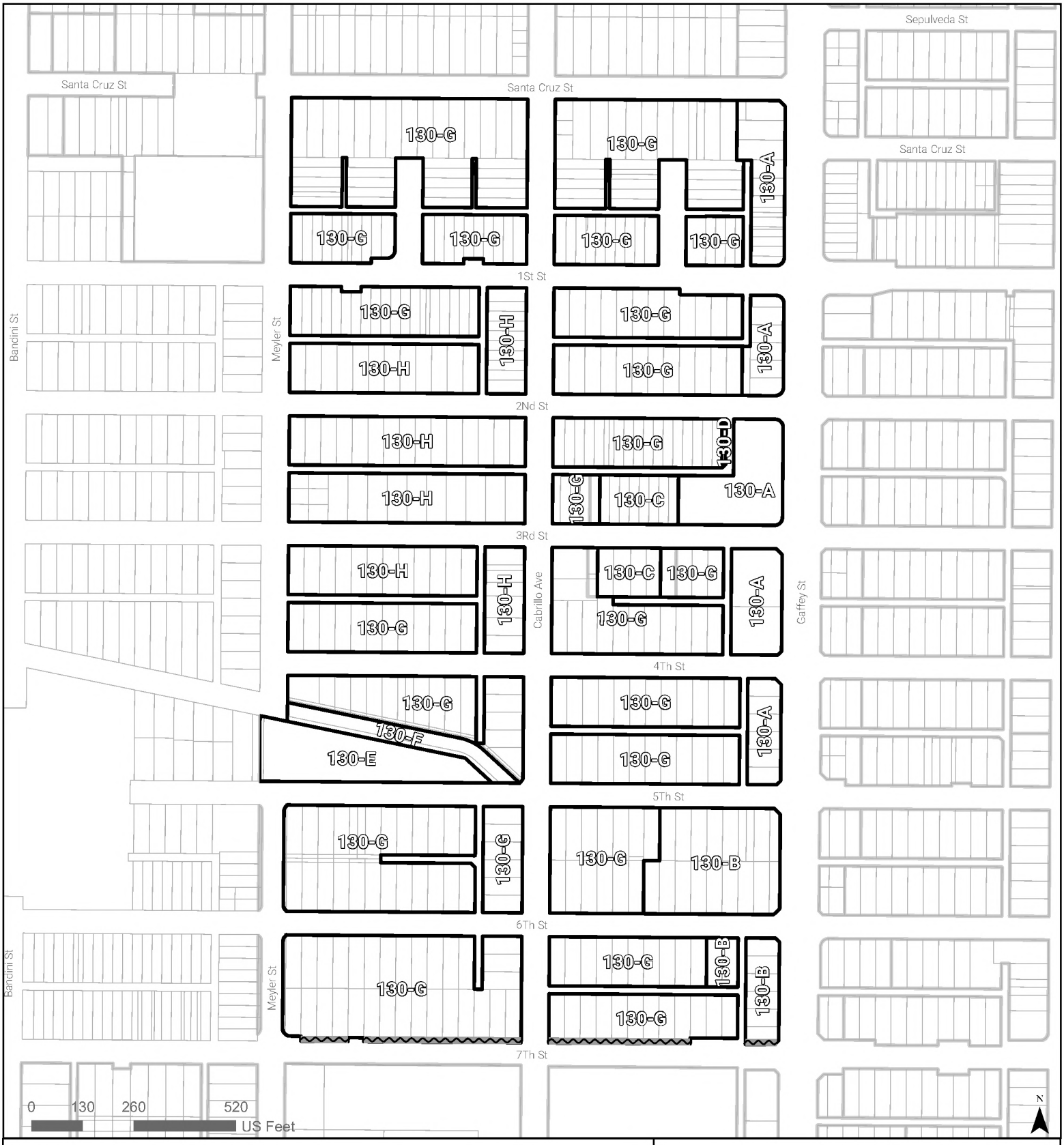
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

130-A, 130-B, 130-C, 130-D, 130-E, 130-F, 130-G, 130-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

140-A, 140-B, 140-C, 140-D, 140-E, 140-F, 140-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

150-A, 150-B, 150-C, 150-D, 150-E, 150-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

160-A, 160-B, 160-C, 160-D, 160-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

170-A, 170-B, 170-C, 170-D, 170-E, 170-F, 170-G, 170-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

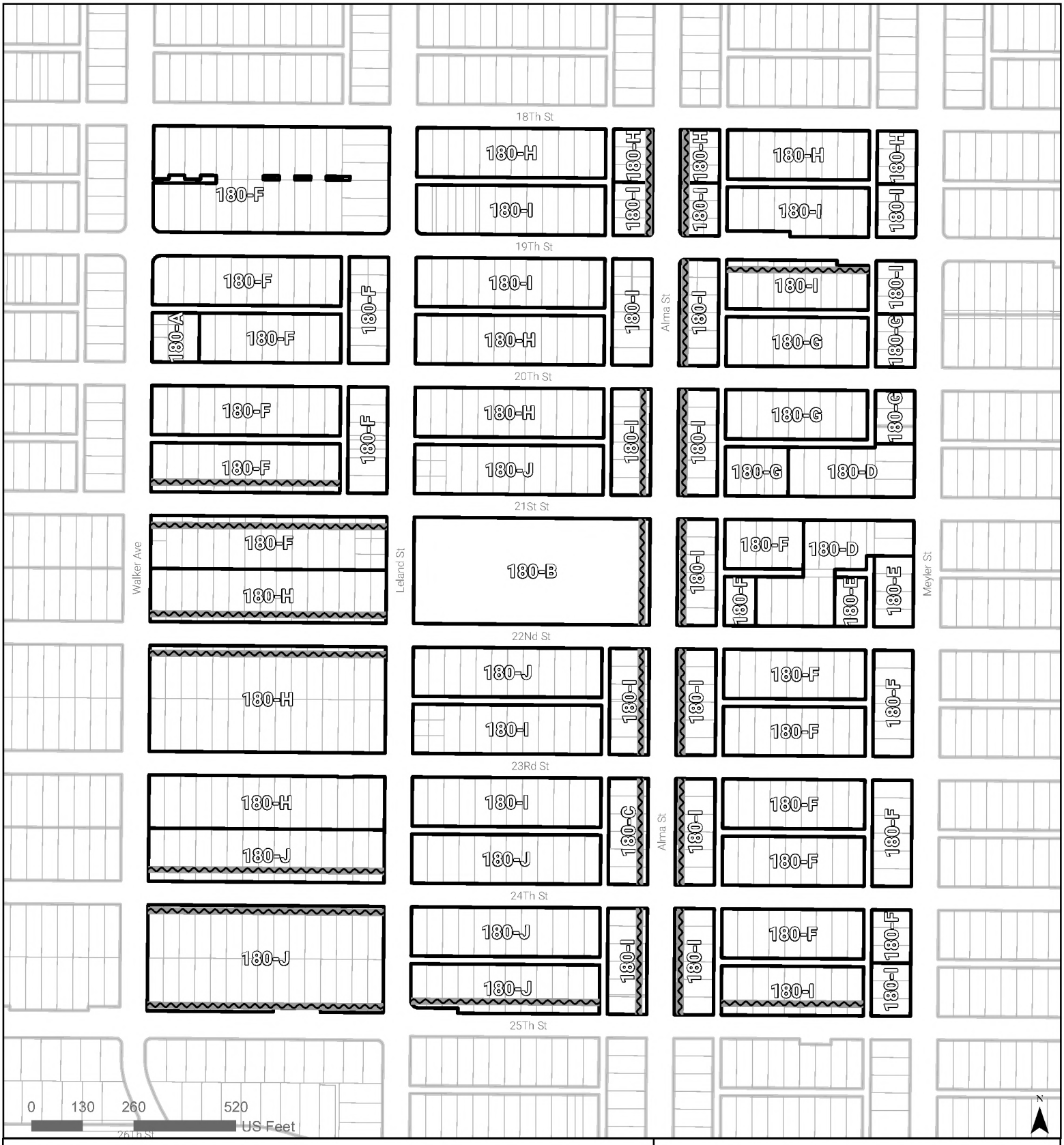
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

180-A, 180-B, 180-C, 180-D, 180-E, 180-F, 180-G, 180-H, 180-I, 180-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

190-A, 190-B, 190-C, 190-D, 190-E, 190-F, 190-G, 190-H, 190-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

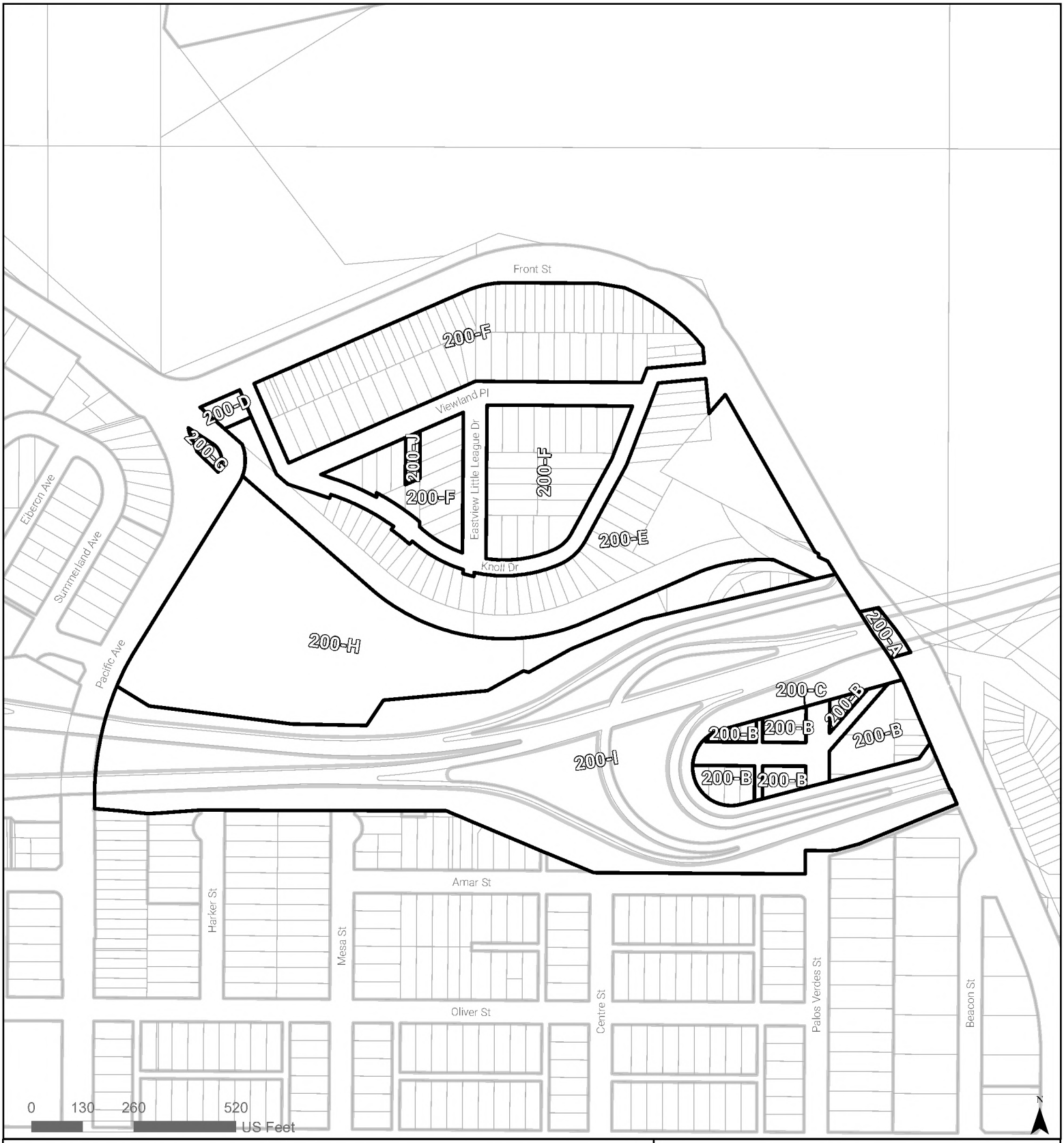
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

200-A, 200-B, 200-C, 200-D, 200-E, 200-F, 200-G, 200-H, 200-I, 200-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

210-A, 210-B, 210-C, 210-D, 210-E, 210-F, 210-G, 210-H, 210-I

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

210

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

220-A, 220-B, 220-C, 220-D, 220-E, 220-F, 220-G, 220-H, 220-I, 220-J, 220-K, 220-L, 220-M, 220-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

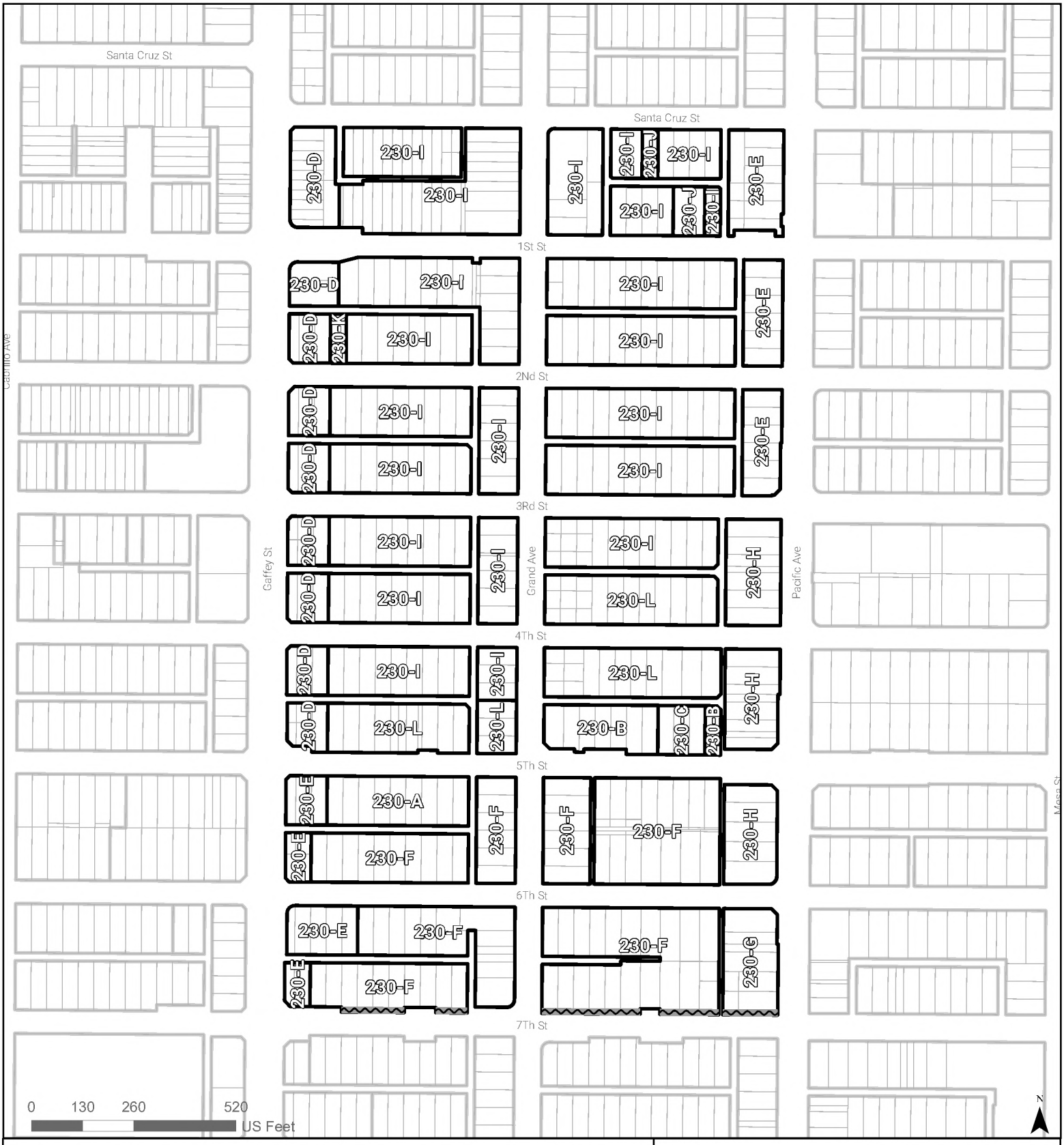
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Section:

220

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

230-A, 230-B, 230-C, 230-D, 230-E, 230-F, 230-G, 230-H, 230-I, 230-J, 230-K, 230-L

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

230

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

240-A, 240-B, 240-C, 240-D, 240-E, 240-F, 240-G, 240-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

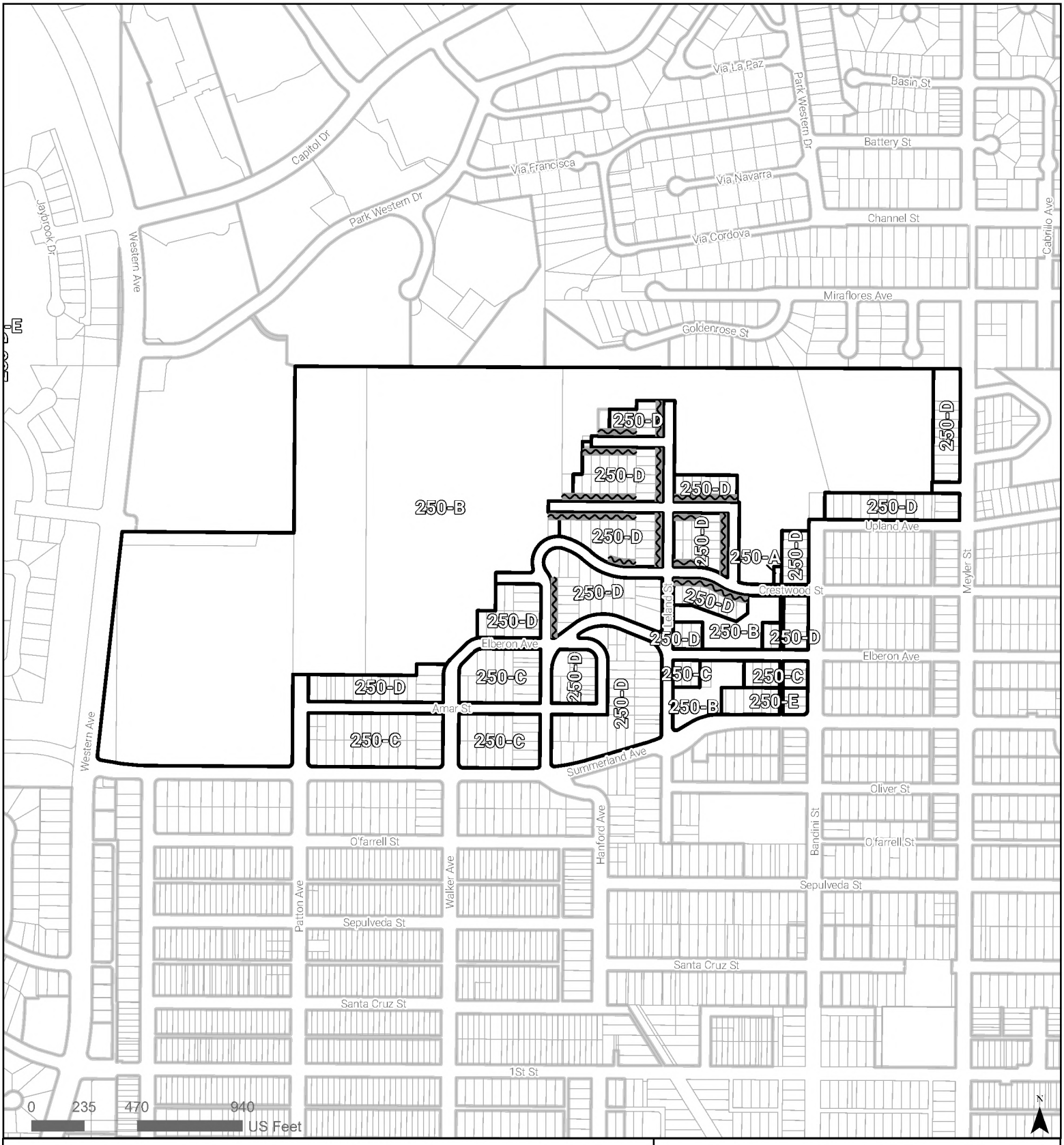
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

250-A, 250-B, 250-C, 250-D, 250-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

260-A, 260-B, 260-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

260

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

270-A, 270-B, 270-C, 270-D, 270-E, 270-F, 270-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

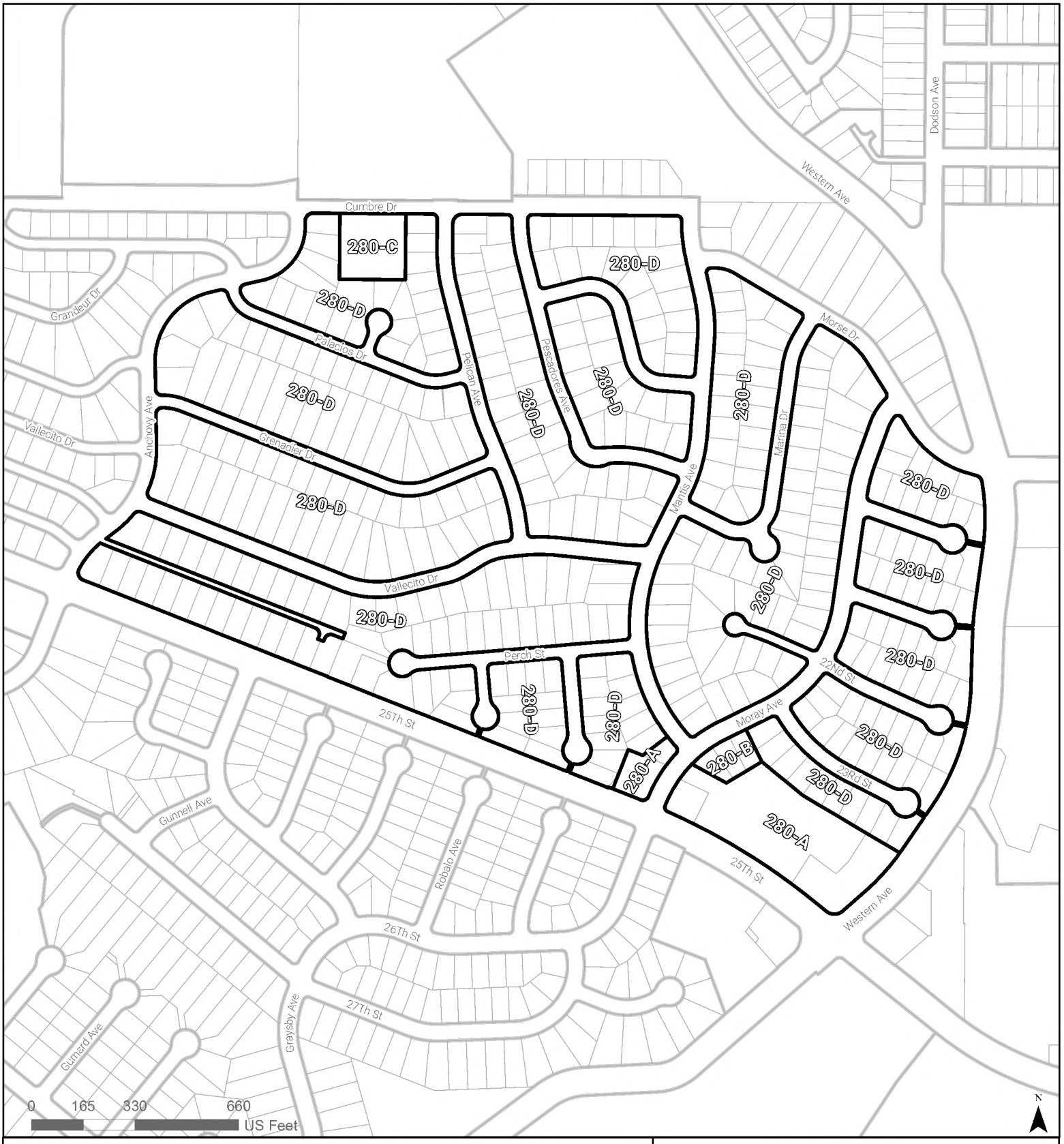
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Section:

270

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

280-A, 280-B, 280-C, 280-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

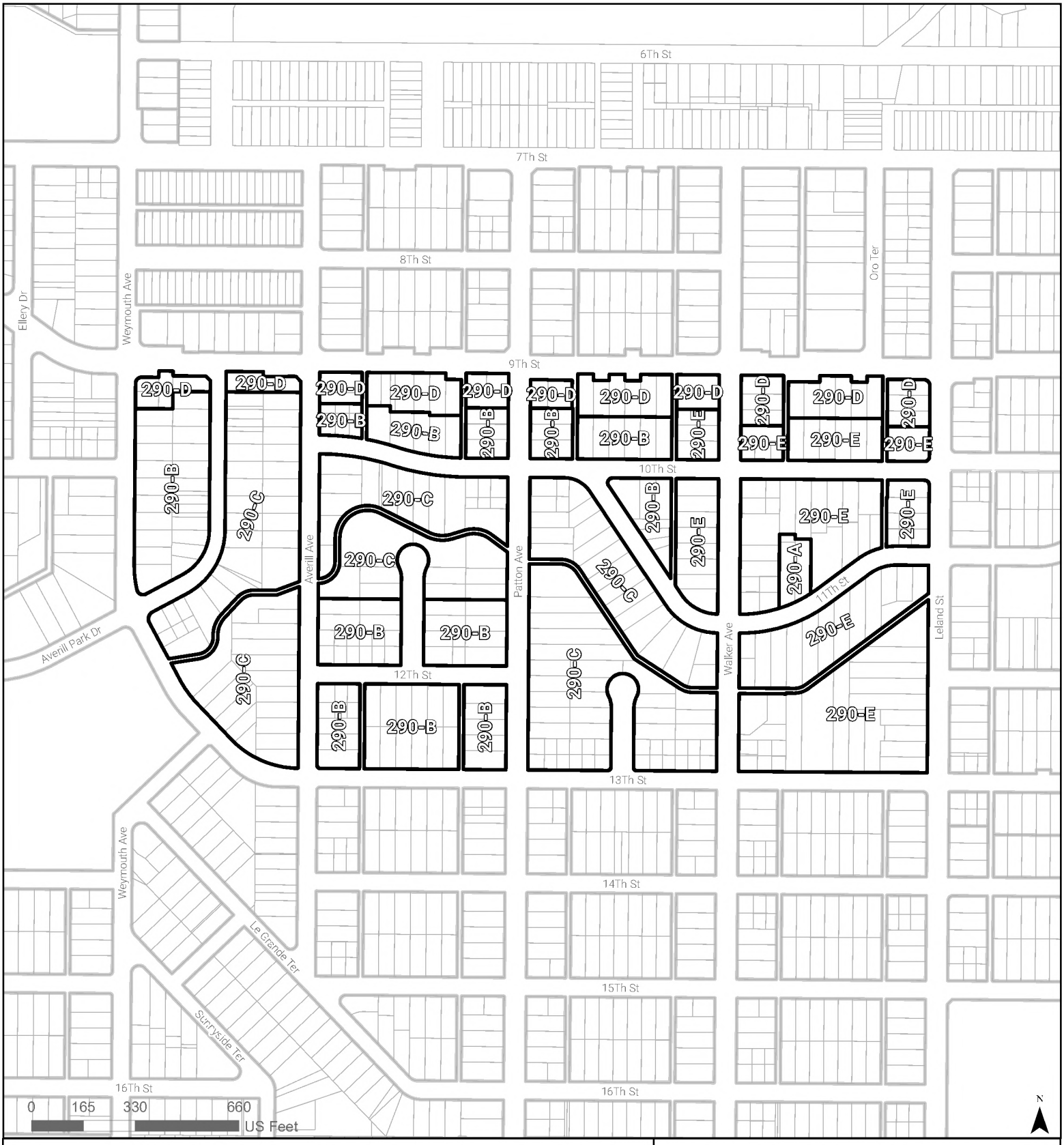
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

290-A, 290-B, 290-C, 290-D, 290-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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Section:

290

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D, 300-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

300

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

300-A, 300-B, 300-C, 300-D, 300-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

300

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

310-A, 310-B, 310-C, 310-D, 310-E, 310-F, 310-G, 310-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

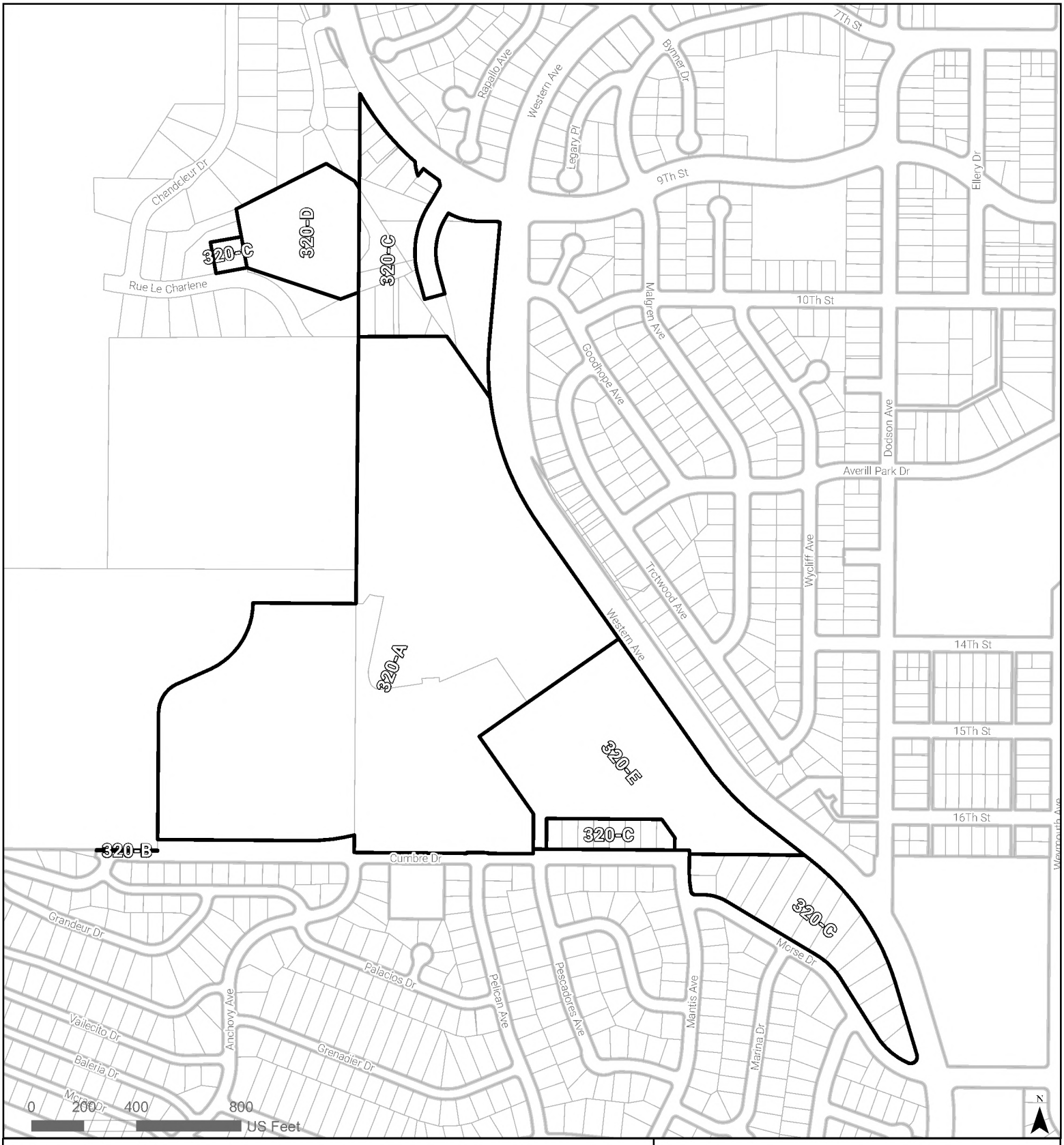
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Section:

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CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

320-A, 320-B, 320-C, 320-D, 320-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

320

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

330-A, 330-B, 330-C, 330-D, 330-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

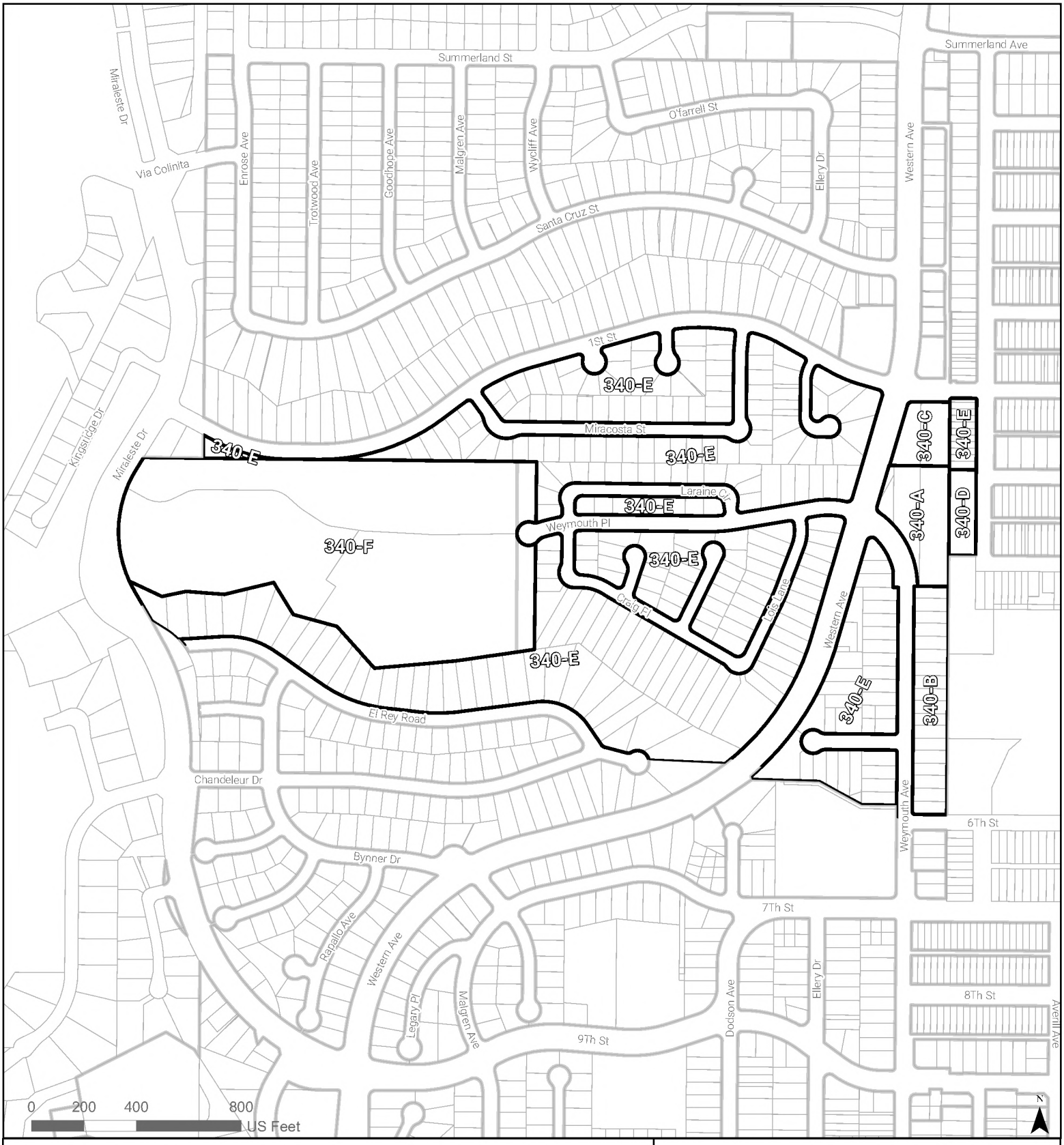
LM / MAY 2026

Section:

330

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

340-A, 340-B, 340-C, 340-D, 340-E, 340-F, 370-B, 370-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

340

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

350-A, 350-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

350

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

360-A, 360-B, 360-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

360

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

370-A, 370-B, 370-C, 370-D, 370-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

370

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

380-A, 380-B

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

380

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

390-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

390

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

400-A, 400-B, 400-C, 400-D, 400-E, 400-F, 400-G, 400-H, 400-I, 400-J, 400-K, 400-L, 400-M, 400-N, 400-O

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

400

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

410-A, 410-B, 410-C, 410-D, 410-E, 410-F, 410-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

410

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

420-A, 420-B, 420-C, 420-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

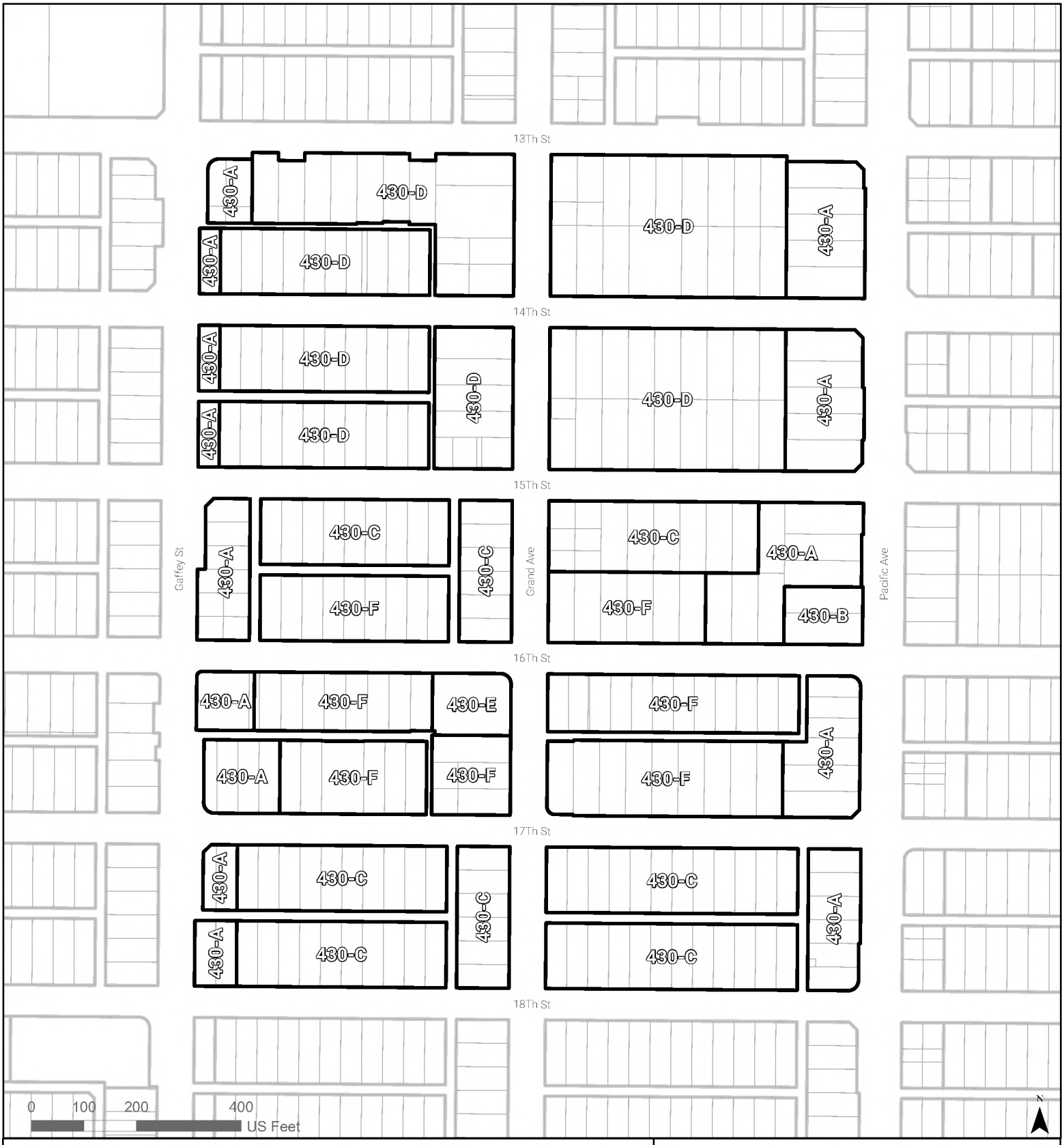
LM / MAY 2026

Section:

420

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

430-A, 430-B, 430-C, 430-D, 430-E, 430-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

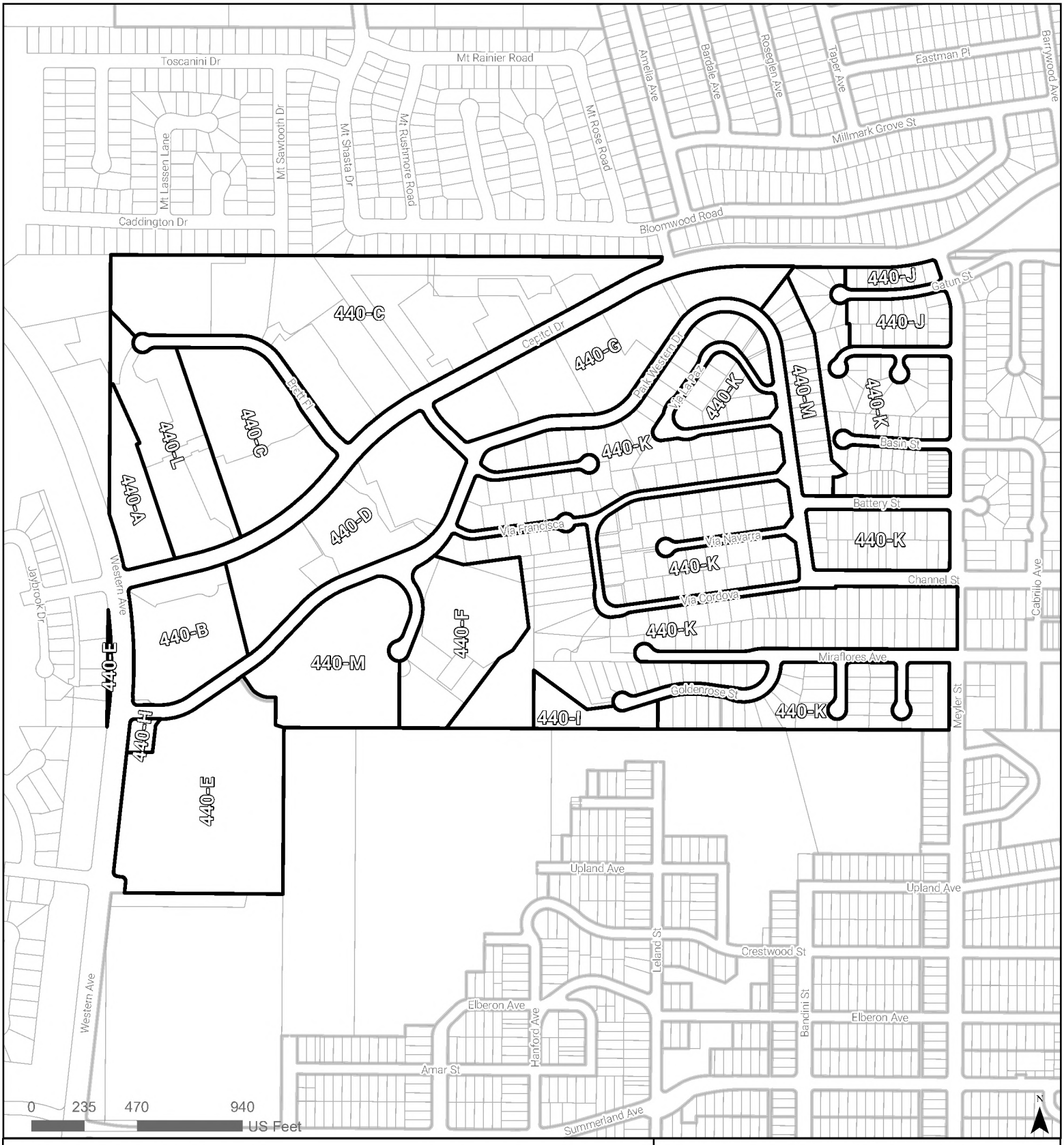
LM / MAY 2026

Section:

430

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

440-A, 440-B, 440-C, 440-D, 440-E, 440-F, 440-G, 440-H, 440-I, 440-J, 440-K, 440-L, 440-M

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

440

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

450-A, 450-B, 450-C, 450-D, 450-E, 450-F, 450-G, 450-H, 450-I, 450-J, 450-K, 450-L, 450-M, 450-N

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

450

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

460-A, 460-B, 460-C, 460-D, 460-E, 460-F, 460-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

460

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

470-A, 470-B, 470-C, 470-D, 470-E, 470-F, 470-G, 470-H, 470-I, 470-J, 470-K, 470-L, 470-M, 470-N, 470-O, 470-P, 470-Q, 470-R, 470-S

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

470

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

480-A, 480-B, 480-C, 480-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

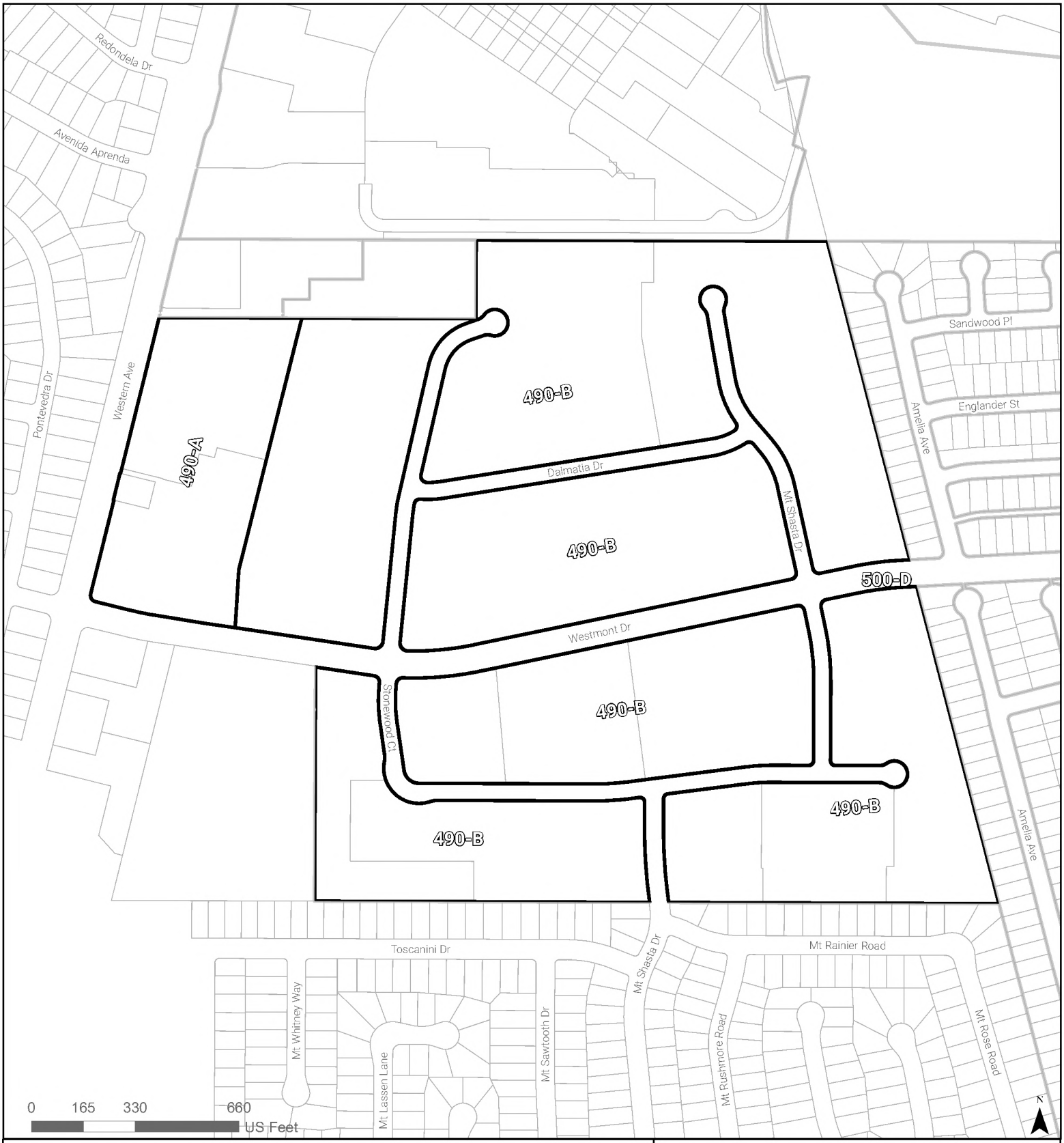
LM / MAY 2026

Section:

480

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

490-A, 490-B, 500-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

490

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

500-A, 500-B, 500-C, 500-D, 500-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

500

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

510-A, 510-B, 510-C, 510-D, 510-E, 510-F, 510-G, 510-H, 510-I, 510-J, 510-K, 510-L, 510-M, 510-N, 510-O, 510-P, 510-Q, 510-R, 510-S, 510-T, 510-U, 510-V, 510-W, 510-X

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

510

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

520-A, 520-B, 520-C, 520-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

520

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

521-A, 521-B, 521-C, 521-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

521

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

440-K, 530-A, 530-B, 530-C, 530-D, 530-E, 530-F, 530-G, 530-H, 530-I, 530-J

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

530

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

540-A, 540-B, 540-C, 540-D, 540-E, 540-F, 540-G, 540-H

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

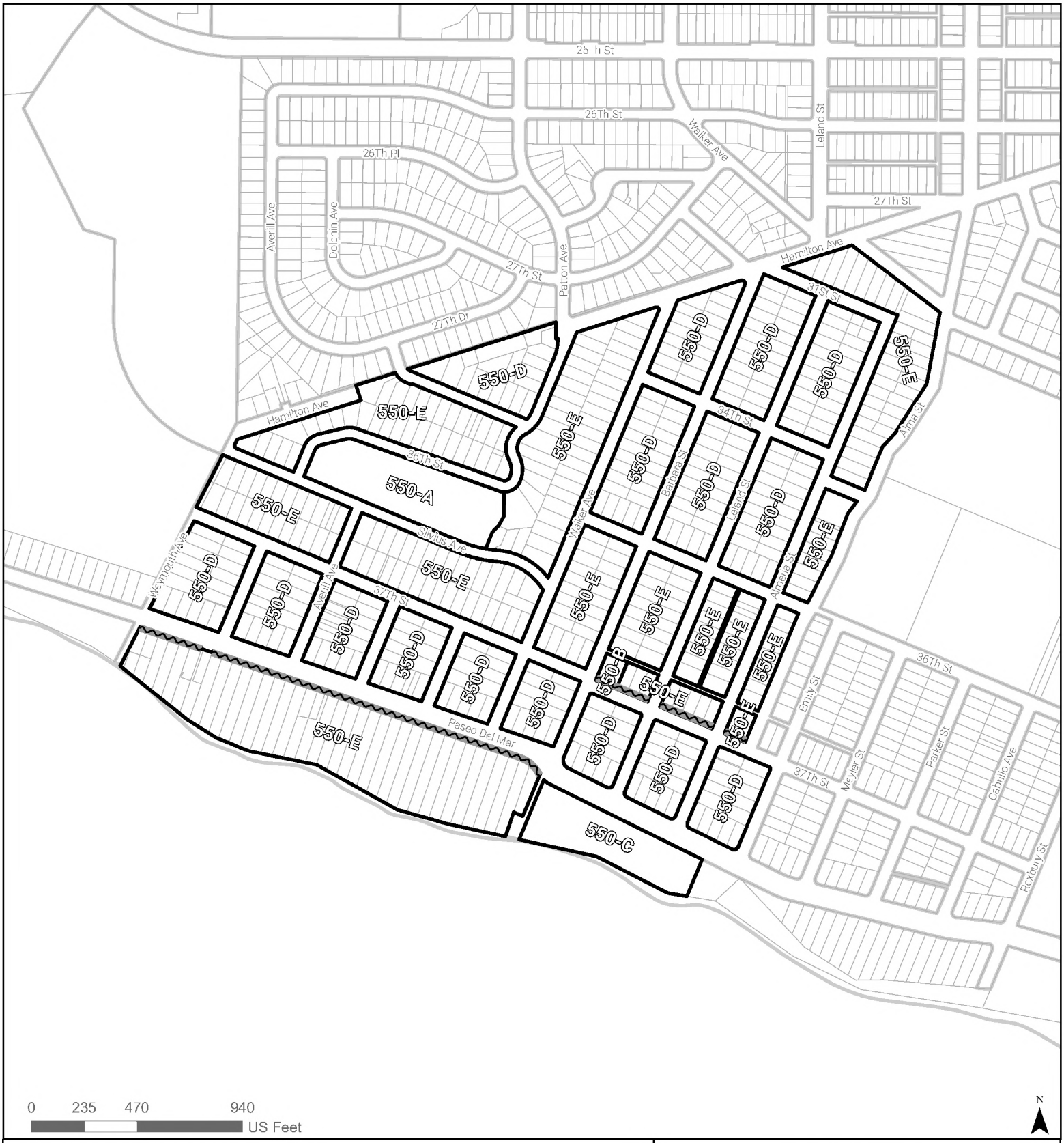
LM / MAY 2026

Section:

540

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

550-A, 550-B, 550-C, 550-D, 550-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

550

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

560-A, 560-B, 560-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

560

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

570-A, 570-B, 570-C, 570-D, 570-E, 570-F

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

570

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

580-A, 580-B, 580-C, 580-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

580

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

590-A, 590-B, 590-C

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

590

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

600-A, 600-B, 600-C, 600-D, 600-E, 600-F, 600-G

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

600

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

610-A, 610-B, 610-C, 610-D

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

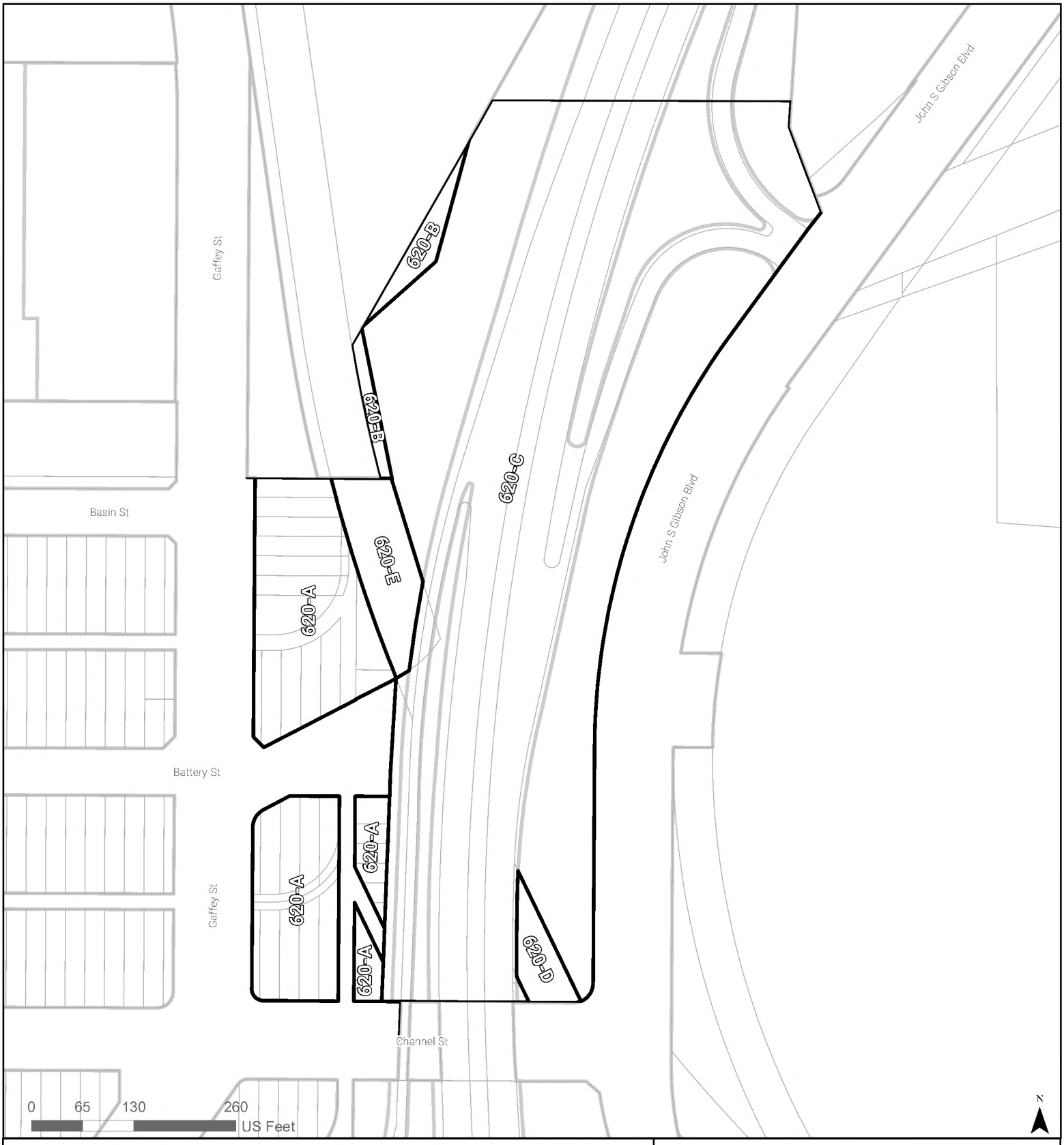
LM / MAY 2026

Section:

610

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

100-H, 521-A, 521-B, 521-C, 521-D, 620-A, 620-B, 620-C, 620-D, 620-E

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

620

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area



ZONING MAP AMENDMENTS

SUBAREAS

630-A

Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

LM / MAY 2026

Section:

630

CPC-2025-7122-GPA-ZC-CPIO-SP-CA

San Pedro Community Plan Area

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-100-A	[Q]C1-1XL-CPIO	[LM9-G3-2][CX5-12]
SPD-100-B	C1-1XL-CPIO	[LM9-G3-2][CX5-8]
SPD-100-C	M1-1VL-CPIO	[LB3-G3-14][I5-N]
SPD-100-D	M1-2D-CPIO	[LB3-G3-17][I5-N]
SPD-100-E	None	[FWY]
SPD-100-F	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-100-G	PF-1-CPIO	[LB3-FX2-14][P2-N]
SPD-100-H	PF-1XL	[FWY]
SPD-100-I	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-100-J	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-100-K	R1-1XL	[VN2-FX2-2][P1-1L]
SPD-110-A	[Q]RD1.5-1	[VN2-MU4-2][RG2-15]
SPD-110-B	C1-1XL-CPIO	[LM9-SH4-2][RX4-8][SP]
SPD-110-C	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-110-D	OS-1XL	[VF2-FX2-17][OS1-N][SP]
SPD-110-E	PF-1XL	[VN2-MU4-2][P2-15][SP]
SPD-110-F	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-110-G	R1-1XL	[H1-FY1-2][RG2-1L][SP]
SPD-110-H	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-110-I	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-110-J	RD1.5-1XL	[VN2-MU4-2][RG2-15][SP]
SPD-110-K	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-110-L	RD2-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-120-A	[Q]PF-1XL	[LM9-FX2-2][P2-8]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-120-B	C1-1XL	[LM9-SH4-2][CX6-8]
SPD-120-C	C2-1VL-CPIO	[MM3-G3-2][CX9-4]
SPD-120-D	C2-1VL-CPIO	[VF2-FX2-17][OS1-N]
SPD-120-E	C2-1VL-CPIO	[VF2-FX2-17][P2-N]
SPD-120-F	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-120-G	PF-1XL	[LM9-FX2-2][P2-8]
SPD-120-H	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-120-I	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-120-J	R1-1XL	[VF2-FX2-17][OS1-N]
SPD-120-K	R3-1	[LM8-MU4-2][RG2-8]
SPD-120-L	RD1.5-1XL	[VF2-FX2-17][OS1-N]
SPD-120-M	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-130-A	C2-1VL-CPIO	[MM3-G3-2][CX9-4]
SPD-130-B	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-130-C	PF-1XL	[MM3-FX2-2][P2-4]
SPD-130-D	QP-1	[VN2-MU4-2][RG2-15]
SPD-130-E	R3-1	[LM8-MU4-2][RG2-8]
SPD-130-F	R3-1XL	[LM8-MU4-2][RG2-8]
SPD-130-G	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-130-H	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-140-A	[Q]PF-1XL	[VN2-FX2-2][P2-15]
SPD-140-B	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-140-C	C2-1VL-CPIO	[MM3-SH4-2][CX7-4][IHR]
SPD-140-D	PF-1XL	[MM3-FX2-2][P2-4]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-140-E	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-140-F	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-140-G	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-150-A	[Q]C2-1XL	[LM8-MU4-2][RX4-15]
SPD-150-B	[Q]C2-2D	[MM3-G3-2][CX5-4][IHR]
SPD-150-C	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-150-D	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-150-E	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-150-F	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-160-A	[Q]PF-1XL	[VN2-FX2-2][P2-20][SP]
SPD-160-B	OS-1XL	[VF2-FX2-17][OS1-N][SP]
SPD-160-C	OS-1XL	[VF2-FX2-18][OS2-N][SP]
SPD-160-D	R1-1XL	[H1-FY1-2][RG2-1L][SP]
SPD-160-E	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-170-A	[Q]PF-1XL	[VN2-FX2-2][P2-15]
SPD-170-B	C2-1XL-CPIO	[MM3-SH4-2][CX6-4]
SPD-170-C	PF-1XL	[VN2-FX2-2][P2-15]
SPD-170-D	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-170-E	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-170-F	R2-1XL	[VN2-MU4-2][RG2-15]
SPD-170-G	RD1.5-1XL	[H2-FY1-2][RG2-2L]
SPD-170-H	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-180-A	[Q]C1-1XL	[H1-FY1-2][RG2-1L]
SPD-180-B	[Q]PF-1XL	[VN2-FX2-2][P1-15]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-180-C	C1-1VL-CPIO	[LM9-SH4-2][RX4-8]
SPD-180-D	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-180-E	R1-1XL	[H1-FY1-18][RG2-1L]
SPD-180-F	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-180-G	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-180-H	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-180-I	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-180-J	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-190-A	C2-1VL-CPIO	[MM3-G3-2][CX9-4]
SPD-190-B	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-190-C	C2-1VL-CPIO	[MM3-SH4-2][CX7-4][IHR]
SPD-190-D	C2-1VL-CPIO	[VF2-FX2-17][OS1-N]
SPD-190-E	MR1-1VL-CPIO	[LB3-G3-14][I5-N]
SPD-190-F	PF-1XL-CPIO	[VN2-FX2-2][P1-4]
SPD-190-G	PF-1XL	[VF2-FX2-17][P2-N]
SPD-190-H	R2-1XL-CPIO	[H2-FY1-2][RG2-2L]
SPD-190-I	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][IHR]
SPD-200-A	[Q]M3-1	[FWY]
SPD-200-B	C2-1VL-CPIO	[LM15-SH4-2][CX7-4]
SPD-200-C	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-200-D	M1-1VL-CPIO	[LB3-G3-14][I5-N]
SPD-200-E	M1-1VL-CPIO	[LB3-G3-14][P1-N]
SPD-200-F	OS-1XL-CPIO	[VF2-FX2-17][OS1-N]
SPD-200-G	OS-1XL	[VF2-FX2-17][OS1-N]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-200-H	PF-1XL-CPIO	[LB3-G3-14][P1-N]
SPD-200-I	PF-1XL	[FWY]
SPD-200-J	R1-1XL-CPIO	[HH1-FY3-18][A1-1L]
SPD-210-A	[T][Q]RAS4-1L-CPIO	[MM12-SH4-2][CX7-4]
SPD-210-B	C2-2D-CPIO	[MB10-SH4-9][CX7-4]
SPD-210-C	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-210-D	C2-2D	[OSP]
SPD-210-E	OS-1-CPIO	[VF2-FX2-17][OS1-N]
SPD-210-F	PF-1-CPIO	[VF2-FX2-14][P2-N]
SPD-210-G	PF-1-CPIO	[VF2-FX2-2][P2-N]
SPD-210-H	PF-2D-CPIO	[MB3-FX2-9][P2-4]
SPD-210-I	RD1.5-1XL	[OSP]
SPD-220-A	[Q]RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-220-B	[Q]RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][IHR]
SPD-220-C	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-220-D	C2-2D-CPIO	[MB10-CC2-9][CX7-4][CD]
SPD-220-E	C2-2D-CPIO	[MB10-SH4-9][CX7-4]
SPD-220-F	C2-2D-CPIO	[MM12-CC2-2][CX7-4][CD]
SPD-220-G	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-220-H	C2-2D-CPIO	[MM12-SH4-2][CX7-4][IHR]
SPD-220-I	CM-2D-CPIO	[MM12-CC2-2][CX7-8][CD]
SPD-220-J	R2-1XL-CPIO	[H2-FY1-2][RG2-2L]
SPD-220-K	R4-2D-CPIO	[MM12-MU4-2][RG2-4]
SPD-220-L	RD1.5-1-CPIO	[VN2-MU4-2][RG2-15]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-220-M	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-220-N	RD1.5-1XL	[OSP]
SPD-230-A	[Q]R3-1-CPIO	[VN2-MU4-2][RG2-10]
SPD-230-B	C2-1VL-CPIO	[MM2-SH4-2][CX7-4]
SPD-230-C	C2-1VL-CPIO	[MM2-SH4-2][CX7-4][IHR]
SPD-230-D	C2-1VL-CPIO	[MM3-G3-2][CX9-4]
SPD-230-E	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-230-F	C2-2D-CPIO	[LM15-SH4-2][CX7-4]
SPD-230-G	C2-2D-CPIO	[MM12-CC2-2][CX7-4][CD]
SPD-230-H	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-230-I	R2-1XL-CPIO	[H2-FY1-2][RG2-2L]
SPD-230-J	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][IHR]
SPD-230-K	R2-1XL-CPIO	[MM3-G3-2][CX9-4]
SPD-230-L	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-240-A	C2-1XL-CPIO	[MM3-G3-2][CX5-4]
SPD-240-B	CM-2D-CPIO	[LB3-G3-14][I5-N]
SPD-240-C	CM-2D-CPIO	[LB3-G3-14][P1-N]
SPD-240-D	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-240-E	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-240-F	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-240-G	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-240-H	R3-1XL-CPIO	[LM8-MU4-2][RG2-8]
SPD-250-A	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-250-B	OS-1XL	[VF2-FX2-19][OS1-N]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-250-C	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-250-D	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-250-E	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-260-A	OS-1XL	[VF2-FX2-17][OS2-N][SP]
SPD-260-B	OS-1XL	[VF2-FX2-18][OS2-N][SP]
SPD-260-C	PF-1XL	[VN2-FX2-2][P1-20][SP]
SPD-270-A	[Q]C2-1XL	[LM9-G3-2][CX6-12]
SPD-270-B	[Q]PF-1XL	[LG5-FX2-19][P1-1L]
SPD-270-C	OS-1XL	[VF2-FX2-17][OS2-N]
SPD-270-D	OS-1XL	[VF2-FX2-17][OS2-N][SP]
SPD-270-E	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-270-F	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-270-G	SL	SL
SPD-280-A	[Q]C2-1XL	[LM9-G3-2][CX6-12]
SPD-280-B	P-1XL	[LM9-G3-2][CX6-12]
SPD-280-C	PF-1XL	[HH1-FX2-19][P2-1L]
SPD-280-D	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-290-A	(T)(Q)RD1.5-1XL	[VN2-MU4-2][RG2-20]
SPD-290-B	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-290-C	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-290-D	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-290-E	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-300-A	OS-1XL	[VF2-FX2-19][OS1-N]
SPD-300-B	R1-1XL	[H1-FY1-2][RG2-1L]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-300-C	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-300-D	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-300-E	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-310-A	[Q]C2-1XL	[LB3-FX2-14][P2-12]
SPD-310-B	[Q]C2-1XL	[LM9-G3-2][CX6-12]
SPD-310-C	PF-1XL	[VN2-FX2-2][P2-20]
SPD-310-D	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-310-E	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-310-F	R1-1XL	[HLG5-FY3-19][RG2-1L]
SPD-310-G	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-310-H	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-320-A	OS-1XL	[VF2-FX2-19][OS1-N]
SPD-320-B	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-320-C	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-320-D	R1-1XL	[HH1-FY3-19][RG2-1L]
SPD-320-E	R1-1XL	[HLG5-FY3-19][RG2-1L]
SPD-330-A	[Q]PF-1XL	[VN2-FX2-2][P2-15]
SPD-330-B	C1-1XL	[LM9-SH4-2][CX5-8]
SPD-330-C	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-330-D	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-330-E	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-340-A	[Q]PF-1XL	[MM3-G3-2][P2-4]
SPD-340-B	[Q]PF-1XL	[VN2-FX2-2][P1-12]
SPD-340-C	C2-1VL	[MM3-G3-2][CX7-4]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-340-D	PF-1XL	[MM3-G3-2][P2-4]
SPD-340-E	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-340-F	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-350-A	[Q]C2-1XL	[LM9-SH4-2][CX5-12]
SPD-350-B	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-360-A	PF-1XL	[HH1-FX2-18][P2-1L]
SPD-360-B	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-360-C	R3-1XL	[LM8-MU4-2][RG2-8]
SPD-370-A	[Q]C2-1XL	[LM9-SH4-2][CX5-12]
SPD-370-B	[Q]PF-1XL	[VN2-FX2-2][P1-12]
SPD-370-C	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-370-D	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-370-E	R1-1XL	[HLG5-FY3-19][RG2-1L]
SPD-380-A	R1-1XL	[H1-FY1-2][RG2-1L][SP]
SPD-380-B	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-390-A	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-400-A	[Q]C2-1XL	[LM8-G3-2][CX6-15][SP]
SPD-400-B	[Q]R3-1XL-CPIO	[LN2-MU4-2][RG2-10][SP]
SPD-400-C	[Q]RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][SP]
SPD-400-D	C1-1XL	[LM9-SH4-2][CX6-8]
SPD-400-E	C2-1XL-CPIO	[MM3-SH4-2][CX6-4][SP-IHR]
SPD-400-F	C2-1XL-CPIO	[MM3-SH4-2][CX6-4][SP]
SPD-400-G	MR1-1XL-CPIO	[LB3-G3-14][I5-N][SP]
SPD-400-H	PF-1XL-CPIO	[VN2-FX2-2][P1-2L][SP]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-400-I	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][SP-IHR]
SPD-400-J	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][SP]
SPD-400-K	R2-1XL	[H2-FY1-2][RG2-2L][SP]
SPD-400-L	R3-1XL-CPIO	[LM8-MU4-2][RG2-8][SP]
SPD-400-M	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][SP-IHR]
SPD-400-N	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][SP]
SPD-400-O	RD1.5-1XL	[VN2-MU4-2][RG2-15][SP]
SPD-410-A	C2-1VL-CPIO	[MM3-CC2-2][CX7-4]
SPD-410-B	C2-1VL-CPIO	[MM3-CC2-2][CX7-4][CD]
SPD-410-C	C2-1VL-CPIO	[MM3-CC2-2][CX7-4][IHR]
SPD-410-D	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-410-E	C2-1VL-CPIO	[MM3-SH4-2][CX7-4][IHR]
SPD-410-F	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-410-G	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][IHR]
SPD-420-A	C2-1XL-CPIO	[MM3-SH4-2][CX6-4]
SPD-420-B	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-420-C	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-420-D	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-430-A	C2-1XL-CPIO	[MM3-SH4-2][CX6-4]
SPD-430-B	C2-1XL-CPIO	[MM3-SH4-2][CX6-4][IHR]
SPD-430-C	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-430-D	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-430-E	RD2-1XL	[VN2-MU4-2][P1-20]
SPD-430-F	RD2-1XL	[VN2-MU4-2][RG2-20]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-440-A	(Q)C2-1VLD	[MM3-G3-2][CX7-4]
SPD-440-B	(Q)C2-1XL	[MM3-G3-2][CX7-4]
SPD-440-C	(Q)RD1.5-1VLD	[VN2-MU4-2][RG2-15]
SPD-440-D	(Q)RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-440-E	[Q]C2-1XL	[MM3-G3-2][CX7-4]
SPD-440-F	[Q]PF-1XL	[VN2-MU4-2][P2-15]
SPD-440-G	[Q]RD1.5-1VLD	[VN2-MU4-2][RG2-15]
SPD-440-H	C2-1XL	[MM3-G3-2][CX9-4]
SPD-440-I	OS-1XL	[VF2-FX2-19][OS1-N]
SPD-440-J	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-440-K	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-440-L	R3-1VLD	[LM8-MU4-2][RG2-8]
SPD-440-M	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-450-A	[Q]C2-1-HPOZ	[MM3-SH4-2][CX7-4][HPOZ]
SPD-450-B	[Q]R3-1XL-HPOZ	[LM8-MU4-2][RG2-8][HPOZ]
SPD-450-C	C2-1-HPOZ	[MM3-SH4-2][CX7-4][HPOZ]
SPD-450-D	C2-2D-CPIO	[LM15-SH4-2][CX7-4]
SPD-450-E	C2-2D-CPIO	[MB12-SH4-2][CX7-4]
SPD-450-F	C2-2D-CPIO	[MM12-CC2-2][CX7-4][CD]
SPD-450-G	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-450-H	C2-2D-CPIO	[MM12-SH4-2][CX7-4][IHR]
SPD-450-I	CM-2D-CPIO	[MM12-CC2-2][CX7-8][CD]
SPD-450-J	CM-2D-CPIO	[MM12-SH4-2][CX7-8]
SPD-450-K	OS-1XL-HPOZ	[VF2-FX2-17][OS1-N][HPOZ]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-450-L	R4-2-HPOZ	[LM16-MU4-2][RG2-4][HPOZ]
SPD-450-M	RD1.5-1LD-CPIO	[VN2-MU4-2][RG2-15]
SPD-450-N	RD1.5-1XL-HPOZ	[VN2-MU4-2][RG2-15][HPOZ]
SPD-460-A	C2-1VL-CPIO	[MM3-SH4-2][CX7-4]
SPD-460-B	C2-2D-CPIO	[LM15-SH4-2][CX7-4]
SPD-460-C	C2-2D-CPIO	[MM12-CC2-2][CX7-4][CD]
SPD-460-D	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-460-E	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-460-F	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][IHR]
SPD-460-G	RD2-1XL-CPIO	[VN2-MU4-2][RG2-20]
SPD-470-A	[Q]PF-1XL	[VN2-FX2-2][P2-1L][SP]
SPD-470-B	A1-1	[LG5-FY1-19][A1-1L]
SPD-470-C	A1-1	[LG5-FY1-19][A1-1L][SP]
SPD-470-D	C1-1XL-CPIO	[LM9-SH4-2][RX4-8]
SPD-470-E	C1-1XL-CPIO	[LM9-SH4-2][RX4-8][SP-IHR]
SPD-470-F	C1-1XL-CPIO	[LM9-SH4-2][RX4-8][SP]
SPD-470-G	OS-1XL	[VF2-FX2-17][OS2-N]
SPD-470-H	OS-1XL	[VF2-FX2-17][OS2-N][SP]
SPD-470-I	OS-1XL	[VF2-FX2-18][OS2-N]
SPD-470-J	OS-1XL	[VF2-FX2-18][OS2-N][SP]
SPD-470-K	OS-1XL	[VF2-FX2-19][OS2-N][SP]
SPD-470-L	PF-1XL	[VN2-MU4-2][P2-15][SP]
SPD-470-M	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-470-N	R1-1XL	[H1-FY1-2][RG2-1L][SP]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-470-O	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-470-P	R1-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-470-Q	R2-1XL	[H2-FY1-2][RG2-2L][SP]
SPD-470-R	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-470-S	RD2-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-480-A	[Q]C2-1XL	[MM3-G3-2][CX6-8]
SPD-480-B	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-480-C	R3-1	[LM8-MU4-2][RG2-8]
SPD-480-D	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-490-A	[Q]C2-1XL	[LM8-G3-2][CX7-15]
SPD-490-B	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-500-A	[Q]PF-1XL	[VN2-FX2-2][P1-1L]
SPD-500-B	M1-2D-CPIO	[LB3-FX1-14][I5-N]
SPD-500-C	PF-1XL	[VN2-FX2-2][P1-1L]
SPD-500-D	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-500-E	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-510-A	[Q]C2-1XL-CPIO	[MM3-SH4-2][CX7-8][SP]
SPD-510-B	[Q]C2-1XL-HPOZ	[LN2-MU4-2][RG2-10][SP-HPOZ]
SPD-510-C	[Q]C2-1XL-HPOZ	[LN2-MU4-2][RG2-10][SP]
SPD-510-D	[Q]C2-1XL-HPOZ	[MM3-CC2-2][CX7-4][SP-HPOZ]
SPD-510-E	[Q]C2-1XL-HPOZ	[MM3-SH4-2][CX7-8][SP-HPOZ]
SPD-510-F	C2-1VL-HPOZ	[MM3-SH4-2][CX7-4][SP-HPOZ]
SPD-510-G	C2-1XL-CPIO	[MM3-CC2-2][CX7-4][SP-CD]
SPD-510-H	C2-1XL-CPIO	[MM3-CC2-2][CX7-4][SP]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-510-I	C2-1XL-CPIO	[MM3-SH4-2][CX6-4][SP]
SPD-510-J	OS-1XL-CPIO	[VF2-FX2-17][OS1-N][SP]
SPD-510-K	OS-1XL-HPOZ	[VF2-FX2-17][OS1-N][SP]
SPD-510-L	OS-1XL	[VF2-FX2-17][OS1-N][SP]
SPD-510-M	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][SP-IHR]
SPD-510-N	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][SP]
SPD-510-O	R2-1XL-HPOZ	[H2-FY1-2][RG2-2L][SP-HPOZ]
SPD-510-P	R2-1XL-HPOZ	[H2-FY1-2][RG2-2L][SP]
SPD-510-Q	R3-1XL-CPIO	[LM8-MU4-2][RG2-8][SP]
SPD-510-R	R3-1XL-HPOZ	[LM8-MU4-2][RG2-8][SP-HPOZ]
SPD-510-S	R3-1XL-HPOZ	[LM8-MU4-2][RG2-8][SP]
SPD-510-T	RD1.5-1-HPOZ	[VN2-MU4-2][RG2-15][SP-HPOZ]
SPD-510-U	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][SP-IHR]
SPD-510-V	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15][SP]
SPD-510-W	RD1.5-1XL-HPOZ	[VN2-MU4-2][RG2-15][SP-HPOZ]
SPD-510-X	RD1.5-1XL-HPOZ	[VN2-MU4-2][RG2-15][SP]
SPD-520-A	[Q]M2-2D-CPIO	[LF3-FX1-17][I6-N]
SPD-520-B	[Q]M3-2D-CPIO	[LF3-FX1-17][I6-N]
SPD-520-C	M2-2D-CPIO	[LF3-FX1-17][I6-N]
SPD-520-D	PF-1XL	[FWY]
SPD-521-A	M1-2D-CPIO	[LB3-G3-17][I5-N]
SPD-521-B	M2-2D-CPIO	[LF3-FX1-17][I6-N]
SPD-521-C	PF-1XL	[FWY]
SPD-521-D	PF-1XL	[LF3-FX2-17][P1-N]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-530-A	[T][Q]C2-1	[VN2-MU4-2][RG2-15]
SPD-530-B	[T][Q]RD1.5-1	[VN2-MU4-2][RG2-15]
SPD-530-C	CM-2D-CPIO	[LB3-G3-14][I5-N]
SPD-530-D	CM-2D-CPIO	[LB3-G3-14][P1-N]
SPD-530-E	M1-2D-CPIO	[LB3-FX1-14][I5-N]
SPD-530-F	M1-2D-CPIO	[LB3-G3-14][I5-N]
SPD-530-G	OS-1XL	[VF2-FX2-17][OS1-N]
SPD-530-H	PF-1XL	[LB3-FX2-14][P1-N]
SPD-530-I	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-530-J	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-540-A	[T][Q]C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-540-B	[T][Q]RAS4-1L-CPIO	[MM12-SH4-2][CX7-4]
SPD-540-C	C2-2D-CPIO	[MM12-SH4-2][CX7-4]
SPD-540-D	R2-1XL-CPIO	[H2-FY1-2][RG2-2L]
SPD-540-E	R2-1XL-CPIO	[H2-FY1-2][RG2-2L][IHR]
SPD-540-F	RD1.5-1XL-CPIO	[H2-FY1-2][RG2-2L]
SPD-540-G	RD1.5-1XL-CPIO	[VN2-MU4-2][RG2-15]
SPD-540-H	RD2-1XL-CPIO	[VN2-MU4-2][RG2-20]
SPD-550-A	[Q]PF-1XL	[VN2-FX2-2][P1-1L][SP]
SPD-550-B	C1-1XL-CPIO	[LM8-SH4-2][RX4-8][SP]
SPD-550-C	OS-1XL	[VF2-FX2-18][OS2-N][SP]
SPD-550-D	R1-1XL	[H1-FY1-2][RG2-1L][SP]
SPD-550-E	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-560-A	R1-1XL	[H1-FY1-2][RG2-1L][SP]

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Subarea ID	Existing Zoning	Proposed Zoning
SPD-560-B	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-560-C	RD2-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-570-A	PF-1XL	[MM3-FX2-2][P2-4]
SPD-570-B	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-570-C	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-570-D	R2-1XL	[H2-FY1-2][RG2-2L]
SPD-570-E	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-570-F	RD2-1XL	[VN2-MU4-2][RG2-20]
SPD-580-A	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-580-B	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-580-C	RD1.5-1XL	[VN2-MU4-2][RG2-15]
SPD-580-D	RD2-1XL	[VN2-MU4-2][RG2-15]
SPD-590-A	R1-1XL	[H1-FY1-2][RG2-1L]
SPD-590-B	R1-1XL	[HH1-FY3-18][RG2-1L]
SPD-590-C	R1-1XL	[HH1-FY3-19][RG2-1L]
SPD-600-A	(Q)RD3-1XL	[HLG5-FY3-18][RG2-30][SP]
SPD-600-B	OS-1XL	[VF2-FX2-17][OS2-N]
SPD-600-C	OS-1XL	[VF2-FX2-17][OS2-N][SP]
SPD-600-D	R1-1XL	[HH1-FY2-19][RG3-1L][SP]
SPD-600-E	R1-1XL	[HH1-FY3-18][RG2-1L][SP]
SPD-600-F	RD6-1XL	[HLG5-FY3-18][RG2-60][SP]
SPD-600-G	SL	SL
SPD-610-A	R1-1XL	[H1-FY1-2][RG2-1L][SP]
SPD-610-B	R1-1XL	[HH1-FY3-18][RG2-1L][SP]

San Pedro- Zoning Code Update Zoning Change Matrix

Subarea ID	Existing Zoning	Proposed Zoning
SPD-610-C	R1-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-610-D	RD2-1XL	[VN2-MU4-2][RG2-20][SP]
SPD-620-A	M1-2D-CPIO	[LB3-G3-17][I5-N]
SPD-620-B	M2-2D-CPIO	[LF3-FX1-17][I6-N]
SPD-620-C	PF-1XL	[FWY]
SPD-620-D	PF-1XL	[LB3-FX2-17][P2-N]
SPD-620-E	PF-1XL	[LF3-FX1-17][P1-N]
SPD-630-A	OS-1XL	[SL]

EXHIBIT B2:

Hillside Area Map, San Pedro and Citywide

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

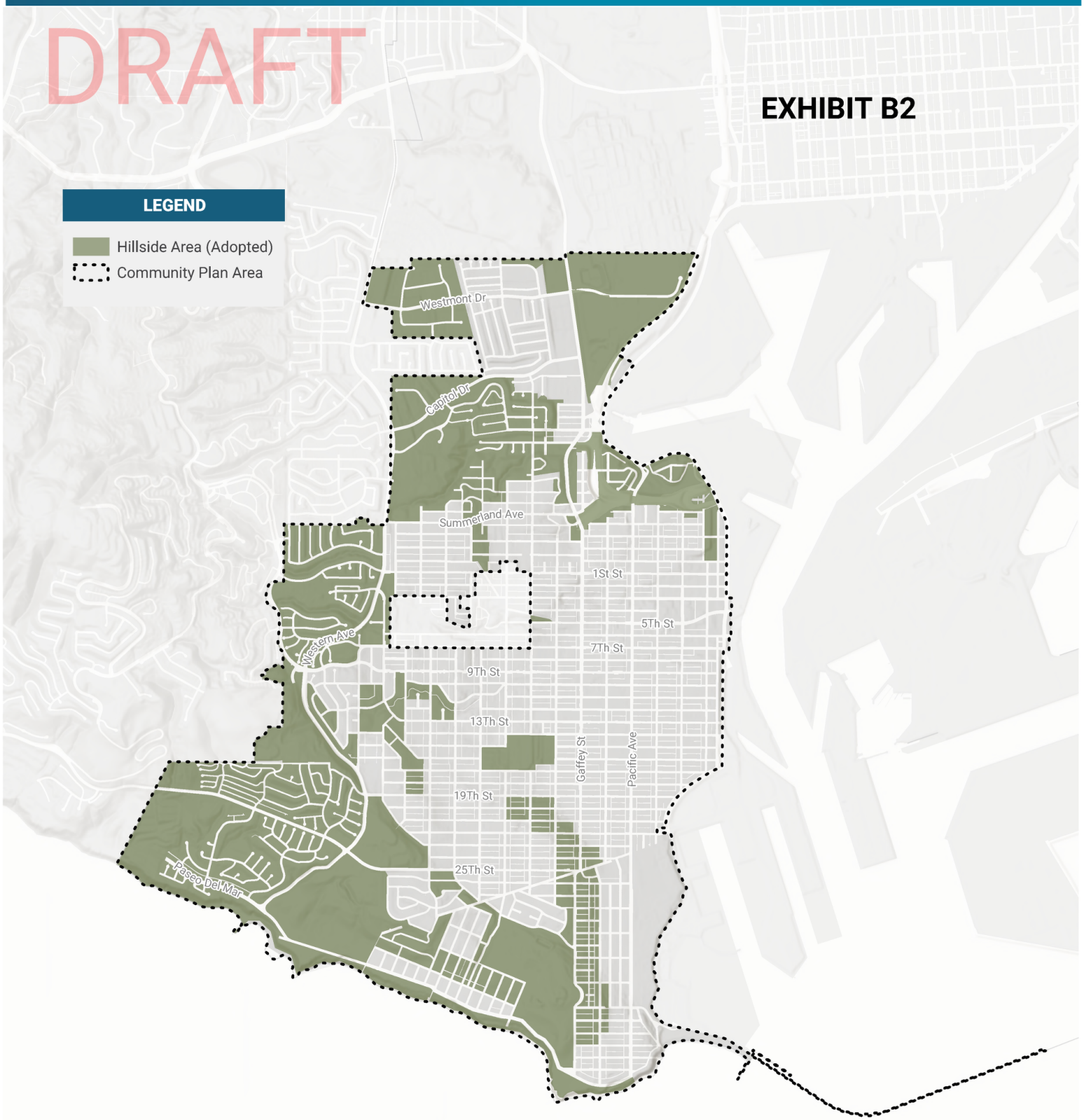
Hillside Area (Adopted)

San Pedro

LOS ANGELES CITY PLANNING

DRAFT

EXHIBIT B2



This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC).

0 0.38 0.75 1.5

Miles

N

Data Sources: Department of City Planning
Date Exported 5/6/2026

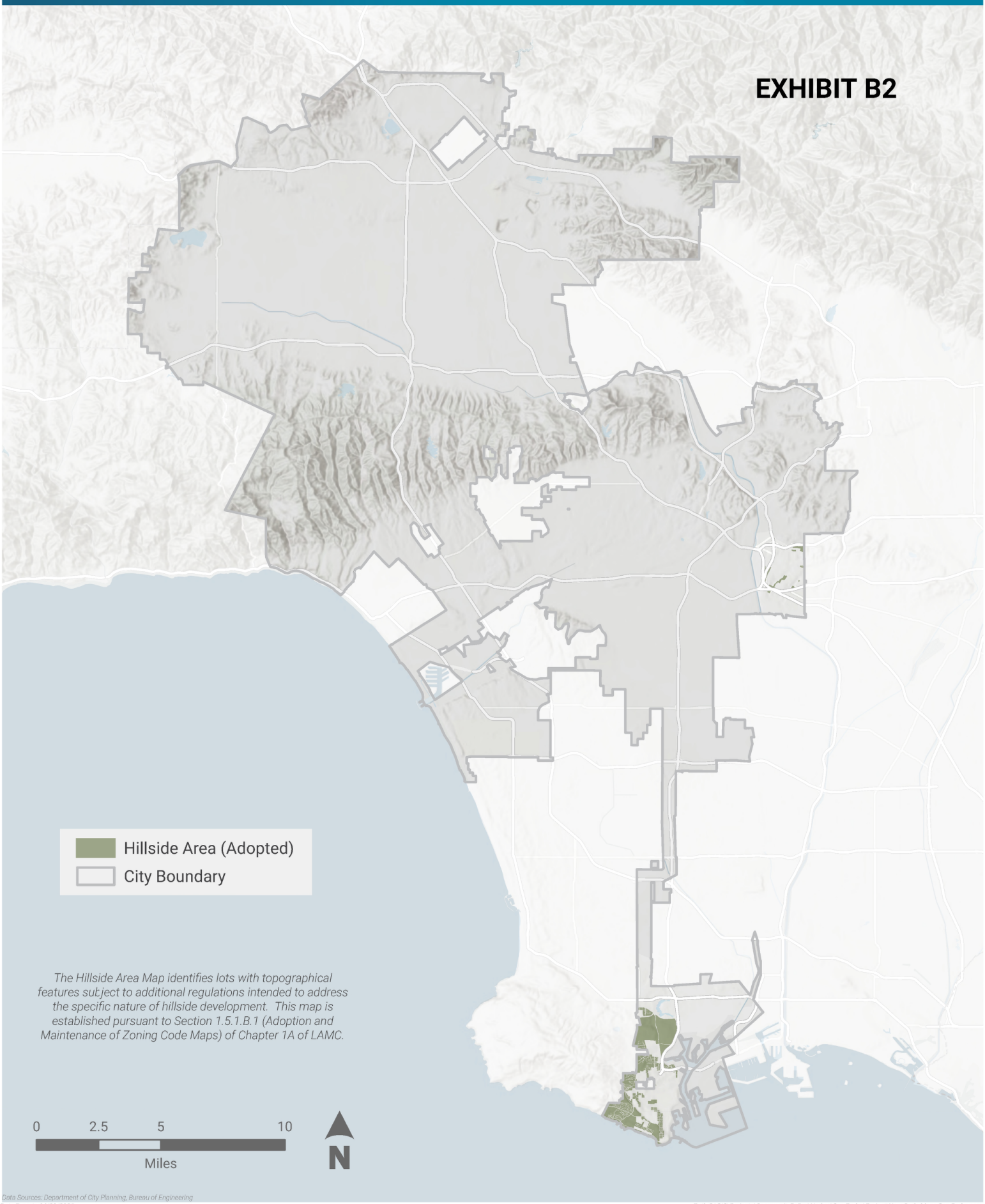
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Hillside Area (Adopted)

City of Los Angeles

LOS ANGELES CITY PLANNING

EXHIBIT B2



The Hillside Area Map identifies lots with topographical features subject to additional regulations intended to address the specific nature of hillside development. This map is established pursuant to Section 1.5.1.B.1 (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of LAMC.

Data Sources: Department of City Planning, Bureau of Engineering
Date Exported 4/29/2026

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EXHIBIT B3:

Targeted Planting Map

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

Draft Targeted Planting

San Pedro

LOS ANGELES CITY PLANNING

Coastal Harbor Planting Area

Filtration Planting Area

Community Plan Area

DRAFT

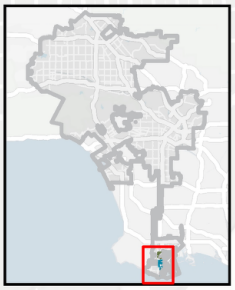
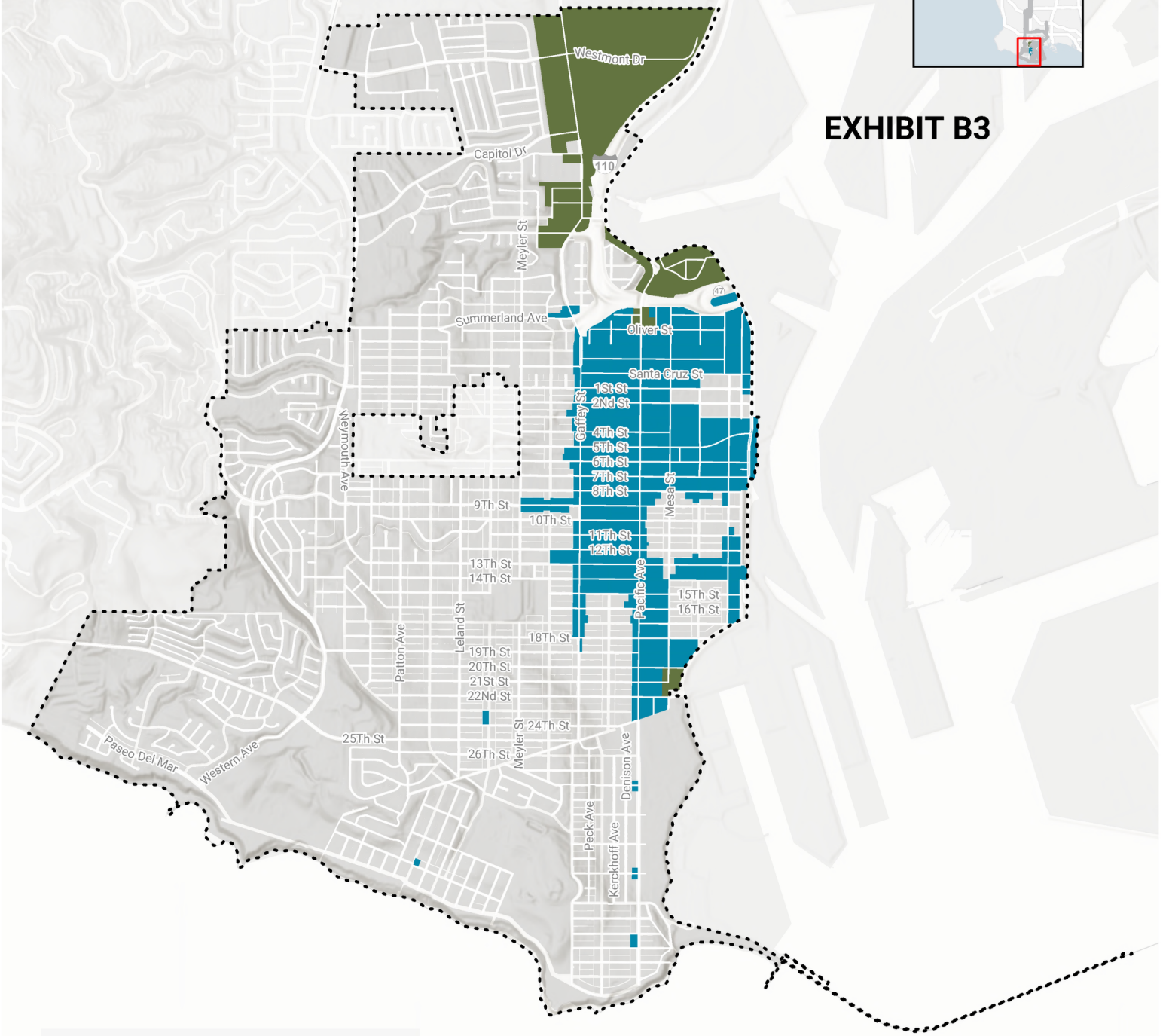


EXHIBIT B3



This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC).

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Data Sources: Department of City Planning
Date Exported 4/29/2026

Path: S:\GIS\Projects\CommunityPolicy\Harbor\San Pedro\Project\New Code Maps San Pedro.aprx

EXHIBIT B4:

Freeway Adjacency Map

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

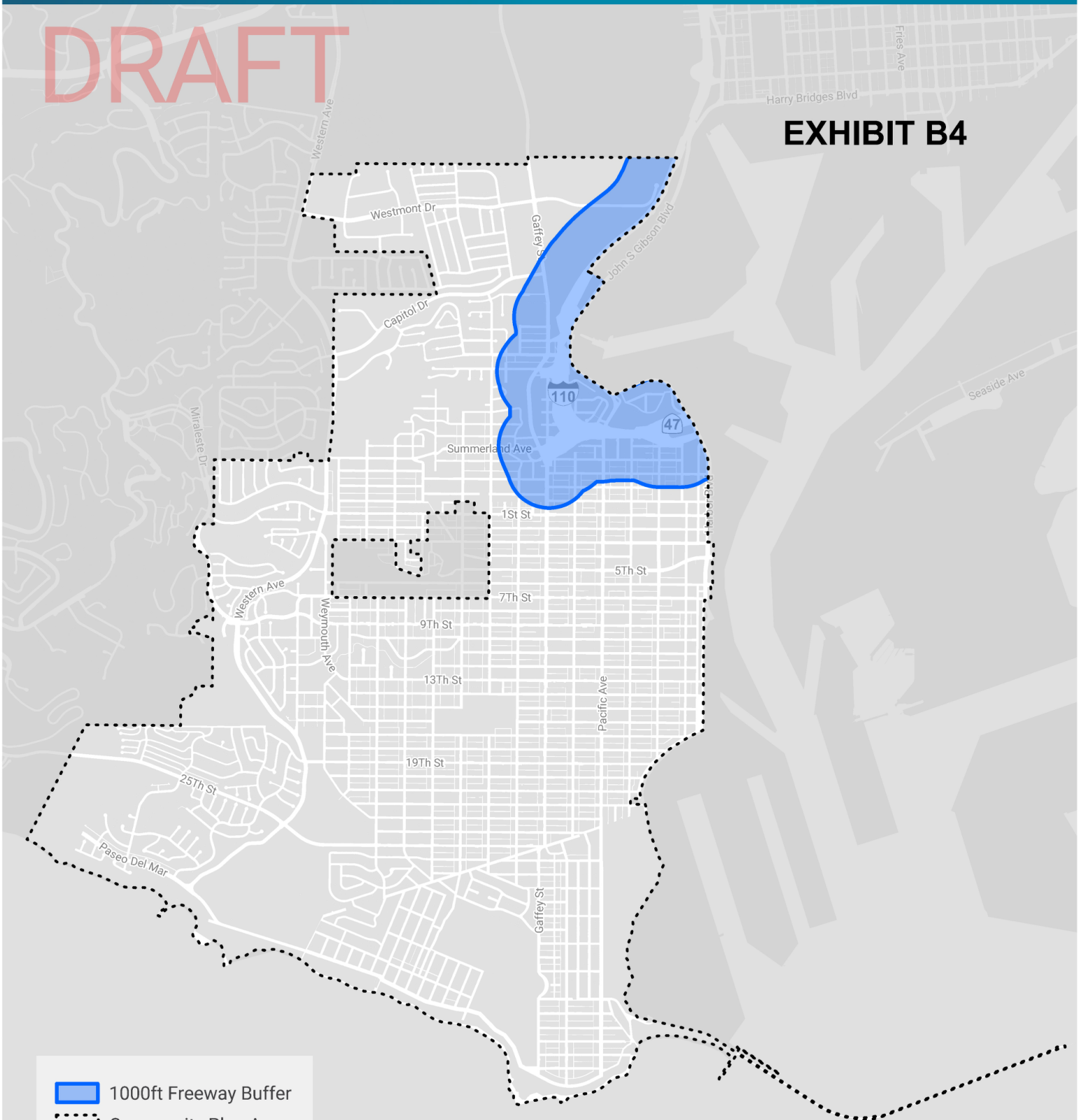
Freeway Adjacency

San Pedro

LOS ANGELES CITY PLANNING

DRAFT

EXHIBIT B4



This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC.

Data Sources: Department of City Planning, Bureau of Engineering
Date Exported 5/22/2026

Path: S:\GIS\Projects\CommunityPolicy\Harbor\San Pedro\Project\New Code Maps San Pedro.aprx

EXHIBIT B5:

Alcohol Permission Area Map

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

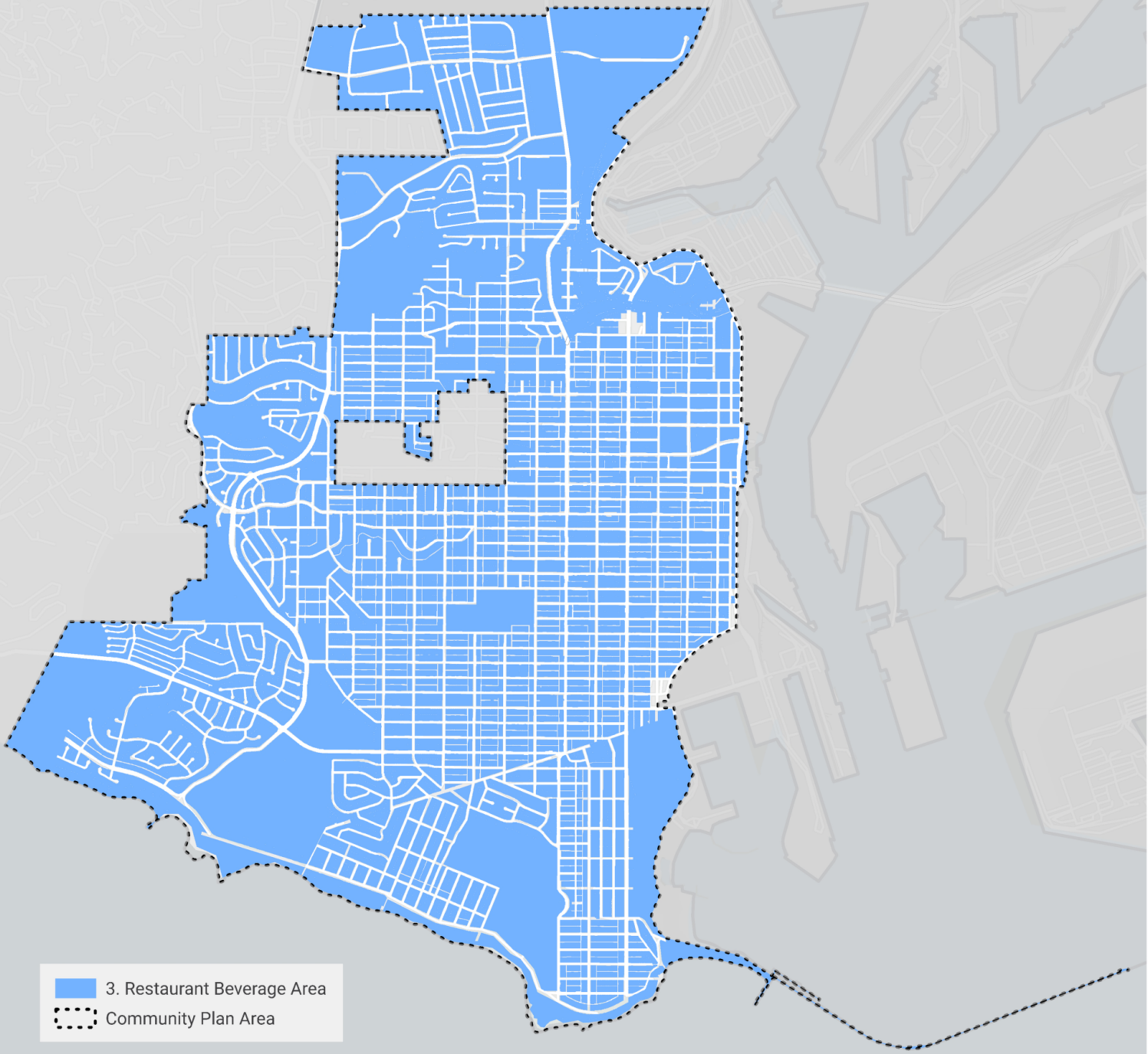
Alcohol Permission Area

San Pedro

LOS ANGELES CITY PLANNING

DRAFT

EXHIBIT B5



3. Restaurant Beverage Area

Community Plan Area

The Alcohol Permission Area Map identifies lots that are subject to Sec. 5C. 3.3. (Alcohol Sales Program), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC).

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Data Sources: Department of City Planning
Date Exported 5/26/2026

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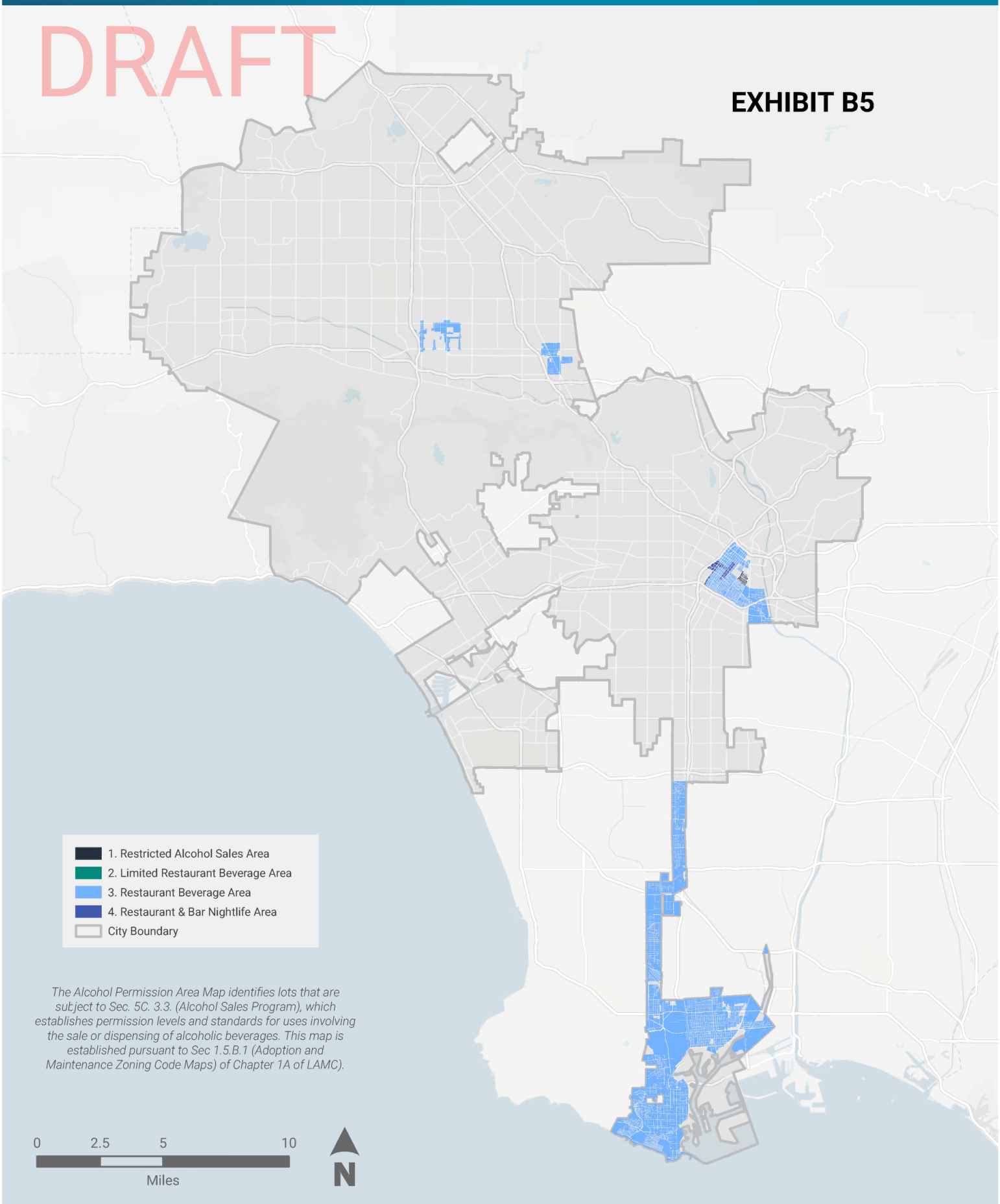
Alcohol Permission Area

City of Los Angeles

LOS ANGELES CITY PLANNING

DRAFT

EXHIBIT B5



The Alcohol Permission Area Map identifies lots that are subject to Sec. 5C. 3.3. (Alcohol Sales Program), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages. This map is established pursuant to Sec 1.5.B.1 (Adoption and Maintenance Zoning Code Maps) of Chapter 1A of LAMC).

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Miles

N

Data Sources: Department of City Planning
Date Exported 5/26/2026

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EXHIBIT B6:

Repeal of the San Pedro Community Plan Implementation Overlay District

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San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT B6

ORDINANCE NO. _____

An ordinance repealing in its entirety the San Pedro Community Plan Implementation Overlay District (Ordinance No. 185,539), in the San Pedro Community Plan Area.

THE PEOPLE OF THE CITY OF LOS ANGELES DO HEREBY ORDAIN AS FOLLOWS:

Sec. 1. The City Council hereby repeals the existing San Pedro Community Plan Implementation Overlay District (Ordinance No. 185,539) in its entirety.

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. 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 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 that the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

By _____

Date _____

File No. _____

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

_____
VINCENT P. Bertoni, AICP
Director of Planning

Date _____

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

_____

Ordinance Passed _____

MAYOR

_____

Approved _____

EXHIBIT B7:

San Pedro Specific Plan Text Document Technical Amendments

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT B7

SAN PEDRO
Specific Plan

Ordinance No. 166,352
Effective November 30, 1990

Specific Plan Procedures amended pursuant to LAMC Sec. 13B.4. of Ch. 1A in accordance with Ordinance No. 187,930

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Section 2. Purposes

Section 3. Relationship to other Provisions of the Municipal Code

Section 4. Definitions

Section 5. Land Use Regulations

Section 6. Provisions for Low and Moderate Income Housing

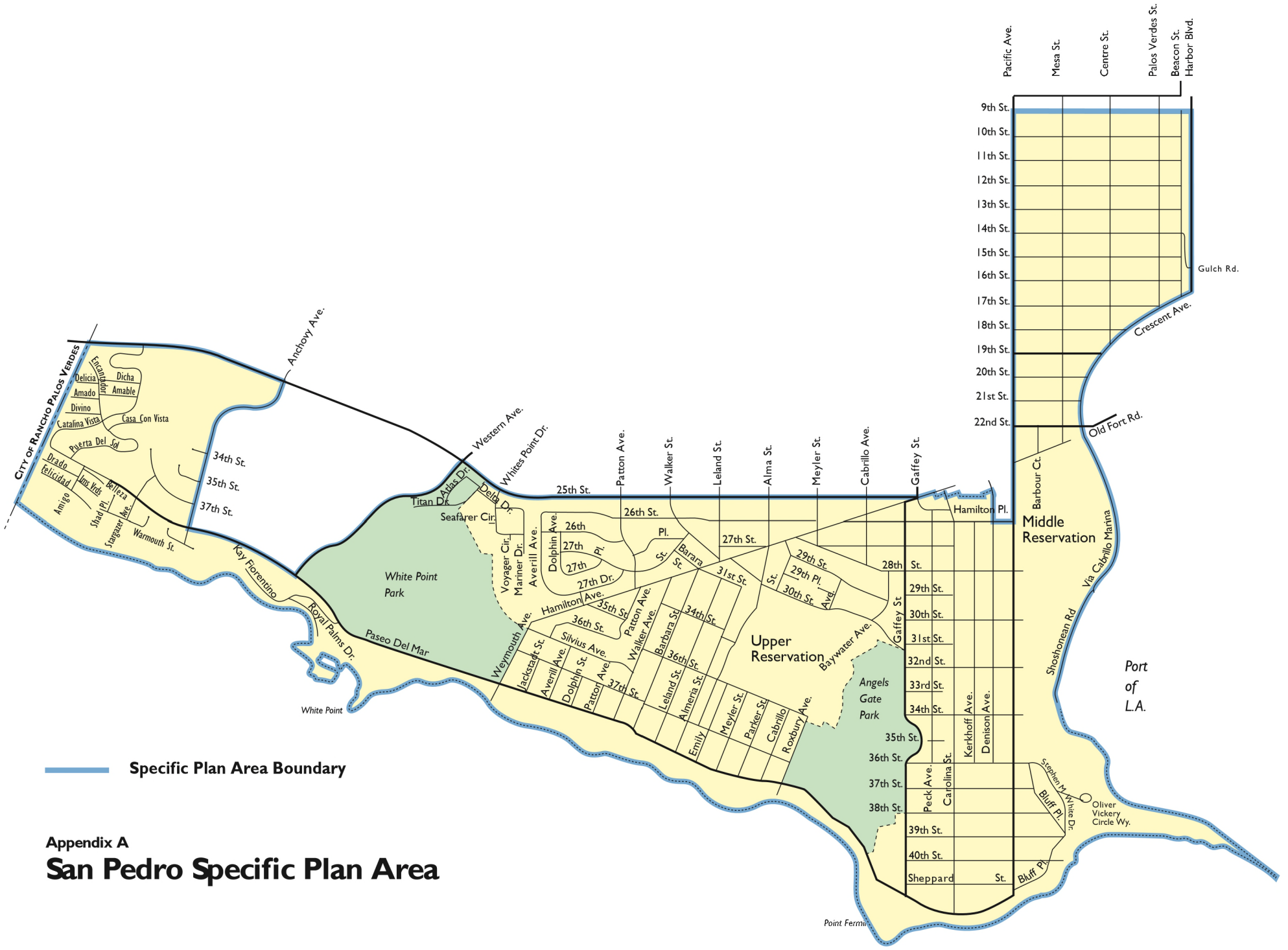
~~Section 7.~~ ~~Historic Preservation Provisions~~

Section ~~8~~ 7. Post-Certification Permit Procedures

Section ~~9~~ 8. Access

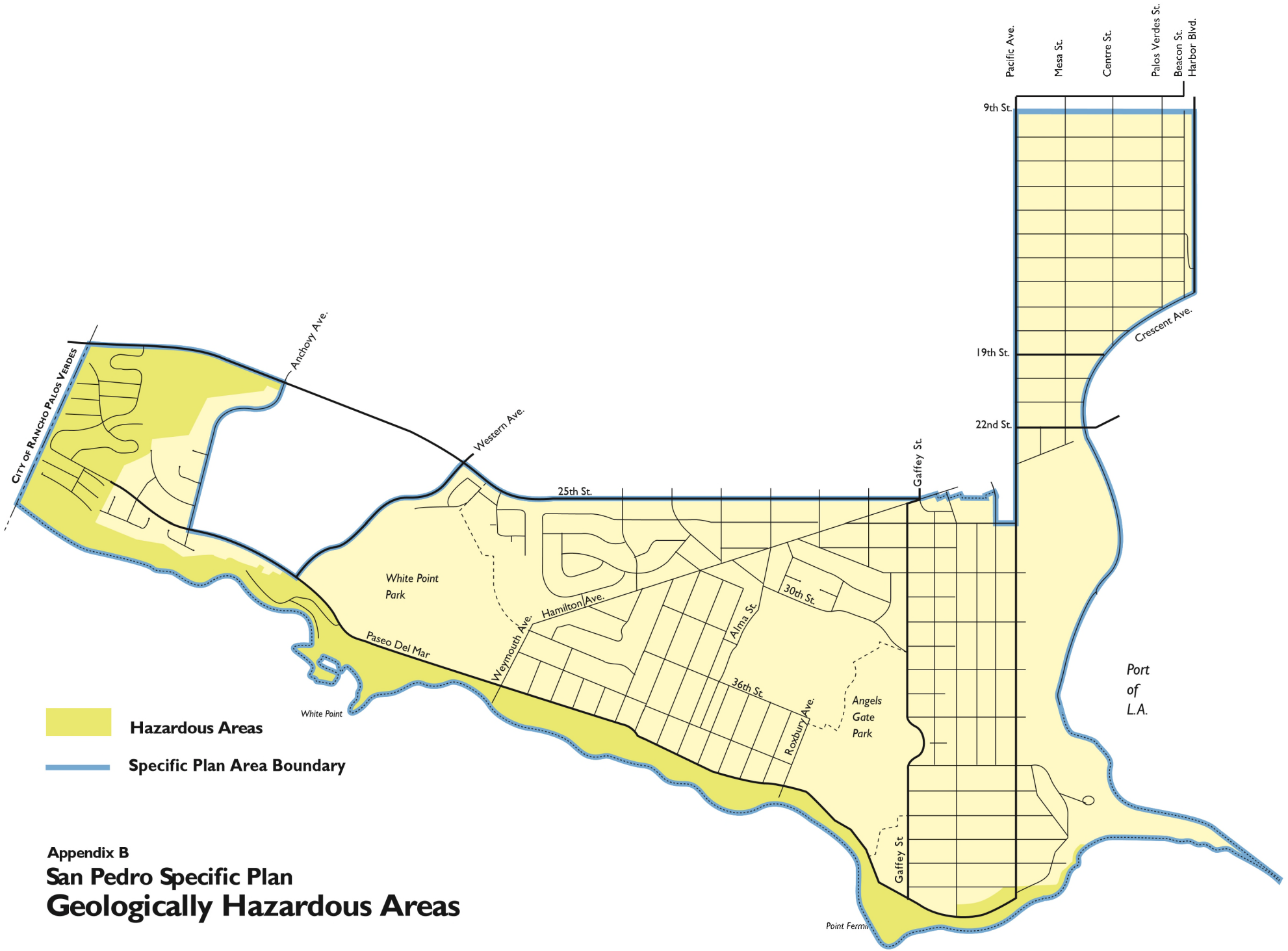
Section ~~10~~ 9. Visual Resources

Section ~~11~~ 10. Federal Consistency Determinations - Fort Mac Arthur Reservations



Appendix A

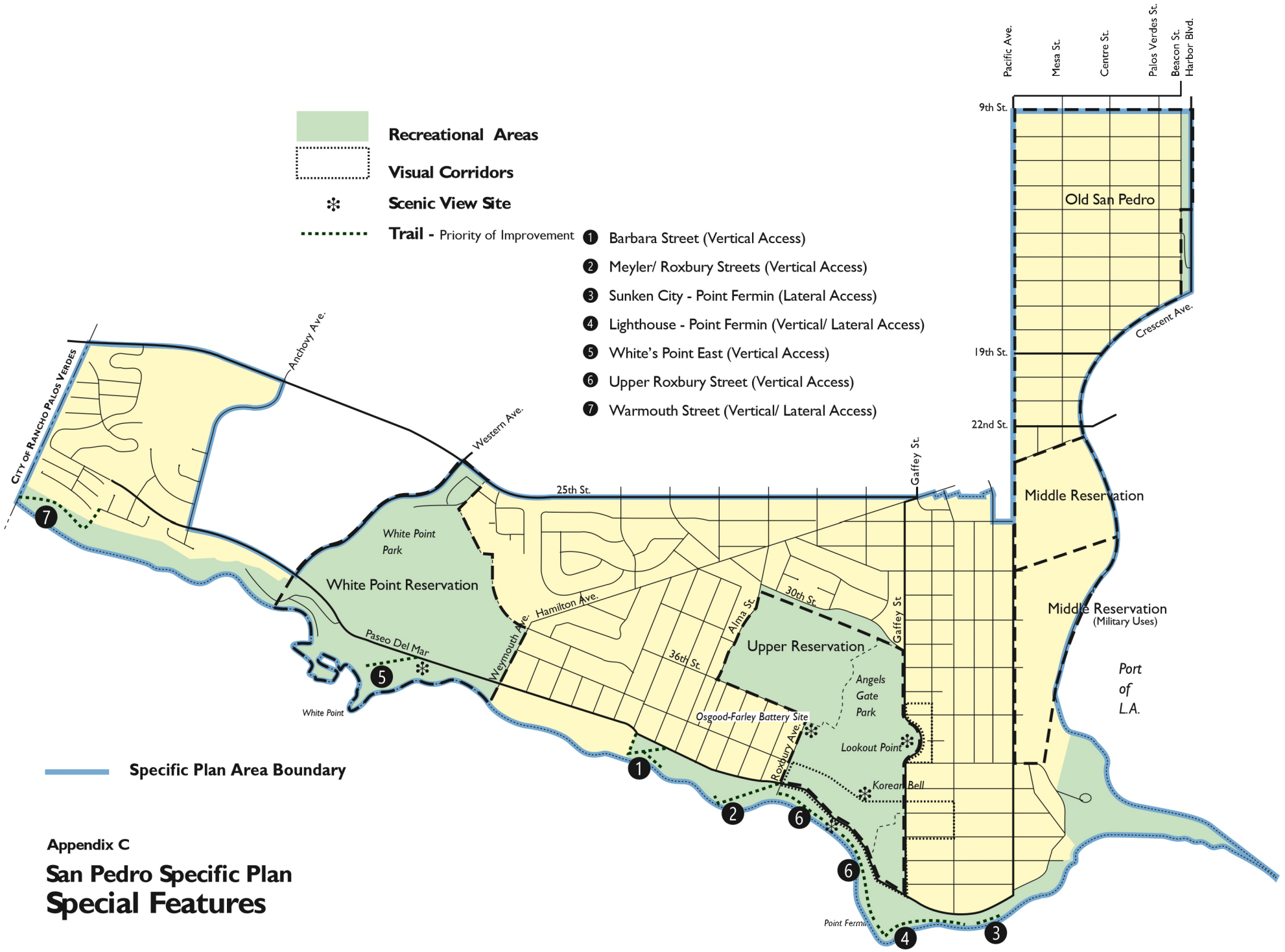
San Pedro Specific Plan Area



Appendix B

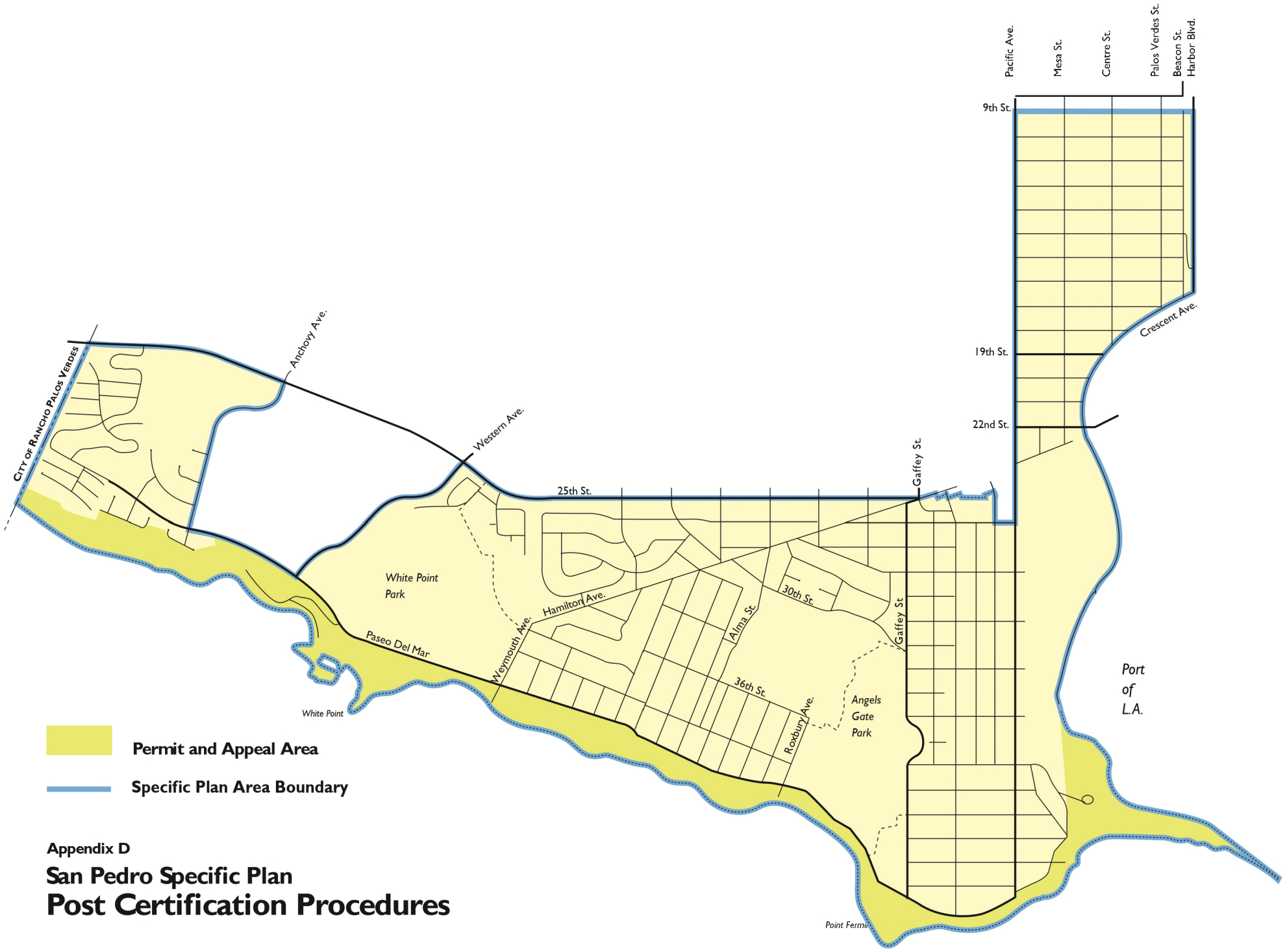
San Pedro Specific Plan

Geologically Hazardous Areas



Appendix C

San Pedro Specific Plan
Special Features



Appendix D

San Pedro Specific Plan

Post Certification Procedures

SAN PEDRO SPECIFIC PLAN

An ordinance establishing a Specific Plan for the San Pedro Coastal Zone.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. **ESTABLISHMENT OF THE SAN PEDRO SPECIFIC PLAN**

The City Council hereby establishes this San Pedro Specific Plan applicable to that area of the City of Los Angeles shown within the heavy black lines on the Specific Plan area map (Appendix A).

Section 2. **PURPOSES**

A. The following purposes shall apply in the San Pedro Specific Plan area:

1. The Coastal Act of 1976 declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. In order to protect, maintain and where feasible, enhance and restore the overall quality of this ecosystem, the Coastal Act requires that local government prepare a Local Coastal Program for those parts of the Coastal Zone within its jurisdiction.

2. A Work Program was prepared for the San Pedro Local Coastal Program which identifies key issues of access, housing, hazards, new development, and visual resources.

3. The Specific Plan is intended to promote a sense of community consistent with San Pedro's maritime heritage, while remaining consistent with the adopted General Plan, the San Pedro Community Plan, and the Coastal Act policies.

4. The Specific Plan shall be the implementative ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone.

5. The Specific Plan provides for the development of the area designated for community commercial uses along Pacific Avenue, with uses similar to those existing, including, but not limited to coastal dependent and recreational uses, such as sporting goods, marine supply and repair

~~6. It is the purpose of the Specific Plan to provide procedures to facilitate the establishment of a Historic Preservation Overlay Zone (HPOZ) in the Old San Pedro area, which is located in the San Pedro Local Coastal Zone, and to integrate the HPOZ with~~

~~the various other provisions of this Specific Plan for the Local Coastal Zone.~~

6. It is the intent of the Specific Plan to preserve access to the beach and the recreation areas indicated on the Special Features map (Appendix C). Accessways shall be public right-of-ways, including, but not limited to bikeways, bikelanes, trails, paths and stairs.

7. Much of San Pedro is hilly, affording spectacular views of the ocean and surrounding landforms. Scenic and visual qualities of coastal areas must be considered and protected as a resource of public importance. A primary concern of the Specific Plan is to protect ocean and coastal views as seen from public areas such as highways, roads, beaches, parks, trails, accessways and other public preserves. It is intended that development be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural landforms, to be visually compatible with the character of surrounding areas, and to restore and enhance visual quality to the extent feasible.

Section 3. **RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE**

A. The regulations of this Specific Plan are in addition to the regulations set forth in Chapter 1A of the Municipal Code of the City of Los Angeles and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained in said Chapter, except as specifically provided for herein.

B. Prior to the issuance of a grading or building permit, the Department of Building and Safety shall determine that a project complies with the regulations of this Specific Plan.

C. Whenever this Specific Plan contains provisions which differ from or conflict with provisions contained elsewhere in Chapter 1A of the Los Angeles Municipal Code, the Specific Plan shall prevail and shall supersede such other provisions. Procedures for the granting of exceptions to the requirements of this specific plan are set forth in Section ~~11.5.7 F~~ 8.1.3. of Chapter 1A of the Los Angeles Municipal Code.

Section 4. **DEFINITIONS**

Any term used in this ordinance shall have the same meaning specified in ~~Section 12.03~~ Division 14.3. of Chapter 1A of the Los Angeles Municipal Code, except those terms hereafter defined:

Accessway: Right-of-ways to any tidal lands of a harbor, bay, inlet, estuary or other navigable water from a bluff top or the nearest public roadway to the shoreline.

Affordable Housing Unit: Any low or moderate income dwelling unit as defined in this Section.

Average Existing Natural Grade: The average elevation based on the highest and lowest points of the natural grade measured on the perimeter of the building

Federal Consistency Determination: A process to assure that all federally conducted or supported activities and development projects affecting the Coastal Zone are consistent to the maximum extent practicable with the California Coastal Zone Management Act, California Coastal Act of 1976 and the San Pedro Local Coastal Plan.

Lateral Access: Recorded dedications or easements, public roads, publicly owned properties or other similar means which provide physical access from one point on the public beach to another point on the beach.

Vertical Access: A recorded dedication or easement granting to the public the privilege and right to pass and repass over the dedicator's real property from a public road to the mean high tide line or public beach.

Visual Corridor: A panoramic, continuous, and varied view of the ocean along with its surrounding natural landforms.

Section 5. LAND USE REGULATIONS

A. Geological Hazard Areas

1. The following requirements shall apply in the hazardous areas designated on the Geologically Hazardous Areas map (Appendix B): Prior to the issuance of any building permit, a report from a registered geologist and/or soils engineer, stating that the proposed development will neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding properties. No building permit shall be issued unless the Department of Building and Safety has approved a report.

2. No building permit shall be issued for any development until the owner executes and records a document with the Los Angeles County Recorder, approved as to form and content by the Los Angeles City Department of Building and Safety, setting forth in language understandable to the general public, any geologic hazards identified in a report referred to in Subdivision 1 of this Subsection and particularly identifying said report.

3. No building permit shall be issued until the Los Angeles City Engineer has approved assurance by the applicant that the proposed development will neither create nor contribute significantly to the endangerment of road stability or other public improvements. Such assurances may include, but shall not be limited to deed restrictions, bonds, revised plans or other conditions or documentation required by the City Engineer.

B. Residential Zone Regulations

1. Height

a. No building or structure shall be erected or enlarged within the portion of the Specific Plan area designated for residential use which exceeds two stories or a height of 26 feet as measured from the average existing natural grade to the highest point of the roof or parapet wall of the building, whichever is higher. Notwithstanding any provision of Chapter 1A of the Los Angeles Municipal Code to the contrary, exceptions to the specified height limit shall include only the following:

1) chimneys.

2) solar panels.

3) vents in conjunction with mechanical systems.

4) plant materials.

5) roof deck railings that do not exceed 36 inches and are of an open design.

6) antennae.

b. Lower level parking may be provided in a building without being counted as a story, provided that the ceiling is not more than 6 feet above average existing natural grade. Entrances, lobbies and utility rooms, but no habitable rooms, may be located on the garage level.

c. A mezzanine level shall be counted as a story.

d. Allowances for additional building height provided in the following sections of Chapter 1A of the Los Angeles Municipal Code shall not be permitted:

1) ~~Section 12.21.1 B 2, which otherwise may permit an additional height of 12 feet for structures erected on certain sloping lots.~~

2) Section ~~12.21.1 B 3~~ 2C.4.2.E.1, which otherwise permits additional height for vertical encroachments, additional height for Vertical Circulation is prohibited ~~specified roof structures~~.

2. Parking

a. All parking spaces required by other provisions Chapter 1A of the ~~Planning and Zoning Code~~ Los Angeles Municipal Code shall be provided. Storage of materials and other use

of required parking spaces which reduces the number or area of any required parking spaces is prohibited.

b. Section ~~12.21 A 4(q)~~ 4C.4.1 E.1 of Chapter 1A of the Los Angeles Municipal Code, which requires only one parking space per dwelling unit on lots having a width of 40 feet or less, and not located on a substandard or red flag street ~~on a nonconforming lot of 40 feet or less in width and not abutting an alley,~~ shall not apply.

C. Commercial and Industrial Zone Regulations

1. Height

a. No building or structure shall be erected, enlarged or maintained within the portion of the Specific Plan area designated for commercial uses (by means of ~~zoning classifications~~ commercial and residential-mixed use district designations) which exceeds the total floor area, the number of stories, or the height limit in feet specified ~~for Height District 1-VL on Pacific Avenue between 9th Street and 13th Street, or Height District 1-XL in all other areas, by Section 12.21.1 A of the Los Angeles Municipal Code, except as set forth in the following paragraph~~ as specified: a floor area of 1.5:1, 30 feet in height and two stories, consistent with the Commercial Height District regulations of Height District 1-XL in Chapter 1 of the LAMC for commercial zones. ~~Section 12.21.1 A 7 shall not apply.~~

b. Lower level parking may be provided in a building without being counted as a story, provided that the ceiling is not more than 6 feet above average existing natural grade. Entrances, lobbies, and utility rooms, but no habitable rooms, may be located on the garage level.

c. A mezzanine level shall be counted as a story.

d. No building or structure~~, except in the area specified in 1 a above in the Height District I-VL~~ shall exceed a height of 26 feet as measured from the average existing natural grade measured on the perimeter of the building to the highest point of the roof or parapet wall of the building whichever is higher. Notwithstanding any provision of the Municipal Code to the contrary, exceptions to the specified height limits shall include only the following:

1) chimneys.

2) solar panels.

3) vents in conjunction with mechanical systems.

4) plant materials.

5) roof deck railings that do not exceed 36 inches and are of an open design.

6) antennae.

e. Allowances for additional building height provided in the following sections of the Los Angeles Municipal Code shall not be permitted:

1) ~~Section 12.21.1 B 2, which otherwise may permit an additional height of 12 feet for structures erected on certain sloping lots.~~

2) Section ~~12.21.1 B 3~~ 2C.4.2.E.1, which otherwise permits additional height for vertical encroachments, additional height for Vertical Circulation is prohibited ~~specified roo structures~~.

Section 6. **PROVISIONS FOR LOW AND MODERATE INCOME HOUSING**

Special requirements for low and moderate income housing units in all coastal zones are mandated by Section 65590 of the California Government Code (Mello). Applicability of such requirements to all projects proposed within the San Pedro Specific Plan's boundaries shall be determined and dealt with by an appropriate procedure in any approval action.

Section 7.

~~**HISTORIC PRESERVATION PROVISIONS**~~

~~Notwithstanding any other Section of the Los Angeles Municipal Code, a Historic Preservation Overlay Zone (HPOZ) shall be considered for this Specific Plan. Within 180 days of the effective date of this ordinance, the Planning Department shall submit to the public for its input a proposed ordinance. This ordinance may consider, among other things, transfer of development rights.~~

Section 8. **POST-CERTIFICATION PERMIT PROCEDURES**

A. ~~Within 90 days of the effective date of this ordinance, the~~ City Planning Department shall prepare Coastal Development Permit and appeal procedures applicable to the following areas:

1. **Coastal Zone.** For the purpose of this Section, the Coastal Zone shall be that area described by Section 1 of this ordinance.

2. **Permit Area.** Coastal Development Permits shall be required for development projects within the geographical areas that are designated on the Post-Certification Procedures map (Appendix D) as follows:

a. First row of lots as shown on map.

b. Ocean.

c. Sandy beach.

3. **Appealable Development.** Appeals may be filed with the California Coastal Commission pursuant to appeal procedures, which are to be prepared by the Planning Department, for development projects within the area defined on the Post-Certification Procedures map (Appendix D).

Section 9. **ACCESS**

A. Regulations

1. The following trails which are designated on the Special Features map (Appendix C) shall be improved as funds become available:

   a. Barbara Street (vertical access).

   b. Meyler/Roxbury Streets (vertical access).

   c. Sunken City - Point Fermin (lateral access).

   d. Lighthouse-Point Fermin (vertical and lateral access).

   e. White Point East (vertical access).

   f. Upper Roxbury Street (vertical access).
   g. Warmouth Street (vertical and lateral access).

2. Bicycle routes shall be provided by the Department of Transportation as shown on the Special Features map (Appendix C) and the ~~Bicycle Plan~~ Mobility Plan 2035, an Element of the General Plan.

3. The City agencies responsible for accepting and acquiring dedications of accessways and improving and maintaining accessways shall be guided, to the extent feasible, by the following criteria:

   a. Trails following mild to moderate slopes shall be graded, but unsurfaced.

   b. Where steps are required on steeper trails, they should be of rough wood materials.

   c. Handrails should be provided where a trail or path is less than 6 feet wide and adjacent to bluffs and on steeper slopes.

   d. Warning signs of a size and design appropriate to the aesthetic standards of the City agency responsible for

developing accessway facilities shall be provided on potentially hazardous trails.

4. Accessways shall not be obstructed by any improvements and shall be kept clear and open for public access, except where public safety considerations require their closure.

Section 10. **VISUAL RESOURCES**

A. Regulations

1. Lookout Point and its immediately surrounding (Appendix C) view area, as shown on the Special Features map, is designated a public viewsite. The visual corridor extending from this viewsite shown on said map shall be protected. New construction or remodeling within the immediate vicinity of the viewsite on the easterly side of Gaffey Street, as shown on said map, shall be limited to an absolute height of 24 feet~~, measured as set forth in Section 5 B 1(a)~~. However, the Director of Planning may permit additional height to the maximum otherwise allowed in this ordinance if he finds that such height will not obstruct the view from the viewsite. Evidence may include, but is not limited to photographs taken from the viewsite with the proposed project superimposed upon it or a topographic map showing proposed elevations of the project.

2. The Korean Bell monument and the surrounding structure, and the Osgood-Farley Battery site, as shown on the Special Features map (Appendix C), are designated public viewsites. The visual corridors extending from these viewsites shall be protected. New construction or remodeling within the immediate vicinity of the viewsites, as shown on the Special Features map, shall be limited to a total height of 24 feet~~, measured as set forth in Sections 5B and 5C~~. However, the Director of Planning may permit additional height to the maximum otherwise allowed in this ordinance if he finds that such height will not obstruct the view from the viewsite. Evidence may include, but is not limited to photographs taken from the viewsite with the proposed project superimposed upon it or a topographic map showing proposed elevations of the project.

3. White Point Reservation is designated a public viewsite and all development therein shall provide for public viewing to and along the coast.

4. Turn-out and viewsite areas from Paseo del Mar, as shown on the Special Features map (Appendix C), shall provide unobstructed views of the ocean.

5. Utilities serving new structures shall be placed underground. Utilities for existing buildings converted to condominiums or stock cooperatives shall be placed underground. The Advisory

Agency may as a condition of map approval waive any requirement for underground utilities if he finds that such would result in an unnecessary hardship inconsistent with the purposes of the Specific Plan or that there are special circumstances applicable to the subject property such as soil, shape, topography or other conditions that would make underground installations unreasonable or impractical.

Section 11. FEDERAL CONSISTENCY DETERMINATIONS - FORT MAC ARTHUR RESERVATIONS

A. Scope

1. The Federal Coastal Zone Management Act and the California Coastal Act provide that any federal projects or activities, activities requiring a federal license or permit, or activities requiring any federal assistance to state or local governments be consistent to the maximum extent practicable with the California Coastal Zone Management Program. The San Pedro Local Coastal Program constitutes such management program for the San Pedro Coastal Zone, and specifies the standards, criteria, and findings that must be made in order to make a consistency determination for any of the federal activities listed above.

2. The California Coastal Commission's Federal Consistency Regulations specify procedures for determining consistency with the Coastal Zone Management Program. Those regulations require that said Commission conduct a public hearing within 45 days of receipt of a request for a consistency determination, with a 15-day extension permitted at the discretion of the Commission.

3. Three large sections or reservations of the Fort MacArthur military base are located within the San Pedro Coastal Zone: White Point and the Upper and Middle Reservations (see Special Features map - Appendix C). The Upper Reservation and White Point have been found surplus by the federal government. The two latter reservations have been deeded to the City for use as recreation areas, school sites and other public uses. The deeds, however, include a reversion clause which allows the federal government to repossess the reservations or parts of them for purposes of national defense.

B. Regulations for City Development

1. All City development and use of the Upper Reservation and White Point areas shall be in conformance with the Fort Macarthur Planning Program adopted by City Council in December, 1975. This provision does not preclude periodic use of reservation land for visitor-serving parking, if approved for such use by the Director of Planning.

2. Not less than 50 percent of any housing units constructed for military use on land that may be subsequently deeded to the City shall be first made available to low and moderate-income persons, as defined in Section 4 of this Specific Plan.

C. Regulations for Federal Project or Activities

1. The following regulations apply to the determination of consistency of proposed development within the Coastal Zone Management Program when a federal agency submits a request for a consistency determination to the California Coastal Commission for federal projects or activities affecting the coastal zone:

   a. The Director of Planning shall request that the Executive Director of the Coastal Commission notify him by mail within three working days when a request for consistency determination is received. The Director of City Planning shall formally request, in writing, the 15-day extension from the California Coastal Commission. The Director shall determine whether adequate information has been supplied to make a consistency determination and, if not, the necessary additional information shall be requested.

   b. The City Planning Commission shall conduct a public hearing to determine consistency with the San Pedro Local Coastal Program. The Director shall submit a press release to a local newspaper giving notice of the pending City Planning Commission hearing at least ten days prior to the hearing. The City Planning Commission shall make its determination within 21 days after receipt of the request by the Director of Planning or within 42 days from the time the request is received by the California Coastal Commission, whichever occurs first.

   c. The determination of the City Planning Commission may be appealed by any aggrieved person. An appeal shall be heard by the City Council, which shall make a determination not more than ten days after the Commission action, or within 52 days from the time the request is received by the California Coastal Commission, whichever occurs first.

   d. Procedures for consistency determinations shall be the same as set forth in Section ~~12.20.2~~ 13B.9.1 of Chapter 1A of the Los Angeles Municipal Code, except that Subsections ~~E, D, H, I, and L~~ B, C, D.4 G and I shall not apply.

   e. In making its determination, the City Planning Commission shall determine whether the project is consistent to the maximum extent practicable with the San Pedro Local

Coastal Program. The standards and criteria for such determination shall be Chapter 3 of the California Coastal Act, Public Resources Code (PRC) Sections 30200 through 30264. (Said Sections of the PRC provide that certain findings must be made in order to determine that a project or activity is consistent. Said findings relate to absence of significant adverse effect, geologic stability, protection, preservation of natural landforms, coastal dependency, recreational facility protection, archaeological resource protection, public access provision, and compatibility with surrounding development.)

f. If found feasible, mitigation measures shall be suggested by the City Planning Commission which, if incorporated into the project or activity, would allow the City Planning Commission to make a determination of consistency.

g. The City Planning Commission's determination, or the City Council's determination upon appeal, shall be forwarded to the Coastal Commission. It is intended that such determination shall be made in a timely manner as provided in Section 10C so that it would be available to the Coastal Commission for its hearing no later than 60 days after receipt of the request.

D. Regulations for Activities Requiring a Federal License or Permit

1. For activities requiring a federal license, the Coastal Zone Management Act permits the Coastal Commission at least 90 days in which to make a consistency determination. In such cases, all regulations specified above in Section 10C shall apply with the following exceptions:

   a. The Director of Planning shall request the Coastal Commission to submit the required information within seven working days.

   b. Each hearing time deadline specified in Section 10C shall be extended by 30 days.

E. Regulations for Federal Assistance Programs

The Director of Planning shall request the Coastal Commission to notify him of all of its activities or functions in the San Pedro Local Coastal Program area that involve the use or potential use of land for federal activities, including but not limited to monitoring of federal projects or grant proposals, with adequate time for review and comment.

F. Federal Consistency Determinations - Other Areas

Any federal projects or activities requiring a federal license or permit or any federal assistance to state or local governments, which are within the San Pedro Local Coastal Program area or which may affect same, may be subject to a consistency determination review by the City Planning Commission and City Council. Such review shall be conducted at the option of the City Planning Commission and City Council. If such option is exercised, all applicable provisions of Sections 10C, D, and E of this ordinance shall apply.

~~*P:\DIVISION\Commplan\PlnBk-FA\SpecPlan revised2003\San Pedro SP Revised2003.wpd*~~
~~*Updated April 2003*~~
Revised and updated in 2003 and in 2025 for compatibility with Chapter 1A of the LAMC

EXHIBIT C1:

Amendments to the New Zoning Code

San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT C1

Amendments to the New Zoning Code (LAMC Chapter 1A) are denoted in a tracked change format. New text is underlined, while deleted text is indicated by a strikethrough. The New Zoning Code (LAMC Chapter 1A) is amended as follows:

ORDINANCE NO. _____

A proposed ordinance amending Articles 1, 2, 3, 4, 5, 8, 9, 10, 14 and 15 of Chapter 1A of the Los Angeles Municipal Code (LAMC), as recommended for approval by City Council through Council File XX-XXXX and amended by Council file XX-XXXX, to adopt zoning districts and applicable rules and regulations to implement the San Pedro Zoning Code Update.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO HEREBY ORDAIN AS FOLLOWS:

Sec. 1. Paragraph 3. of Subsection B. of Section 1.5.5. (Targeted Planting Map) of Division 1.5. (Zoning Code Maps), of Article 1. (Introductory Provisions), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

3. Coastal Harbor
Trees planted in these areas, and outlined in this category in the Targeted Planting List, shall be low in water use, or be limited to:

a. *Native plants* that occur naturally in the given geographic area, which can be trees, flowers, grasses, or any other plants, included in the California Native Plant Library, or

b. Species included in the Watershed Wise Plant List published by the Council for Watershed Health.

Sec. 2. Section 1.5.16.B.2. (Exclusions) of Division 1.5. (Zoning Code Maps), of Article 1. (Introductory Provisions), of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

a. Transit Oriented Incentive Sets shall not be mapped on lots in the boundary of the Downtown Community Plan, the Boyle Heights Community Plan, the Harbor Gateway Community Plan, the Wilmington-Harbor City Community Plan, ~~or~~ the Cornfield Arroyo Seco Specific Plan, the San Pedro Community Plan or the Orange Line Transit Neighborhood Plan.

Sec. 3. Division 2B.1. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

DIV. 2B.1. HILLSIDE FORM DISTRICTS

~~[Reserved]~~

Pursuant to Sec. 2A.1.4. (Form District Naming Convention), each Hillside Form District establishes minimum *lot* sizes ranging from smaller residential *lot*s of 5,000 square feet to large *lot*s of 217,000 square feet and apply *slopeband-based FAR* limits that generally range from modest allowances on gentler slopes of 45 percent to no allowances on the steepest slopes of 100 percent or greater.

SEC. 2B.1.1. HILLSIDE LARGE LOT 1 (HLG1)

[Reserved]

SEC. 2B.1.2.HILLSIDE LARGE LOT 2 (HLG2)

[Reserved]

SEC. 2B.1.3. HILLSIDE LARGE LOT 3 (HLG3)

[Reserved]

SEC. 2B.1.4. HILLSIDE LARGE LOT 4 (HLG4)

[Reserved]

SEC. 2B.1.5. HILLSIDE LARGE LOT 5 (HLG5)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	217,800 sf
	Lot width (min)	300'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	25%
	Building setbacks	
	Primary street (min)	25'
	Side street (min)	25'
	Side (min)	10'
	Rear (min)	25'
	Alley (min)	10'
	Special: All (min)	15'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Not applicable	

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Slopeband FAR (max)	
	0%-14.99%	0.25
	15%-29.99%	0.20
	30%-44.99%	0.15
	45%-59.99%	0.10
	60%-99.99%	0
	100%+	0
	Guaranteed Floor Area	0.13/ 800sf
	Height in feet (max)	36’
	Envelope height	Required
	Overall Height (max)	45’
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	160’
	Building break (min)	15’
3. UPPER STORY BULK		Div. 2C.6.
	Street step-back	
	Applicable lot line	Substandard Hillside Limited Street
	Height without step-back (max)	24’
	Step-back depth (min)	20’

SEC. 2B.1.6. HILLSIDE HOUSE 1 (HH1)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	5,000 sf
	Lot width (min)	50’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	45%
	Building setbacks	
	Primary street (min)	10’
	Side street (min)	5’
	Side (min)	4’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	10’
	Interior (min)	0’

3. AMENITY		Div. 2C.3.
	Not Applicable	

B. Bulk and Mass

	[GRAPHIC]	
	1. FAR & HEIGHT	Div. 2C.4.
	Slopeband FAR (max)	
	0%-14.99%	0.45
	15%-29.99%	0.45
	30%-44.99%	0.4
	45%-59.99%	0.35
	60%-99.99%	0.3
	100%+	0
	Guaranteed Floor Area	0.25/800sf
	Height in feet (max)	33'
	Envelope Height	Required
	Overall Height (max)	45'
	2. BUILDING MASS	Div. 2C.5.
	Building width (max)	100'
	Building break (min)	10'
	3. UPPER STORY BULK	Div. 2C.6.
	Street step-back	
	Applicable lot line	Substandard Hillside Limited Street
	Height without step-back (max)	24'
	Step-back depth (min)	20'

Sec. 4. Section 2B.2.4. (Large Lot 4 (LG4) of Division 2B.2. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.2.4. LARGE LOT 4 (LG4)
[Reserved]

Sec. 5. Section 2B.2.5. (Large Lot 5 (LG5) of Division 2B.2. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.2.5. LARGE LOT 5 (LG5)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	217,800 sf
	Lot width (min)	300'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	25%
	Building setbacks	
	Primary street (min)	25'
	Side street (min)	25'
	Side (min)	4'
	Rear (min)	4'
	Alley (min)	0'
	Special: All (min)	15'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	20%
	Required at-grade (min)	100%
	Residential amenity space (min)	10%

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	0.25
	Height in feet (max)	45'
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	160'
	Building break (min)	15'
	Wall plate height (max)	24'

Sec. 6. Section 2B.9.10. (Low Medium 10 (LM10) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.10. LOW-RISE MEDIUM 10 (LM10)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.

	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0'
	Side street (min)	0'
	Side (min)	0'
	Rear (min)	0'
	Alley (min)	0'
	Special: All (min)	0'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Bonus	4.0
	Height in stories (max)	
	Base	3
	Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150'
	Bonus	210'
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 7. Section 2B.9.11.(Low Medium 11 (LM11)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.11. LOW-RISE MEDIUM 11 (LM11)
[Reserved]

Sec. 8. Section 2B.9.12. (Low Medium 12 (LM12)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.12. LOW-RISE MEDIUM 12 (LM12)

A. Lot Parameters

[GRAPHIC]

1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	3.5
	Tier 2 Bonus	4.0
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	5
	Tier 2 Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	50’
	Tier 1 Bonus	100’
	Tier 2 Bonus	150’
	Building break (min)	12’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 9. Section 2B.9.13. (Low Medium 13 (LM13)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.13. LOW-RISE MEDIUM 13 (LM13)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’
	Side (min)	0’
	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
	Interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	3.5
	Tier 2 Bonus	4.0
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	5
	Tier 2 Bonus	6
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus	180’
	Tier 2 Bonus	210’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 10. Section 2B.9.14. (Low Medium 14 (LM14)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.14. LOW-RISE MEDIUM 14 (LM14)
[Reserved]

Sec. 11. Section 2B.9.15. (Low Medium 15 (LM15)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.15. LOW-RISE MEDIUM 15 (LM15)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0'
	Side street (min)	0'
	Side (min)	0'
	Rear (min)	0'
	Alley (min)	0'
	Special: All (min)	0'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	3.0
	Tier 1 Bonus	4.5
	Tier 2 Bonus	5.0
	Height (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150'
	Tier 1 Bonus	180'
	Tier 2 Bonus	210'
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 12. Section. 2B.9.16. (Low Medium 16 (LM16)) of Division 2B.9. of Part 2B of Article 2 of Chapter 1A shall be added as follows:

SEC. 2B.9.16. LOW-RISE MEDIUM 16 (LM16)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6’
	Side street (min)	0’
	Side (min)	3’
	Rear (min)	4’
	Alley (min)	0’
	Special: All (min)	6’
	Interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	4.0
	Height (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	150’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 13. Section 2B.9.17. (Low Medium 17 (LM17)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.17. LOW-RISE MEDIUM 17 (LM17)

[Reserved]

Sec. 14. Section 2B.9.18. (Low Medium 18 (LM18)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.18. LOW-RISE MEDIUM 18 (LM18)
[Reserved]

Sec. 15. Section 2B.9.19. (Low Medium 19 (LM19)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.19. LOW-RISE MEDIUM 19 (LM19)
[Reserved]

Sec. 16. Section 2B.9.20. (Low Medium 20 (LM20)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.20. LOW-RISE MEDIUM 20 (LM20)
[Reserved]

Sec. 17. Section 2B.9.21. (Low Medium 21 (LM21)) of Division 2B.9. of Part 2B. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC. 2B.9.21. LOW-RISE MEDIUM 21 (LM21)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6'
	Side street (min)	0'
	Side (min)	3'
	Rear (min)	4'
	Alley (min)	0'
	Special: All (min)	6'
	Side, interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]

1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	2.0
	Tier 2 Bonus	2.5
	Height in stories (max)	
	Base	3
	Tier 1 Bonus	4
	Tier 2 Bonus	5
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	75'
	Tier 1 Bonus	100'
	Tier 2 Bonus	150'
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 18. Section. 2B.13.2. (Mid-Rise Medium 2 (MM2)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be added as follows:

SEC. 2B.13.2. MID-RISE MEDIUM 2 (MM2)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	6'
	Side street (min)	0'
	Side (min)	3'
	Rear (min)	4'
	Alley (min)	0'
	Special: All (min)	6'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Bonus	5.0
	Height in stories (max)	
	Base	4
	Bonus	8
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	100’
	Bonus	180’
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 19. Section. 2B.13.3. (Mid-Rise Medium 3 (MM3)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.3. MID-RISE MEDIUM 3 (MM3)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’
	Side (min)	0’
	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
	Interior (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5

	Bonus	5.0
	Height in stories (max)	
	Base	3
	Bonus	8
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	140'
	Bonus	210'
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 20. Section. 2B.13.4. (Mid-Rise Medium 4 (MM4)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.4. MID-RISE MEDIUM 4 (MM4)
[Reserved]

Sec. 21. Section. 2B.13.5. (Mid-Rise Medium 5 (MM5)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.5. MID-RISE MEDIUM 5 (MM5)
[Reserved]

Sec. 22. Section. 2B.13.6. (Mid-Rise Medium 6 (MM6)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.6. MID-RISE MEDIUM 6 (MM6)
[Reserved]

Sec. 23. Section. 2B.13.7. (Mid-Rise Medium 7 (MM7)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.7. MID-RISE MEDIUM 7 (MM7)
[Reserved]

Sec. 24. Section. 2B.13.8.(Mid-Rise Medium 8 (MM8)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.8. MID-RISE MEDIUM 8 (MM8)
[Reserved]

Sec. 25. Section. 2B.13.9. (Mid-Rise Medium 9 (MM9)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.9. MID-RISE MEDIUM 9 (MM9)
[Reserved]

Sec. 26. Section. 2B.13.10. (Mid-Rise Medium 10 (MM10)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.10. MID-RISE MEDIUM 10 (MM10)
[Reserved]

Sec. 27. Section. 2B.13.11. (Mid-Rise Medium 11 (MM11)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.11. MID-RISE MEDIUM 11 (MM11)
[Reserved]

Sec. 28. Section. 2B.13.12. (Mid-Rise Medium 12 (MM12)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.12. MID-RISE MEDIUM 12 (MM12)
[Reserved]

Sec. 29. Section. 2B.13.13. (Mid-Rise Medium 13 (MM13)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.13. MID-RISE MEDIUM 13 (MM13)
[Reserved]

Sec. 30. Section. 2B.13.14. (Mid-Rise Medium 14 (MM14)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.13.14. MID-RISE MEDIUM 14 (MM14)
[Reserved]

Sec. 31. Section. 2B.14.3. (Mid-Rise Broad 3 (MB3)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.3. MID-RISE BROAD 3 (MB3)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width(min)	15’
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0’
	Side street (min)	0’

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width(min)	15’
2. COVERAGE		Div. 2C.2.
	Side (min)	0’
	Side, interior (min)	0’
	Rear (min)	0’
	Alley (min)	0’
	Special: All (min)	0’
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	100%

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus (max)	5
	Tier 2 Bonus (max)	6
	Height (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	150’
	Tier 1 Bonus (max)	180’
	Tier 2 Bonus (max)	280’
	Building break (min)	15’
3. UPPER STORY BULK		Div. 2C.6.
	Height Transition	Required

Sec. 32. Section. 2B.14.4. (Mid-Rise Broad 4 (MB4)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.4. MID-RISE BROAD 4 (MB4)
[Reserved]

Sec. 33. Section. 2B.14.5. (Mid-Rise Broad 5 (MB5)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.5. MID-RISE BROAD 5 (MB5)
[Reserved]

Sec. 34. Section. 2B.14.6. (Mid-Rise Broad 6 (MB6)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.6. MID-RISE BROAD 6 (MB6)
[Reserved]

Sec. 35. Section. 2B.14.7. (Mid-Rise Broad 7 (MB7)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.7. MID-RISE BROAD 7 (MB7)
[Reserved]

Sec. 36. Section. 2B.14.8. (Mid-Rise Broad 8 (MB8)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be added as follows:

SEC. 2B.14.8. MID-RISE BROAD 8 (MB8)

A. Lot Parameters

	[GRAPHIC]	
	1. LOT SIZE	Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
	2. COVERAGE	Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0'
	Side street (min)	0'
	Side (min)	0'
	Rear (min)	0'
	Alley (min)	0'
	Special: All (min)	0'
	Interior (min)	0'
	3. AMENITY	Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

	[GRAPHIC]	
	1. FAR & HEIGHT	Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	1.5
	Tier 1 Bonus	5
	Tier 2 Bonus	5.5
	Height in stories (max)	

	Base	3
	Tier 1 Bonus	8
	Tier 2 Bonus	10
	2. BUILDING MASS	Div. 2C.5.
	Building width (max)	
	Base	150'
	Tier 1 Bonus	210'
	Tier 2 Bonus	280'
	3. UPPER STORY BULK	Div. 2C.6.
	Street Step-back	
	Stories without step-back (max)	2
	Primary street step-back depth (min)	6'
	Side street step-back depth (min)	6'
	Applicable building width (min)	80%
	Height Transition	Required

Sec. 37. Section. 2B.14.9. (Mid-Rise Broad 9 (MB9)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.9. MID-RISE BROAD 7 (MB9)
[Reserved]

Sec. 38. Section. 2B.14.10. (Mid-Rise Broad 10 (MB10)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.10. MID-RISE BROAD 10 (MB10)
[Reserved]

Sec. 39. Section. 2B.14.11. (Mid-Rise Broad 11 (MB11)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.11. MID-RISE BROAD 11 (MB11)
[Reserved]

Sec. 40. Section. 2B.14.12. (Mid-Rise Broad 12 (MB12)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.12. MID-RISE BROAD 12 (MB12)
[Reserved]

Sec. 41. Section. 2B.14.13. (Mid-Rise Broad 13 (MB13)) of Division 2B.3. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.14.13. MID-RISE BROAD 13 (MB13)
[Reserved]

Sec. 42. Section. 2B.16.6. (Moderate-Rise Medium 6 (DM6)) of Division 2B.17. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.16.6 MODERATE-RISE MEDIUM 6 (DM6)

A. Lot Parameters

[GRAPHIC]		
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	80%
	Building setbacks	
	Primary street (min)	0'
	Side street (min)	0'
	Side (min)	0'
	Rear (min)	0'
	Alley (min)	0'
	Special: All (min)	0'
	Side, interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

[GRAPHIC]		
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	4.0
	Tier 1 Bonus	6.5
	Tier 2 Bonus	7.0
	Height in stories (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	160'
	Tier 1 Bonus	180'
	Tier 2 Bonus	210'
3. UPPER-STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 43. Section. 2B.20.7. (Highrise-Broad 7 (HB7)) of Division 2B.20. of Part 2B of Article 2 of Chapter 1A shall be amended as follows:

SEC. 2B.20.7. HIGH-RISE BROAD 7 (HB7)

A. Lot Parameters

	[GRAPHIC]	
1. LOT SIZE		Div. 2C.1.
	Lot area (min)	1,000 sf
	Lot width(min)	25'
2. COVERAGE		Div. 2C.2.
	Building coverage (max)	100%
	Building setbacks	
	Primary street (min)	0'
	Side street (min)	0'
	Side (min)	0'
	Rear (min)	0'
	Alley (min)	0'
	Special: All (min)	0'
	Interior (min)	0'
3. AMENITY		Div. 2C.3.
	Lot amenity space (min)	15%
	Residential amenity space (min)	10%

B. Bulk and Mass

	[GRAPHIC]	
1. FAR & HEIGHT		Div. 2C.4.
	Floor area ratio (FAR) (max)	
	Base	6.0
	Tier 1 Bonus	8.5
	Tier 2 Bonus	9.0
	Height (max)	None
2. BUILDING MASS		Div. 2C.5.
	Building width (max)	
	Base	180'
	Tier 1 Bonus	210'
	Tier 2 Bonus	280'
3. UPPER STORY BULK		Div. 2C.6.
	Height transition	Required

Sec. 44. Paragraph 3. of Subsection E. (Exceptions) of Section 2C.2.1. (Building Coverage). of Division 2C.2.1 of Part 2C. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

3. For a *lot* located in a *Hillside Area* with a *lot width* less than 50 feet and *lot area* less than 5,000 square feet, the maximum *building coverage* may increase to 45 percent, regardless of the maximum *building coverage* established by the applied Form District.

Sec. 45. Paragraph 11. and Paragraph 12 of Subsection D. (Measurement) of Section 2C.2.2. (Building Setbacks) of Division 2C.2. of Part 2C. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

11. For *lot*s in Hillside Areas eligible for steep slope *Exceptions*, per subparagraph E, a fifty percent (50%) reduction of required front yard setbacks, measurement of average slope shall be calculated by dividing the vertical rise by the horizontal run within the first fifty (50) feet measured perpendicularly from the *front lot line*, using the *natural grade*, and expressed as a percentage.

12. For purposes of calculating combined side yards, the width of each individual side yard shall be measured separately and the minimum required side yard widths established by the applicable Form District may be allocation between the two side yards, provided that no individual side yard is less than three (3) feet in width, and the sum of the two side yard widths equals or exceeds the total side yard requirement set forth by the applicable Form District.

Sec. 46. Paragraph 5. and Paragraph 6. of Subsection E. (Exceptions) of Section 2C.2.2. (Building Setbacks) of Division 2C.2. of Part 2C. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added amended to read as follows:

5. For *lots* located in Hillside Areas containing a slope where the *natural grade* of the front yard has an *average natural slope* (calculated per Sec. 14.2.18. (Slope)) of 60 percent or greater within the first 50feet from the *front lot line*, the required front yard depth may be reduced to no more than 50percent of the front yard *building setback* required by the applicable Form District.

6. For lots located within *Hillside Areas*, a *lot* may provide combined side yards of unequal widths (e.g., four feet on one side and six feet on the other) so long as the total combined yards equal or exceed the total side yard requirements specified by the applicable Form District.

Sec. 47. Paragraph 2. of Subsection E. (Exceptions) of Section 2C.4.1. (Floor Area Ratio) of Division 2C.4. of Part 2C. of Article 2. of Chapter 1A of the Los Angeles Municipal Code shall be added amended to read as follows:

1. For existing nonconforming building exceptions, see Sec. 12.2.2. (Floor Area Ratio & Height Exceptions).

2. In *Hillside Areas*, any subterranean story that qualifies as a basement, pursuant to Sec. 14.2.10.G., is exempted from the Floor Area Ratio calculation.

Sec. 48. Section 2C.4.5. (Slopeband Floor Area Ratio (FAR)) of Division 2C.4. of Article 2. of Chapter 1A of the Los Angeles Municipal Code is added to read as follows:

SEC. 2C.4.5. SLOPE BAND FAR

The *Slope Band Floor Area Ratio* (FAR) establishes limits on the maximum allowable *floor area* for developments on hillside properties based on designated slope categories, with each *slope band* category assigned a corresponding *FAR* relative to the natural terrain.

A. Intent

Slope band FAR is intended to ensure that *building* mass is appropriately scaled to the site's topography in order to minimize environmental and visual impacts, preserve hillside stability, and promote safe and sustainable hillside development.

B. Applicability

Slope band floor area ratio standards apply to *new construction*, and *lot modification* on all portions of a *lot*, and all *building*s and *structure*s located on a *lot*, provided the area counts as *floor area* according to Sec. 14.1.7. (Floor Area).

C. Standards

1. Slopeband Allocation
The total *floor area* of any development within hillside areas shall not exceed the maximum allowable *floor area* as determined by the sum of the permitted *floor area*s for all *slope bands* on the site as determined using the *slope band* calculation per Subsection D. (Measurement) below.

D. Measurement

1. Slope Bands
The slope bands are the range of the percent slopes as established below.

Slope Bands (%)
0 - 14.99

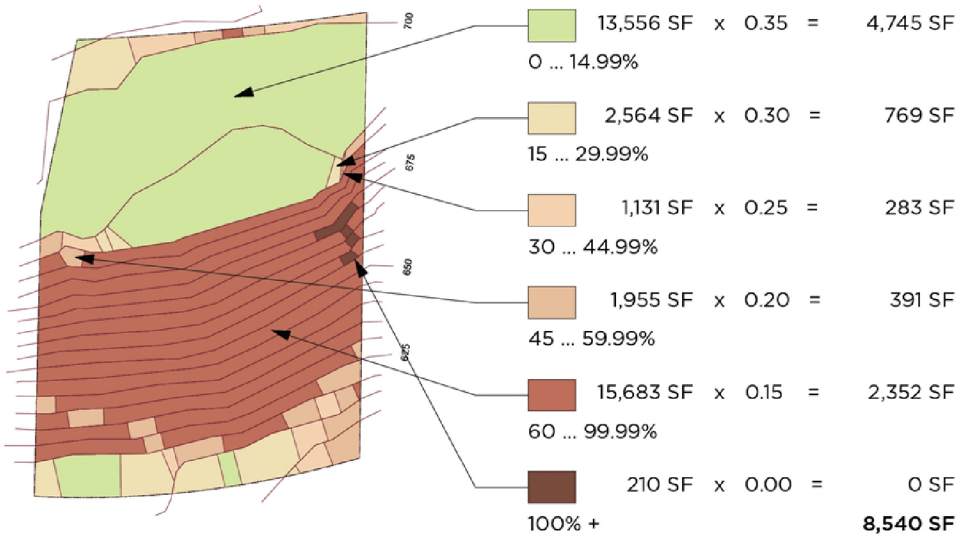
15 - 29.99
30 - 44.99
45 - 59.99
60 - 99.99
100 +

2. Slope Analysis Map

a. As part of an application for a permit or discretionary action, the applicant shall submit a *Slope Analysis Map* based on a survey of the natural or existing topography, prepared, stamped and signed by a registered civil engineer or licensed land surveyor, to verify the total area (in square feet) of the portions of a property within each slope band identified in *Subdivision 1. (Slope Bands)* above. The Director of Planning, or their designee, shall verify that the *Slope Analysis Map* has been prepared by a registered civil engineer or licensed land surveyor. In addition, the Director of Planning, shall approve the calculated maximum *floor area* for the *lot* by the registered civil engineer or licensed land surveyor using the *Slope Analysis Map* prior to applying for a permit or discretionary action.

b. The map shall have a scale of not less than 1 inch to 100 feet and a contour interval of not more than 10 feet with 2-foot intermediates. The map shall also indicate the datum, source, and scale of topographic data used in the slope analysis, and shall attest to the fact that the slope analysis has been accurately calculated. The Slope Analysis Map shall be prepared using CAD-based, GIS-based, or other type of software specifically designed for such purpose.

c. The *Slope Analysis Map* shall clearly delineate/identify the *slope bands* (i.e., with contrasting colors or hatching), and shall include a tabulation of the total area in square feet within each slope band, as well as the slope band *floor area ratio*, and *floor area* value of each corresponding slope band as outlined in *Paragraph 3. (Calculating Maximum Floor Area) below.*



3. Calculating Maximum Slopeband Floor Area

The maximum *slopeband floor area* is determined by calculating the sum of the area of a *lot* in each slope band, as established by a *Slope Analysis Map*, multiplied by the corresponding slope band FAR set by the applied Form District, and calculating the sum of all *slope bands*. This formula is outlined in the table below, where "A" is the area of the *lot* within each *Slope Band*, "FAR" is the *floor area ratio* of the corresponding *slopeband*, and "*FA*" is the sum of the *floor area* of each slope band.

Calculating Maximum Floor Area					
Slope Bands (%)	Lot Area (sq-ft)		Slope Band FAR		Floor Area
0 - 14.99	A^1	X	FAR^1	=	FA^1
15 - 29.99	A^2	X	FAR^2	=	FA^2
30 - 44.99	A^3	X	FAR^3	=	FA^3
45 - 59.99	A^4	X	FAR^4	=	FA^4
60 - 99.99	A^5	X	FAR^5	=	FA^5

100 +	A[6]	X	FAR[6]	=	FA[6]
Maximum Floor Area				=	Sum of FA[1] - FA[6]

4. For the measurement of *floor area*, see *Sec. 14.1.7. (Floor Area)*.

5. For the purpose of calculating *slope band FAR*, portions of a *lot* designated for private streets may be counted as *lot* area. For the measurement of *lot* area, see Sec. 2C.1.1. (Lot Area).

E. Exception

A *minimum guaranteed floor area* is permitted on every *lot*, equal to the minimum percentage of *lot* area established by the applicable Form District or 800 square feet, whichever is greater.

F. Relief

1. An increase in *slopeband floor area* of 20 percent or less may be granted in accordance with Sec. 13B.5.2. (Adjustment).

2. Additional *slope band floor area* may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

Sec. 49. Subsection C. of Section 2C.4.2. (Height in Feet) of Division 2C.4. of Article 2. of Chapter 1A of the Los Angeles Municipal Code is amended to read as follows:

C. Standards

1. Buildings and structures shall not exceed the maximum height in feet specified in the applied Form District (Part 2B.).

2. For *lots* located in a Hillside Area, when *height in feet* and is further specified by "Envelope height" as "Required", the building's *height in feet* may not exceed the *envelope height* pursuant to Sec. 14.2.9.B.

Sec. 50. Subsection D. of Section 2C.4.2. (Height in Feet) of Division 2C.4. of Article 2. of Chapter 1A of the Los Angeles Municipal Code is amended to read as follows:

D. Measurement

1. Maximum *height in feet* is measured as the vertical distance from *grade plane elevation* pursuant to Sec. 14.2.9 (Grade Plane Elevation). to the top of the roof structure. One or more grade plane ~~modules~~ elevation may be established for each building module as shown below. See Sec. 14.2.9.D. (Building Module Method).

2. Regardless of established *grade plane elevation*, buildings shall also comply with *ground floor elevation* standards in Article 3. (Frontage).

3. Envelope Height shall be measured according to *Sec. 14.2.9.B*. For any *lot* fronting a *substandard hillside limited street*, maximum building height shall be measured from the elevation at the centerline, or midpoint, of the street frontage abutting the *lot*.

Sec. 51. Section 2C.4.6. (Overall Height) of Division 2C.4. of Article 2. of Chapter 1A of the Los Angeles Municipal Code is added to read as follows:

SEC. 2C.4.6. OVERALL HEIGHT

Overall Height is the total vertical height of any *structure* on a sloped *lot*.

A. Intent

The intent of *Overall Height* standards is to regulate height of *buildings* and *structures* on sloped terrain in order to minimize visual bulk when viewed from street, and ultimately reduce the total visible or perceived height of a *structure* on steep slopes where a *building* might otherwise tower or be elevated significantly, especially if built on columns or *retaining walls*.

B. Applicability

Overall height standards apply to *new construction*, *major remodel*, and *exterior modification* of buildings and structures on a *lot* where the applied Form District (Part 2B) specifies overall height maximum.

C. Standards

1. *Buildings* and *structures* shall not exceed the maximum *overall height* specified in the Form District (Part 2B).

2. *Buildings* and *structures* shall meet the requirements of both *height in feet* and *overall height* concurrently.

[GRAPHICS]

D. Measurement

1. Overall Height

a. *Overall Height* shall be measured as a single vertical distance from the lowest visible point of structural support, such as a foundation, column, or *retaining wall* to the highest point of a building or structure, including rooftop features on a *lot*.

b. Structures supported on downhill columns or located on artificial fill shall be measured from the lowest exposed structural point, from *natural grade* or *finished grade*, whichever is lower.

E. Exceptions

The following *vertical encroachments* are allowed beyond the maximum *envelope height* and *overall height* as specified below:

[GRAPHICs]

F. Relief

1. Increased *overall height* maximum of 20% or less may be granted in accordance with Sec. 13B.5.2. (Adjustments).

2. Increased *overall height* maximum may be granted a variance in accordance with Sec. 13B.5.3. (Variance) and the following:

a. No portion of a *building* or *structure* within 20 feet of the *front lot line* exceeds 24 feet in height, or exceeds 15 feet in height where the slope of the *lot* is greater than 60% within the first 50 feet of the *front lot line.*

b. No portion of a *building* or *structure* within 20 feet of a mapped *ridgeline* exceeds 18 feet above the *ridgeline height.*

Sec. 52. Section 3B.1.2. (Front Yard 2 (FY2)) of Division 3B.1. of Part 3B. of Article 3. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 3B.1.2. FRONT YARD 2 (FY2)

A. Lot

[GRAPHIC]			
	Primary	**Side**	**Special**
1. BUILD-TO		Div. 3C.1.	
Build-to depth (max)	n/a	n/a	n/a
Build-to width (min)	n/a	n/a	n/a
2. PARKING		Div. 3C.2.	
Parking setback (min)	5'	5'	5'
3. LANDSCAPING		Div. 3C.3.	
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed:	A3	A3	A3

B. Facade

[GRAPHIC]			
	Primary	**Side**	**Special**
1. TRANSPARENCY		Div. 3C.4.	
Transparent area (min)			
Ground story	10%	5%	10%
Upper stories	15%	10%	15%
Active wall spacing (max)	10'	20'	10'
2. ENTRANCES		Div. 3C.5.	
Street-facing entrance	Required	n/a	Required
Street-facing entrance spacing (max)	n/a	n/a	n/a
Entry feature	Required	n/a	Required
Options:	Porch, Forecourt, Recessed entry, Projecting entry, Courtyard, Breezeway, Market stall		Porch Raised entry Forecourt Recessed entry Projecting entry Courtyard Breezeway
3. GROUND STORY		Div. 3C.6.	
Ground-story height (min)	n/a	n/a	n/a
Ground floor elevation (min/max)	-2'/5'	-2'/5'	-2'/5'

Sec. 53. Section 3B.1.3. (Front Yard 3 (FY3)) of Division 3B.1. of Part 3B. of Article 3. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 3B.1.3. FRONT YARD 3 (FY3)

A. Lot

[GRAPHIC]			
	Primary	**Side**	**Special**
1. BUILD-TO	Div. 3C.1.		
Build-to depth (max)	n/a	n/a	n/a
Build-to width (min)	n/a	n/a	n/a
2. PARKING	Div. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	Div. 3C.3.		
Frontage planting area (min)	50%	50%	50%
Frontage yard fence & wall type allowed	A3	A4	A4

B. Facade

[GRAPHIC]			
	Primary	**Side**	**Special**
1. TRANSPARENCY	Div. 3C.4.		
Transparent area (min)			
Ground story	n/a	n/a	n/a
Upper stories	n/a	n/a	n/a
Active wall spacing (max)	5'	5'	5
2. ENTRANCES	Div. 3C.5.		
Street-facing entrance	n/a	n/a	n/a
Entry feature	Not Required	Not Required	Required
3. GROUND STORY	Div. 3C.6.		
Ground-story height (min)	n/a	n/a	n/a
Ground floor elevation (min/max)	n/a	n/a	n/a

Sec. 54. Section 3B.1.4. (Front Yard 2 (FY4)) of Division 3B.1. of Part 3B. of Article 3. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 3B.1.4. FRONT YARD 4 (FY4)

[Reserved]

Sec. 55. Section 3B.6.2. (Flex 2 (FX2)) of Division 3B.6. (Flex Frontage Districts) of Part 3B. of Article 3. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 3B.6.2. FLEX 2 (FX2)

A. Lot

[GRAPHIC]			
	Primary	**Side**	**Special**
1. BUILD-TO	Div. 3C.1.		
Build-to depth (max)	n/a	n/a	n/a
Build-to width (min)	n/a	n/a	n/a
2. PARKING	Div. 3C.2.		
Parking setback (min)	5'	5'	5'
3. LANDSCAPING	Div. 3C.3.		
Frontage planting area (min)	75%	75%	75%
Frontage yard fence & wall type allowed:	A5	A5	A5

B. Facade

[GRAPHIC]			
	Primary	**Side**	**Special**
1. TRANSPARENCY	Div. 3C.4.		
Transparent area (min)			
Ground story	15%	n/a	15%
Upper stories	n/a	n/a	n/a
Active wall spacing (max)	n/a	n/a	n/a
2. ENTRANCES	Div. 3C.5.		
Street-facing entrance	Not Required	Not Required	Not Required
Entry feature	Not Required	Not Required	Required
3. GROUND STORY	Div. 3C.6.		
Ground-story height (min)	n/a	n/a	n/a
Ground floor elevation (min/max)	n/a	n/a	n/a

Sec. 56. Section 3B.9.6. (Character Commercial 2 (CC2)) of Division 3B.9. (Character Frontage Districts) of Part 3B. of Article 3. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 3B.9.6. CHARACTER COMMERCIAL 2 (CC2)

A. Intent

[Reserved]

B. Lot

	Primary	Side	Special
1. BUILD-TO			
Applicable stories (min)	Total Provided	Total Provided	Total Provided
Build-to depth (max)	6’	6’	6’
Build-to width (min)	90%	40%	60%
Pedestrian Amenity Allowance (max)	50%	100%	100%
2. PARKING			
Parking setback (min)	25’	5’	20’
3. LANDSCAPING			
Frontage planting area (min)	n/a	n/a	n/a
Frontage yard fence & wall type allowed	A1	A1	A2

C. Stories

1. GROUND STORY			
Ground-story height (min)	14’	14’	14’
Ground floor elevation (min/max)	-2' / 2'	-2' / 2'	-2' / 2'

D. Facade

1. ARTICULATION			
Applicable stories (min)	Total Provided	Total Provided	Total Provided
Ground floor elevation (min/max)	-2' / 2'	-2' / 2'	-2' / 2'
Base, middle & top articulation	Required	Required	Required
Horizontal band articulation	Required	Required	Required
Vertical band articulation	10'/30'	10'/30'	10'/30'
2. FEATURES			

Applicable stories (min)			
Restricted features			
Projecting balcony			

E. Doors

	Primary	**Side**	**Special**
1. ENTRANCES			
Street-facing entrance	30’	75’	50’
Entry feature			
Options	Storefront bay Recessed entry		
Focal entry feature	1	n/a	n/a

F. Windows

	Primary	**Side**	**Special**
1. TRANSPARENCY			
Transparent area (min)			
Applicable stories (min)	Total Provided	Total Provided	Total Provided
Ground story (min/max)	25% / 75%	15% / 75%	25% / 75%
Upper stories (min/max)	15% / 35%	12% / 35%	15% / 35%

G. Cladding

	Primary	**Side**	**Special**
1. EXTERIOR MATERIALS			
Applicable stories (min)	Total Provided	Total Provided	Total Provided
Principal materials coverage			
Options	Brickwork Stonework Concrete		
Accessory material coverage			
Options	Brickwork Stonework Concrete Glazed Tile		

H. Roof

1. ROOF DESIGN	
Roof Form	Flat

Sec. 57. Division 4B.5. (Development Standards District Group "E") of Part 4B. of Article 4. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

DIV. 4B.5. DEVELOPMENT STANDARDS DISTRICT GROUP "E"
~~[Reserved]~~

SEC. 4B.5.1. DEVELOPMENT STANDARDS DISTRICT 18

A. Intent
Development Standards District 18 prioritizes housing needs, while protecting the integrity of the hillside with moderate grading limits, and providing safe street access and controlled haul route regulations.

B. Standards

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 4
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package C
Parking structure design package	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*

Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 2
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*
Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.5.2. DEVELOPMENT STANDARDS DISTRICT 19

A. Intent

Development Standards District 19 prioritizes flexibility to support well-integrated hillside developments that adapt to the natural topography to help preserve the unique characteristics of hillside areas. These standards are designed to balance housing development with environmental conservation, as well as ensure safety and livability. Standards include moderate grading limits, fire protection measures, and haul route regulations.

B. Standards

1. PEDESTRIAN ACCESS	Div. 4C.1.
Pedestrian access package	Package 4
2. AUTOMOBILE ACCESS	*Div. 4C.2.*
Automobile access package	Package 4
3. BICYCLE PARKING	*Div. 4C.3.*
Division standards apply	
4. AUTOMOBILE PARKING	*Div. 4C.4.*
Division standards apply	
Automobile parking stalls	Package E
Parking structure design package	Package D
5. TRANSPORTATION DEMAND MANAGEMENT	*Div. 4C.5.*
Division standards apply	
6. PLANTS	*Div. 4C.6.*
Division standards apply	
7. FENCES & WALLS	*Div. 4C.7.*
Division standards apply	
8. SCREENING	*Div. 4C.8.*
Division standards apply	
9. GRADING & RETAINING WALLS	*Div. 4C.9.*
Division standards apply	
Grading Package	Package 3
10. OUTDOOR LIGHTING & GLARE	*Div. 4C.10.*
Division standards apply	
11. SIGNS	*Div. 4C.11.*
Sign package	Package 2
12. SITE ELEMENTS	*Div. 4C.12.*
Division standards apply	
13. ENVIRONMENTAL PROTECTION	*Div. 4C.13.*

Division standards apply	
14. DEVELOPMENT REVIEW	*Div. 4C.14.*
Development review threshold	Package 1
15. RESIDENT PROTECTIONS	*Div. 4C.15.*
Division standards apply	

SEC. 4B.5.3. DEVELOPMENT STANDARDS DISTRICT 20
[Reserved]

SEC. 4B.5.4. DEVELOPMENT STANDARDS DISTRICT 21
[Reserved]

Sec. 58. Paragraph 13 and Paragraph 14. of Subsection E. (Exceptions) of Section 4C.4.1. (Automobile Parking Stalls) of Division 4C.4. of Part 4C. of Article 4. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

13. Narrow Lots
No more than one *parking stall* per *dwelling unit* shall be required on *lot*s having a width of 40 feet or less, except if located on a *substandard hillside limited street* or *red flag street*.

14. Substandard Hillside Limited and Red Flag Streets
On lots subject to Parking Set E, any *building* or *structure* having a *floor area* greater than 2,400 square feet located in *Hillside Areas*, one additional parking space is required for every increment of 1,000 square feet of *floor area*. However, no more than five *parking stalls* per *dwelling unit* shall be required.

Sec. 59. Section 4C.13.3. shall be added to Division 4C.13. (Environmental Protection) of Part 4C. of Article 4. of Chapter 1A of the Los Angeles Municipal Code. The new section shall read as follows:

SEC. 4C.13.3. FIRE PROTECTION

A. Intent
The intent of these regulations is to protect life, property, and neighborhood safety in *hillside areas* where physical access constraints, limited street widths, steep topography, and increased distance from fire stations significantly impair emergency response times and firefighting capabilities. *Lot*s fronting on *substandard hillside limited streets* and *lot*s located at extended distances from *LAFD* facilities are subject to heightened wildfire and structural fire risk due to delayed apparatus access, reduced water delivery capacity, and limited evacuation routes.

B. Applicability

These standards apply to any *new construction* of a *one-family dwelling* or *detached accessory building* of a single-family dwelling in *hillside areas* and located within a *Very High Fire Hazard Severity Zone (VHFHSZ)* , that meets one or more of the following conditions:

1. *Lot*s fronting a *substandard hillside limited street*; or

2. *Lot*s located:

a. More than two (2) miles from a *Los Angeles City Fire Department (LAFD)* station housing a Truck Company; or

b. More than one and one-half (1.5) miles from a Los Angeles City Fire Department station housing an Engine Company.

C. Standards

1. All *building*s and *structure*s of a single-family dwelling or detached *accessory building* shall install an approved automatic fire sprinkler system in compliance with the Los Angeles Plumbing Code and all other applicable fire and building regulations.

2. The sprinkler system shall provide coverage to the entire *building*, unless otherwise approved by the Department of Building and Safety.

D. Measurement

1. Sprinkler Coverage

For purposes of this Section, "sprinkler coverage" shall mean the installation of an automatic fire sprinkler system serving all *enclosed floor area* of the dwelling or *accessory building*, including *habitable* spaces and non-habitable spaces. Exterior areas not *enclosed* by walls and a roof, including but not limited to patios, decks, balconies, and open porches, shall not be included in the calculation of sprinkler coverage unless otherwise required by the Department of Building and Safety.

E. Exceptions

Accessory structures such as gazebos, pergolas, or storage sheds are exempt from the standards of this Section (Fire Protection) provided these structures are not supported by or attached to any portion of a dwelling or *accessory building* and do not exceed 200 square feet in area.

Sec. 60. Subsection C. (Standards) of Section 4C.14.1. (Development Review Threshold Packages) of Division 4C.14. (Development Review) of Part 4C. (Development Standard Rules) of Article 4. (Development Standards) of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

C. Standards

1. Development Review Threshold Package 1

a. Project Review Thresholds

When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 1, development projects shall be reviewed in accordance with the procedure cited based on the development project types and project thresholds established in the table below:

Development Project Type	Project Threshold	Procedure
Non-Residential Floor Area	50,000 SF or more of new *floor area* dedicated to *non-residential uses*	Project Review (Sec. 13B.2.4.)
	100,000 SF or more of new *floor area* dedicated to *non-residential uses*, not dedicated to a *wholesale trade & warehousing* use	Project Review (Sec. 13B.2.4.) & Sec. 4C.14.C.4.(Supplemental Procedure)
	250,000 SF or more of new or additional *floor area* dedicated to *wholesale trade & warehousing*	Project Review (Sec. 13B.2.4.) & Sec. 4C.14.C.4.(Supplemental Procedure)
Dwelling Units	50 or more of new dwelling units, not inclusive of *restricted affordable units*	Project Review (Sec. 13B.2.4.)
Use Modification	1,000 or more of new average daily trips	Project Review (Sec. 13B.2.4.)
Drive-through lane(s)	500 or more of new average daily trips	Project Review (Sec. 13B.2.4.)
Hillside Area development	17,500 SF or more of new floor area on a lot with a 1L Density District	Project Review (Sec. 13B.2.4.)
Substandard Hillside Limited Street Fronting	Any project that fronts on a *substandard hillside limited street* having an *adjacent*	Class 1 Conditional Use Permit *(Sec. 13B.2.1.) & Sec. 4C.14.C.5. (Supplemental*

	minimum roadway width of less than 20 feet, and/or any project located on a *lot* located in a *Hillside Area* that lacks a minimum 20-foot-wide *continuous paved roadway* from the driveway apron that provides access to the main residence to the boundary of the *Hillside Area*	*Findings)*

~~When the applicable Development Standards District (Part 4B.) specifies Development Review Threshold Package 1, the following development projects are subject to Sec. 13B.2.4. (Project Review):~~

~~i. Any development project which creates, or results in an increase of, 50,000 square feet or more of non-residential floor area.~~
~~ii. Any development project which creates, or results in an increase of, 50 or more dwelling units.~~
~~iii. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.~~
~~iv. Any change of use which results in a net increase of 1,000 or more average daily trips.~~
~~v. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area.~~

~~b. Major Development Project Review Thresholds~~

~~When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 1, development projects having one or more of the characteristics listed below are subject to Sec. 4C.14.1.C.3. (Supplemental Procedure) of this Subsection (Standards):~~

~~i. Any development project that creates or results in an increase of 250,000 square feet or more of warehouse floor area.~~
~~ii. Any development project that creates or results in an increase of 100,000 square feet or more of floor area in other non-residential or non-warehouse uses.~~

2. Development Review Threshold Package 2

a. Project Review Thresholds

When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 2, projects that are participating in a community benefits program established in Division 9.3. shall be reviewed in accordance with the procedure cited based on the project types and thresholds established in the table below:

Development Project Type	Project Threshold	Procedure
Non-Residential Floor Area	500,000 SF or more of new floor area dedicated to *non-residential uses*	Project Review *(Sec. 13B.2.4.)*
	250,000 SF or more of new or additional floor area dedicated to wholesale trade & warehousing	Project Review *(Sec. 13B.2.4.)* & *Sec. 4C.14.C.5.(Supplemental Procedure)*
Dwelling Units	500 or more of new *dwelling units*, not inclusive of *restricted affordable units*	Project Review *(Sec. 13B.2.4.)*
High-rise	Buildings or structures with a height of 500 feet or more	Project Review *(Sec. 13B.2.4.)*
Use Modification	1,000 or more of new average daily trips	Project Review *(Sec. 13B.2.4.)*
Drive-through lane(s)	500 or more of new average daily trips	Project Review *(Sec. 13B.2.4.)*

b. Projects Not Participating in a Community Benefits Program

Projects that are not participating in a community benefits program established in *Division 9.3. (Community Benefits Program)* shall be reviewed in accordance with the procedure cited based on the project types and thresholds established in Paragraph 1 (Development Review Threshold Package 1).

~~When the applied Development Standards District (Part 4B.) specifies Development Review~~
~~Threshold Package 2, development projects having one or more of the characteristics listed below are subject to Sec. 13B.2.4. (Project Review):~~

~~Any development project including a building or structure having a height of 500 feet or taller.~~

~~Any development project which adds at least 500,000 square feet of non-residential floor area.~~

~~Any development project which adds at least 500 dwelling units.~~

~~Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.~~

~~Any change of use which results in a net increase of 1,000 or more average daily trips.~~

~~Any one unit development with a floor area of 17,500 square feet or larger located in the hillside area.~~

~~b. Major Development Project Review Thresholds~~

~~When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 2, development projects that create or result in an increase of 250,000 square feet or more of warehouse area are subject to Sec. 4C.14.1.C.3. (Supplemental Procedure) of this Subsection (Standards).~~

~~Exception: Development projects which obtain any development rights under Div. 9.3 (Community Benefits Program) are not subject to this Subparagraph (Major Development Project Review Thresholds).~~

3. Development Review Threshold Package 3

a. Project Review Thresholds

When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 3, development projects shall be reviewed in accordance with the procedure cited based on the development project types and project thresholds established in the table below:

Development Project Type	Project Threshold	Procedure
Non-Residential Floor Area	150,000 SF or more of new floor area dedicated to *non-residential uses*	Project Review *(Sec. 13B.2.4.)*
	100,000 SF or more of new floor area to *non-residential uses*, not dedicated to a wholesale trade & warehousing use)	Project Review *(Sec. 13B.2.4.) & Sec. 4C.14.C.4.(Supplemental Procedure)*
	250,000 SF or more of new or additional floor area dedicated to wholesale & warehousing	Project Review *(Sec. 13B.2.4.) & Sec. C.14.C.4.(Supplemental Procedure)*

Dwelling Units	150 or more of new dwelling units, not including *restricted affordable units*	Project Review *(Sec. 13B.2.4.)*
Use Modification	1,000 or more of new average daily trips	Project Review *(Sec. 13B.2.4.)*
Drive-through lane(s)	500 or more of new average daily trips	Project Review *(Sec. 13B.2.4.)*

~~When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 3, the following development projects are subject to Sec. 13B.2.4. (Project Review):~~

~~i. Any development project which creates, or results in an increase of, 150,000 square feet or more of non-residential floor area.~~

~~ii. Any development project which creates, or results in an increase of, 150 or more dwelling units.~~

~~iii. Any development project that includes drive through lanes which results in a net increase of 500 or more average daily trips.~~

~~iv. Any change of use which results in a net increase of 1,000 or more average daily trips.~~

~~v. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.5.6).~~

~~b. Major Development Project Review Thresholds~~

~~When the applied Development Standards District (Part 4B.) specifies Development Review Threshold Package 3, development projects having one or more of the characteristics listed below are subject to Sec. 4C.14.C.4. (Supplemental Procedure):~~

~~i. Any development project that creates or results in an increase of 250,000 square feet or more of warehouse floor area.~~

~~ii. Any development project that creates or results in an increase of 250 or more lodging units.~~

~~iii. Any development project that creates or results in an increase of 200,000 square feet or more of floor area in other non-residential or non-warehouse uses.~~

4. Supplemental Procedure

Where a development review threshold package specifies that a development project type requires project review in accordance with *Sec. 4C.14.C.~~5~~4.(Supplemental Procedure),* Development Projects shall use the project review approval process in *Sec. 13B.2.4. (Prcject Review)*; except initial decisions shall be appealed to the City Planning Commission, rather than the Area Planning Commission. Additionally, if the Director fails to make a decision on an application within the time limit specified in Sec. 13B.2.4. (Project Review), the applicant may file a request for transfer of jurisdiction to the City Planning

Commission pursuant to Sec. 13A.2.6. (Transfer of Jurisdiction), rather than a transfer of jurisdiction to the Area Planning Commission.

5. Supplemental Findings

In addition to the findings otherwise required by *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, any project that fronts on a *substandard hillside limited street* having an *adjacent minimum roadway width* of less than 20 feet, and/or any project located on a *lot* located in a *Hillside Area* that lacks a minimum 20-foot-wide *continuous paved roadway* from the driveway apron that provides access to the main residence to the boundary of the *Hillside Area*, the Zoning Administrator shall find all of the following:

a. That the vehicular traffic associated with the *building* or *structure* will not create an adverse impact on street access or circulation in the surrounding neighborhood; and

b. That the *building* or *structure* will not be materially detrimental or injurious to the adjacent property or improvements; and

c. That the *building* or *structure* will not have a materially adverse safety impact on the surrounding neighborhood; and

d. That the site and/or existing improvements make strict adherence to providing a minimum 20-foot wide paved roadway width or providing vehicular access from the driveway apron serving the property to a continuous 20-foot wide paved roadway width impractical or infeasible; and

e. That the project will not rely on a roadway width that creates a significant emergency-access deficiency, including reliance on a paved roadway width that would prevent reliable fire-apparatus movement, restrict turning or staging operations, or result in extended emergency response times in a constrained hillside environment; and

f. That the project is located on a street that can maintain adequate evacuation performance and public safety during a wildfire event by ensuring that the roadway serving the site provides sufficient ingress and egress for fire suppression, medical response, and community evacuation within a *Very High Fire Hazard Severity Zone (VHFHSZ)*

and supports defensible-space and wildfire-resilient development practices; and

g. That the project and the road serving the project does not perpetuate hazardous street conditions, including inadequate pavement width, constrained sight distance, hillside drop-offs, pinch points that prevent vehicles from passing safely, or other geometric limitations, such as tight curves, steep slopes, edge conditions, or obstructions that impair vehicle passage, emergency vehicle maneuverability, or pedestrian safety; and

h. That the project and the road serving the project can safely support access necessary to maintain residential occupancy, and that the project's use is not dependent on a roadway segment with access deficiencies that meet minimum life-safety standards.

Sec. 61. Subsection E. (Exceptions) of Section 4C.14.1. (Development Review Threshold Packages) of Division 4C.14. (Development Review) of Part 4C. (Development Standard Rules) of Article 4. (Development Standards) of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

E. Exceptions

1. Despite the thresholds otherwise established by this Section, ~~P~~projects ~~located on a lot subject to Development Review Threshold Package 1~~ are ~~exempt from review pursuant to Sec. 13B.2.4. (Project Review)~~ not subject to Project Review (Sec. 13B.2.4.) provided that the *prcject* meets all of the following requirements:

a. The project involves the new construction of floor area dedicated to one or more residential uses and to one or more non-residential uses;

b. Fifty percent or more of the total new floor area is dedicated to restricted affordable units;

c. The project maintains or increases the total number of preexisting restricted affordable units on the lot and maintains or increases the total floor area dedicated to restricted affordable units; and

d. The project results in the new construction of no more than 150,000 square feet of floor area dedicated to one or more non-residential uses.

2. Despite the thresholds otherwise established by this Section, ~~P~~*prcjects* that provide *restricted affordable unit*s consistent with the affordability requirements in Subparagraph b. of Sec. 15.4.3.B.1. (Exemptions) are ~~exempt from review pursuant to this Section (Development Review Threshold Packages) Sec. 13B.2.4. (Project Review)~~ not subject to Project Review (Sec. 13B.2.4.).

Sec. 62. The Equine, Commercial use in Paragraph 9. of Subsection B. of Section 5B.2.1. (Agriculture 1) of Division 5B.2. (Agricultural Use Districts) of Part 5B. of Article 5. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

Equine, Commercial	– P*	Supplemental standards	*Sec. 5C.2.8.C.1.*

Sec. 63. Section 5B.3.3. of Division 5B.3. (Residential) of Part 5B. of Article 5. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 5B.3.3. RESIDENTIAL 3 (RG3)

A. Intent
[Reserved]

B. Allowed Uses & Use Limitations

Use [RG3]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	**Special use program:**	

Use [RG3]	Permission	Use Standard	Specification
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	Designated work space:	Required
Live/Work	P*	Designated work space:	Required
Mobile Home Park	P*	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P*	**Hours of operation (open/close):**	6AM/10PM
Regional	CU2		
School:			

Use [RG3]	Permission	Use Standard	Specification
Preschool/Daycare	P*	**Supplemental standards:**	Sec. 5C.2.2.B.1.
		Relief	CU2
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	**In conjunction with:**	
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P*	**Size, tenant space (max):**	2,000 SF
		Relief	CU2
		Location:	Ground story

Use [RG3]	Permission	Use Standard	Specification
		Hours of operation (open/close):	6AM / 10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		
Freight Transfer Facility	--		
Heliport	CU2*	Accessory to:	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
General Commercial Use Category Standards		Size, use category (max):	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			

Use [RG3]	Permission	Use Standard	Specification
General	P*	**General Commercial Use Category Standards apply, as listed above**	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.1.
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	P*	**General Commercial Use Category Standards apply, as listed above**	
Postmortem Services	--		
Retail:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 7PM
		Special use program:	

Use [RG3]	Permission	Use Standard	Specification
		Certified Farmers' Market Program	Sec 5C.3.4.
Firearms	--		
Food & Beverage	P*	**General Commercial Use Category Standards apply, as listed above**	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard Vehicle	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses	500’

Use [RG3]	Permission	Use Standard	Specification
		and schools	
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Standard Vehicle	--		
Large Vehicle	--		

Use [RG3]	Permission	Use Standard	Specification
Donation Bin	P*	**In conjunction with:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		

Use [RG3]	Permission	Use Standard	Specification
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM / 7PM
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.
Dairy	--		
Equine, Commercial	--		

Use [RG3]	Permission	Use Standard	Specification
Equine, Non-commercial	--		
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

Sec. 64. Section 5B.1.2. of Division 5B.1. (Open Space Use Districts) of Part 5B. of Article 5. of Chapter 1A of the Los Angeles Municipal Code shall be added as follows:

SEC. 5B.1.2. OPEN SPACE 2 (OS2)

A. Intent

[Reserved]

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	–		
Household Business:			
Family Child Care	–		
Home Occupation	–		
Home-Sharing	–		

Use	Permission	Use Standard	Specification
Joint Living & Work Quarters	–		
Live/Work	–		
Mobile Home Park	–		
Supportive Housing:			
General	–		
Medical Care	–		
Transitional	–		
2. PUBLIC & INSTITUTIONAL			
Cemetery	–		
Civic Facility:			
Local	P		
Regional	–		
Civic Fleet Services	–		
Detention Facility	–		
Hospital:			
Local	–		
Regional	–		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	–		
Regional	–		
School:			
Preschool/Daycare	–		
K-12	–		
Post-secondary	–		
Social Services	–		
Utilities:			

Use	Permission	Use Standard	Specification
Minor	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		
Solar Energy Facility	CU2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	Supplemental standards:	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	–		
Regional	–		
Indoor Recreation:			
Public	–		
Commercial	–		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	–		
Golf Course	–		
4. TRANSPORTATION			
Airport	–		
Freight Railway Facility	–		

Use	Permission	Use Standard	Specification
Freight Transfer Facility	–		
Heliport	–		
Passenger Transit Facility	–		
5. GENERAL COMMERCIAL			
Animal Services:			
General	–		
Kennel	–		
Veterinary Care	–		
Commissary Kitchen	–		
Eating & Drinking:			
General	–		
Alcohol Service	–		
Entertainment Venue, Indoor:			
Local	CU2		
Regional	CU3		
Financial Services:			
General	–		
Alternative	–		
Instructional Services	–		
Lodging	–		
Medical Clinic	–		
Office	–		
Personal Services	–		
Postmortem Services	–		
Retail:			
General	–		

Use	Permission	Use Standard	Specification
Alcohol	–		
Farmers' Market, Certified	–		
Firearms	–		
Food & Beverage	–		
Large Format	–		
Merchant Market	–		
Pet Shop	–		
Seasonal Market	–		
Smoke & Vape Shop	–		
Sexually Oriented Business:			
General	–		
Sexual Encounter	–		
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	–		
Heavy	–		
Large Vehicle	–		
Car Wash	–		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses	500’

Use	Permission	Use Standard	Specification
		and schools	
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
Motor Vehicle Sales & Rental:			
Standard Vehicle	–		
Large Vehicle	–		
Household Moving Truck Rental	–		
Storage, Indoor:			
General	–		
Self-Service Facility	–		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening:	
		Outdoor storage screening:	S-Screen 2
Standard Vehicle	–		
Large Vehicle	–		
Donation Bin	–		

Use	Permission	Use Standard	Specification
Cargo Container	=		
Official Motor Vehicle Impound	=		
7. LIGHT INDUSTRIAL			
Machine Shop	=		
Manufacturing, Light:			
General	=		
Alcoholic Beverage	=		
Artistic & Artisanal	=		
Cosmetic & Pharmaceutical	=		
Electronics	=		
Food & Drink	=		
Garment & Accessory	=		
Textile	=		
Research & Development	=		
Soundstages & Backlots	=		
Wholesale Trade & Warehousing	=		
8. HEAVY INDUSTRIAL			
Animal Products Processing	=		
Manufacturing, Heavy:			
General	=		
Chemical Products	=		
Petroleum & Coal Products	=		
Salvage Yard	=		
Recycling Facility:			

Use	Permission	Use Standard	Specification
Collection	=		
Sorting & Processing	=		
Waste Facility:			
Organic Waste	=		
Hazardous Waste	=		
Solid Waste	=		
Mineral & Ore Extraction	CU2*	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	=		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	Accessory to:	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.1.
Dairy	=		
Equine, Commercial	=		
Equine, Non-commercial	=		
Livestock	=		
Pets	=		
Small Animals	=		
Wild Animals	=		
Plant Cultivation:			
Community Garden	P		
Farming	=		
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

Sec. 65. Section 5B.5.9. of Division 5B.5. (Commercial-Mixed Use Districts) of Part 5B. of Article 5. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

SEC. 5B.5.9. COMMERCIAL-MIXED 9 (CX9)

~~[Reserved]~~

A. Intent

[Reserved]

B. Allowed Uses & Use Limitations

Use [CX9]	Permission	Use Standard	Specification
1. RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P		
Home Occupation	P*	**Hours of operation (open/close):**	8AM/8PM
		Supplemental standards:	Sec. 5C.2.1.A.1.
Home-Sharing	S	**Special use program:**	
		Home-Sharing Program	Sec. 5C.3.2.
Joint Living & Work Quarters	P*	Designated work space:	Required
Live/Work	P*	Designated work space:	Required
Mobile Home Park	P*	**Screening:**	
		Transition Screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	P		

Use [CX9]	Permission	Use Standard	Specification
Transitional	P		
2. PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Civic Fleet Services	--		
Detention Facility	CU3		
Hospital:			
Local	CU2		
Regional	CU3		
Parking	P*	**In conjunction with:**	Other allowed use
Public Safety Facility	P		
Community Assembly:			
Local	P*	**Hours of operation (open/close):**	6AM/10PM
Regional	CU2		
School:			
Preschool/Daycare	P*	**Supplemental standards:**	Sec. 5C.2.2.B.1.
		Relief	CU2
K-12	CU3		
Post-secondary	CU3		
Social Services	P		
Utilities:			
Minor	P*	**Screening**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Major	CU3		

Use [CX9]	Permission	Use Standard	Specification
Solar Energy Facility	CU2*	**In conjunction with:**	
		Minimum area:	0.1 FAR
		Relief	CU3
Wireless Facility, Freestanding	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
Wireless Facility, Rooftop	CU2*	**Supplemental standards:**	Sec. 5C.2.2.A.1.
3. OPEN SPACE & RECREATION			
Amphitheater or Stadium:			
Local	CU3		
Regional	CU3		
Indoor Recreation:			
Public	P		
Commercial	P*	**Size, tenant space (max):**	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM / 10PM
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation:			
Public	P		
Commercial	--		
Golf Course	--		
4. TRANSPORTATION			
Airport	--		
Freight Railway Facility	--		

Use [CX9]	Permission	Use Standard	Specification
Freight Transfer Facility	--		
Heliport	CU2*	**Accessory to:**	Other allowed use
Passenger Transit Facility	P		
5. GENERAL COMMERCIAL			
General Commercial Use Category Standards		**Size, use category (max):**	2,000 SF
		Relief	CU2
		Location:	Ground story
		Hours of operation (open/close):	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
		Amplified Sound Restrictions:	Applicable
		Relief	CU2
		Supplemental Standards:	Sec. 5C.2.4.B.1.
Alcohol Service	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			

Use [CX9]	Permission	Use Standard	Specification
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services	P*	**General Commercial Use Category Standards apply, as listed above**	
Postmortem Services	--		
Retail:			
General	P*	**General Commercial Use Category Standards apply, as listed above**	
Alcohol	--		
Farmers' Market, Certified	CU1*	**Hours of operation (open/close):**	7AM / 7PM
		Special use program:	
		Certified Farmers' Market Program	Sec 5C.3.4.
Firearms	--		
Food & Beverage	P*	**General Commercial Use Category Standards apply, as listed above**	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Seasonal Market	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		

Use [CX9]	Permission	Use Standard	Specification
6. HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	--		
Heavy	--		
Large Vehicle	--		
Car Wash	--		
Fueling Station:			
Electric Vehicle Charging Facility, Standard	P*	**Screening:**	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.
Electric Vehicle Charging Facility, Large Vehicle	P*	**Separation (min):**	
		Residential uses and schools	500'
		Open Space, Residential, Residential-Mixed or Agricultural Use District	500'
		Relief	CU2
		Supplemental findings:	Sec. 5C.2.5.C.3.
		Screening:	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Supplemental standards:	Sec. 5C.2.5.C.2.

Use [CX9]	Permission	Use Standard	Specification
Gas Station, Standard Vehicle	--		
Gas Station, Large Vehicle	--		
Motor Vehicle Sales & Rental:			
Standard Vehicle	--		
Large Vehicle	--		
Household Moving Truck Rental	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	--		
Standard Vehicle	--		
Large Vehicle	--		
Donation Bin	P*	**In conjunction with**:	Other allowed use
		Supplemental standards:	Sec. 5C.2.5.G.1.
Cargo Container	--		
Official Motor Vehicle Impound	--		
7. LIGHT INDUSTRIAL			
Machine Shop	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		

Use [CX9]	Permission	Use Standard	Specification
Cosmetic & Pharmaceutical	--		
Electronics	--		
Food & Drink	--		
Garment & Accessory	--		
Textile	--		
Research & Development	--		
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
8. HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	P*	**In conjunction with:**	Public & institutional use
		Size, entire use (max):	200 SF
		Screening:	
		Outdoor storage screening	S-Screen 1
		Hours of operation (open/close):	7AM / 7PM

Use [CX9]	Permission	Use Standard	Specification
		Supplemental standards:	Sec. 5C.2.7.D.1.
Sorting & Processing	--		
Waste Facility:			
Organic Waste	--		
Hazardous Waste	--		
Solid Waste	--		
Mineral & Ore Extraction	CU3*	Supplemental findings:	Sec. 5C.2.7.H.1.
Oil, Gas, or Hydrocarbon Well	--		
9. AGRICULTURAL			
Animal Keeping:			
Bees	P*	**Accessory to:**	Other allowed use
		Supplemental standards:	Sec. 5C.2.8.A.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	**Supplemental standards:**	Sec. 5C.2.8.G.1.
KEY: "P"= Permitted Use; "*"= Use Standard Applies; "CU1"= Approval by Zoning Administrator; "CU2"= Public Hearing by Zoning Administrator; "CU3"= Review by City Planning Commission; "S"= Special Use Program; "A-"= Dependent on Most			

Use [CX9]	Permission	Use Standard	Specification
Restrictive Adjoining Zone; "A+"= Dependent on Most Permissive Adjoining Zone; "--"= Use Not Permitted			

Sec. 66. Section 8.3.5. of Division 8.3. (Special Zones) of Article 8. of Chapter 1A of the Los Angeles Municipal Code shall be added to read as follows:

SEC 8.3.5. ONE SAN PEDRO (OSP)

A. Intent

The One San Pedro Special Zone (OSP) is intended to implement the provisions of the One San Pedro Specific Plan, which envisions the redevelopment of the Rancho San Pedro development into a new mixed-use mixed-income neighborhood with commercial services and public open spaces.

B. General Provisions

All properties within the One San Pedro Special Zone shall utilize the provisions of the adopted One San Pedro Specific Plan as the vehicle for regulatory measures.

Sec. 67. Subsection B. (Applicability) and Subsection C. (Eligibility) of Section 9.3.1. (Community Benefits Program Structure) of Division 9.3. (Community Benefits), of Article 9. (Public Benefit Systems), of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

B. Applicability

This Section (Community Benefits Program Structure) shall apply to any project using an incentive program that meets all of the following requirements:

1. The project meets the eligibility requirements in Subsection C. (Eligibility), below;

2. The project is providing the percentage of restricted affordable units required in Sec. 9.3.2. (Local Affordable Housing Incentive Program), or public benefits required pursuant to a program established in this Division (Community Benefits Program); and

3. The applied Form District (Part 2B.) provides for any kind of *bonus floor area* ratio ~~or~~ *, bonus height*, or *bonus building width*, including *tier 1 bonus floor area ratio*, *tier 2 bonus floor area ratio*, *tier 1 bonus height*, ~~or~~ *tier 2 bonus height*, *tier 1 bonus building width*, or *tier 2 bonus building width*.

C. Eligibility
A project may obtain incentives pursuant to this Division (Community Benefits Program) subject to the allowances and requirements provided below:

1. Residential Projects

a. A project that involves the construction of dwelling units must use the incentive program in Sec. 9.3.2. (Local Affordable Housing Incentive Program) to its fullest extent. For purposes of this Subparagraph, to its fullest extent means the project provides the number of restricted affordable units to qualify for the maximum density increase allowed by the applicable local incentive program set in Sec. 9.3.2.B.1. (Local Incentive Program Sets).

b. Calculation of the maximum density increase allowed shall be based on the maximum density allowed by the applied Density District (Part 6B.) and the number of *restricted affordable unit*s required shall be based on the total final *prcject dwelling unit* count.

c. After receiving the full possible bonus for providing *restricted affordable unit*s, a *prcject* that involves *dwelling unit*s with unused *floor area* ~~or~~, height, or *building width* based on the highest *bonus FAR* ~~and~~, highest *bonus height*, and highest *bonus building width* listed in the applied Form District (Part 2B.), may use the remaining development potential using one of the methods below, up to the maximum allowed by the applied Form District (Part 2B.):

i. **Additional Restricted Affordable Units**
Providing additional *restricted affordable unit*s above the minimum percentage required to qualify for the maximum density increase of the applicable affordable housing program. The amount of additional *FAR* or height provided for additional percentages of *restricted affordable unit*s shall be determined by the applicable *Specific Plan*, *Supplemental District,* or *Special Zone*.

ii. **Public Benefits Incentive Programs**
Using one or more of the programs established in this Division (Community Benefits Program) for additional public benefits other than restricted affordable units, if available as incentive programs in an applicable Specific Plan, Supplemental District, or Special Zone.

2. Non-Residential Projects
A *prcject* which does not involve the construction of *dwelling unit*s may use any of the programs established in this Division (Community Benefits Program) that incentivize public benefits other than *restricted affordable unit*s. Additional *floor area ratio* or height may be awarded up to the highest *bonus FAR*, ~~and~~ *bonus*

height, and *bonus building width* listed in the applied Form District (Part 2B.), as established in Sec. 9.3.6. (Non-Residential Incentive Program) or in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

Sec. 68. Section 9.3.2. (Local Affordable Housing Incentive Program) of Division 9.3. (Community Benefits), of Article 9. (Public Benefit Systems), of Chapter 1A of the Los Angeles Municipal Code shall be edited to read as follows:

SEC. 9.3.2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose

The purpose of the Local Affordable Housing Incentive Program is to encourage the creation and development of *restricted affordable unit*s citywide beyond the levels encouraged by the State *density bonus* program, and to increase the production of affordable housing units in specific areas identified in the applicable Community Plan or other plan or ordinance.

B. Applicability

This Section 9.3.2. (Local Affordable Housing Incentive Program) applies to *project*s providing *restricted affordable unit*s in exchange for incentives granted in this Section, meeting the eligibility criteria in Sec. 9.3.2.C.1. (Eligibility), below, and involving a *project activity* listed in Paragraph 1. (Project Activities), below.

1. Project Activities

The following *project activities* are subject to the Local Affordable Housing Incentive Program:

a. *New construction* for which all new *floor area* meets the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

b. A *use modification*, including the conversion of existing *floor area* from a *non-residential use* to a *residential use* or an increase in *dwelling unit*s within *existing floor area*, for which all resulting *new floor area* and all renovated *floor area* meets the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

c. A *lot modification*, including a subdivision, or common interest development (as defined in California Civil Code, Sec. 4100), that results in *dwelling unit*s that meet the eligibility criteria provided in Paragraph 1. (Eligibility) of Subsection C. (Program Rules), below.

2. Reconciling Provisions

a. Relationship to Other Incentive Programs

A *project* is ineligible for the bonuses, incentives and procedures in the Local Affordable Housing Incentive Program if it is participating in any other housing incentive program in the Los Angeles Municipal Code, or in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*, or in any other City regulation or guideline, except:

i. *Project*s participating in the Local Affordable Housing Incentive Program may utilize the streamlining incentives granted through the Housing Element Sites Streamlining Program (Sec. 9.2.6.), provided that the *project*s meet the eligibility requirements and program rules for both programs.

ii. *Unified adaptive reuse project*s that meet the eligibility requirements for both the Local Housing Incentive Program and the Citywide Adaptive Reuse Program, pursuant to Sec. 9.4.6. (Citywide Adaptive Reuse Program), may participate in both incentive programs and receive incentives pursuant to both programs. The portion of the *unified adaptive reuse project* consisting of new construction may be eligible for base incentives, additional incentives, waivers, and public benefits options provided in Paragraphs 2., 3., 4., and 5. of Subsection C. (Program Rules), below, unless otherwise stated, and the *project* shall pursuant to Paragraph 1. (Procedures) in Subsection D. (Administration).

iii. This Section expressly authorizes a *project* to use another housing incentive program, as specified.

b. Relationship to Specific Plans, Special Districts, and Special Zones

Any difference or conflict between the provisions of an applicable *Specific Plan*, *Supplemental District*, or *Special Zone* and the provisions of this Section shall be reconciled pursuant to the reconciling provisions established in Article 8. (Supplemental & Special Zoning).

c. Relationship to Other Zoning Provisions

i. Relationship to Inclusionary Housing

*Restricted affordable unit*s provided in order to meet the eligibility criteria for participation in the Local Affordable Housing Incentive Program may also be used in order to count toward the *restricted affordable unit*s required by the Inclusionary Housing Program, pursuant to Sec. 5C.3.1. (Inclusionary Housing Program), where applicable.

ii. Relationship to Development Review Threshold Packages

Regardless of the otherwise applicable Development Review Threshold Package required by the applied Development Standards District (Part 4B) and the requirements of the Development Review (Sec. 4C.14.), *prcject*s participating in the Local Affordable Housing Incentive Program are exempt from review pursuant to Sec. 13B.2.4. (Project Review).

C. Program Rules

1. Eligibility

A ~~*housing development p*~~*prcject* that ~~includes the minimum percentage of on-site *restricted affordable unit*s required by Paragraph 1. (Local Incentive Program Sets) below, provides the required housing replacement units in Paragraph 2. (Housing Replacement) below, or pursuant to Chapter XV., Article 1. (Rent Stabilization Ordinance) of this Code,~~ meets the eligibility requirements outlined in this Subsection B (Eligibility) and meets the additional eligibility requirements for the *lot* in ~~the~~ an applicable ~~CPIO or Specific Plan~~ *Supplemental District*, *Specific Plan*, or *Special Zone*, if any, is entitled to receive all of the incentives in Subsection C. (Base Incentives) below, and additional incentives as outlined in Subsection D. (Additional Incentives) below.

a. Unit Threshold

*Prcject*s resulting in a total five or more new *dwelling unit*s, including *dwelling unit*s permitted as a result of an increase in allowable density granted pursuant to Paragraph 1. (Residential Density) of Subsection C. (Base Incentives), below, are eligible for participation in the Local Affordable Housing Incentive Program. New *dwelling units* created within existing *floor area* are included in this calculation.

b. Residential Uses

A minimum of two-thirds of the total *floor area* of a *prcject*, including newly constructed *floor area* and renovated or converted *floor area*, must be dedicated to *dwelling unit*s in order for the project to be eligible for participation in the Mixed Income Incentive Program.

c. Local Affordable Housing Incentive Map

A *prcject* must be located on a *lot*, in whole or in part, for which a Local Incentive Program Set has been mapped on the Local Affordable Housing Incentive Map (Sec. 1.5.4.), or is mapped through an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

d. ~~Local Incentive Program Sets~~ Affordability Levels

~~a. Established~~

~~Local Incentive Program Sets A through G are established below, and define the minimum percentage of on-site *restricted affordable unit*s required~~. The Local Incentive Program Set designated for a *lot* and the housing market tier of a *lot* together define the minimum percentage of the total *dwelling unit*s in the *project* required to be reserved as *restricted affordable unit*s in order to participate in the Local Affordable Housing Incentive Program. The *project* is only required to provide *restricted affordable unit*s for one of the listed income levels at the corresponding percentage of *total dwelling unit*s for that individual income level, as established in the table below.

Local Incentive Program Sets								
		Set 1 Set 4	Set 2 Set 5	Set A Set B	Set 3 Set 6 Set 7	Set C Set D	Set G	Set 8 Set 9
High Medium and High Market Tiers	Acutely Low Income	n/a	n/a	n/a	n/a	n/a	7%	n/a
	Extremely Low Income	13%	12%	11%	11%	10%	8%	n/a
	Very Low Income	17%	16%	15%	14%	14%	11%	9%
	Low Income	27%	25%	25%	23%	23%	20%	10%
	Moderate Income	n/a	n/a	n/a	n/a	n/a	40%	18%
Low and Medium Market Tiers	Acutely Low Income	n/a	n/a	n/a	n/a	n/a	7%	n/a
	Extremely Low Income	11%	10%	11%	9%	10%	8%	n/a
	Very Low Income	15%	14%	15%	12%	14%	11%	9%
	Low Income	25%	23%	25%	21%	23%	20%	10%
	Moderate Income	n/a	n/a	n/a	n/a	n/a	40%	18%

i. Local Incentive Program Set Designation

The applicable Local Incentive Program Set shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in Sec. 1.5.4. (Local Affordable Housing Incentive Map), or in the applicable ~~*CPIO or*~~ *Specific Plan*.

Supplemental District, or *Special Zone*

ii. Housing Market Tier Designation
A project's housing market tier shall be determined by the residential market areas adopted by City Council resolution, as described in Sec. 15.4.3. (Affordable Housing Linkage Fee)

iii. Low Income Site Affordability Requirements
A *prcject* on a site identified in Section 1.5.15. (Lower Income Rezoning Housing Element Sites Map) may meet its affordability requirement by providing 20 percent of its on-site *restricted affordable unit*s for lower income households, consistent with California Government Code Section 65583.2. and Sec. 9.2.6. (Housing Element Sites Streamlining Program).

iv. Calculating Affordability Requirements
In calculating the minimum percentage of on-site *restricted affordable unit*s, the percentage of each affordability level shall be based on the total final *prcject dwelling unit* count. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit)* or *Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit)*.

v. Ownership Requirement
*Moderate income household restricted affordable unit*s shall be for sale only. *Restricted affordable unit*s of all other affordability levels may be rental or for sale units.

vi. Linkage Fee Calculation
For the purpose of the fee established in *Sec. 15.4.3. (Affordable Housing Linkage Fee)*, a minimum of seven percent *acutely low income household*s *dwelling unit*s shall be calculated in the same manner as a minimum of eight percent *extremely low income household dwelling unit*s.

vii. Rent and Housing Cost Schedules and Covenants
The rate of housing costs or rent for any required *restricted affordable unit* shall not exceed those specified in California Health and Safety Code Section, 50052.5 (Affordable Housing Costs) for

for-sale units or California Health and Safety Code, Section 50053 for rental units. Covenants documenting required rental or for sale rates shall be recorded pursuant to the procedures described in Subsection D. (Administration), below.

e. Housing Replacement

~~A *housing development project* must meet any applicable housing replacement requirements of California Government Code, Sec. 65915(c)(3). Consistent with California Government Code, Sec. 65915(c)(3), *dwelling units* that are subject to Chapter XV. (Rent Stabilization) of the LAMC and California Government Code Sec. 65915(c)(3)(C) and that are also deemed or presumed to be occupied by persons or families above the lower income category shall be replaced with low income units pursuant to California Government Code, Sec. 65915(c)(3)(C)(i), as determined by the Los Angeles Housing Department.~~ The *project* shall meet any applicable housing replacement requirements and demolition protections established in Div. 4C.15. (Resident Protections). Replacement dwelling units required pursuant to Division 4C.15. (Resident Protections) shall count toward any restricted affordable unit requirements. In calculating replacement units, any number resulting in a fraction shall be rounded up to the next whole number.

f. Fair Housing Requirements

*Restricted affordable unit*s shall meet the applicable requirements regarding the size, location, amenities and allocation of *restricted affordable unit*s established in Sec. 4C.15.3. (Restricted Affordable Units) and in any Implementation Memorandum or Technical Bulletin prepared and adopted by the Los Angeles Housing Department or Department of City Planning.

g. Historic Resources

i. A *project* requiring the demolition, as demolition is defined in Subsection C. (Definitions) of Sec. 13B.8.1 (General Provisions), of a *designated historic resource*, or *surveyed historic resource* identified for historic protection or special consideration or review by an applicable Specific Plan, CPIO or Conservation District is not eligible for incentives under the Local Affordable Housing Incentive Program.

ii. A *project* involving the alteration of a *designated historic resource* shall be consistent with the Secretary of the Interior's Standards for Rehabilitation as supported by an expert study that

has been accepted by the Office of Historic Resources, or demonstrated by the project plans and accepted by the Office of Historic Resources, if consistent with the applicable adopted Implementation Memorandum, Guidelines or Technical Bulletins of the Director of City Planning.

2. Base Incentives

A ~~*housing development p*~~*prcject* that includes the minimum amount of on-site *restricted affordable unit*s in *Paragraph 1. (Local Incentive Program Sets)* of *Subsection B. (Eligibility)* above, shall be entitled to the following base incentives.

a. Residential Density

i. ~~*Housing development p*~~*Prcject*s shall be granted an increase in the maximum allowable *residential* density as follows:

Residential Density Incentive										
Density District	Allowable Density Increase									
	Set 1 Set 2 Set 3	Set 4 Set 5 Set 6	Set 7	Set 8	Set 9	Set A	Set B	Set C	Set D	Set G
2, 3, 4	Density District FA	150%	100%	n/a	n/a	80%	80%	70%	70%	40%
6, 8	Density District FA	150%	100%	Density District 4	Density District 6	80%	70%	70%	60%	40%
10, 12	Density District FA	150%	100%	Density District 4	Density District 6	60%	60%	50%	50%	35%
15, 20, 30, 40, 50, 60	Density District FA	150%	100%	Density District 4	Density District 6	45%	40%	40%	40%	35%
2L, 3L, 4L	Density District FA	150%	100%	Density District 4	Density District 6	n/a	n/a	n/a	n/a	n/a
1L, FA	Density District FA	150%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

ii. Where the Residential Density Incentive table, above, shows a percentage, the allowable residential density increase shall be a

percentage increase calculated on top of the allowable density of the applied Density District (Part 6B).

iii. Where the Residential Density Incentive table, above, shows a Density District, the project may utilize the residential density density allowed by the Density District indicated in the table in lieu of the Density District (Part 6B) applied on the *lot*.

iv. For the purposes of calculating the number of *dwelling unit*s granted as a result of the residential density incentive,the following shall apply:

a) *Dwelling unit*s that comprise a project shall be on *abutting lot*s that are the subject of a single development application or are part of a single *unified development*, but do not need to be based on individual subdivision maps or parcels.

b) When calculating a residential density incentive, any number resulting in a fraction shall be rounded up to the next whole number.

v. ~~*Housing development p*~~*Prcject*s that consist of 100 percent on-site *restricted affordable unit*s, exclusive of a *building manager unit* or units, shall be permitted an additional increase in density of 10 percentage points more than listed in *Sub-subparagraph* ~~*a.*~~*i.* above. For example, a 50 percent density increase will become a 60 percent density increase. Where the residential density incentive is a Density District, a project may increase the total allowable units on the site by 10 percent, after calculating the number of allowable units based on the *lot area* of the site.

b. Floor Area Ratio

i. ~~*Housing development p*~~*Prcject*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus floor area ratio* of the applied Form District (Part 2B). Where no *tier 1 bonus floor area ratio* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *floor area ratio* listed

in the applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. ~~*Housing development p*~~*Prcject*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus floor area ratio* of the applied Form District (Part 2B), as outlined in Sec. 9.3.4. (Public Benefits Menu), or an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus floor area ratio* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *floor area ratio* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

iii. ~~*Housing development p*~~*Prcject*s that consist of 100 percent on-site *restricted affordable unit*s, exclusive of a *building manager unit* or units, shall be permitted an additional 10 percent more of maximum *floor area* than listed *Sub-subparagraph* ~~*a.*~~ i. above or in the applied *Form District (Part 2B.)*. However, in no instance shall the ~~*housing development*~~ *prcject* exceed an *FAR* of 13:1.

c. Height

i. ~~*Housing development p*~~*Prcject*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus height* of the applied Form District (Part 2B). Where no *tier 1 bonus height* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *height* listed in the applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. ~~*Housing development p*~~*Prcject*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus height* of the applied Form District (Part 2B), as outlined in Sec. 9.3.4. (Public Benefits Menu), or an

applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus height* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *height* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

d. Building Width

i. *Prcject*s providing *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, shall be entitled to up to the maximum *tier 1 bonus building width* of the applied Form District (Part 2B). Where no *tier 1 bonus building width* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s are entitled to up to the highest allowable *building width* listed in the applied Form District (Part 2B.), unless otherwise stated by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

ii. *Prcject*s providing both *restricted affordable unit*s at the rates outlined in Subsection B (Eligibility), above, in addition to one or more public benefits, shall be entitled to up to the maximum *tier 2 bonus building width* of the applied Form District (Part 2B), as outlined in Sec. 9.3.4. (Public Benefits Menu), or an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where no *tier 2 bonus building width* is specified in the applied Form District (Part 2B.), *prcject*s providing the required number of *restricted affordable unit*s, with no additional public benefits, are entitled to up to the highest allowable *building width* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone.*

e. Automobile Parking Incentives

i. For *prcjects* participating in the Local Affordable Housing Incentive Program, no automobile parking shall be required for *residential uses.*~~*Housing development prcjects* shall qualify for reduced *residential* parking according to the table below. The applicable Automobile Parking Incentive shall be determined based on the designation shown on the Local Affordable Housing~~

~~Incentive Map established in *Sec. 1.5.4. (Local Affordable Housing Incentive Map)*, or in the applicable *CPIO* or *Specific Plan*.~~

~~AUTOMOBILE PARKING INCENTIVE~~
~~Parking Reduction~~
~~75% Decrease in required minimum~~
~~50% Decrease in required minimum~~

~~ii. For a *housing development prcject* that consists of 100 percent on-site *restricted affordable unit*s, exclusive of a *manager unit* or units, no parking is required for the *prcject*.~~
~~iii. For a *housing development prcject* located 750 feet or less from a transit stop, as measured from the closest point on the *lot* to an entrance of the station or stop, no parking is required for the *prcject*.~~

~~iv.~~ ii. A ~~*housing development p*~~*prcject* with *non-residential use*s in any Local Incentive Program Set may reduce the minimum automobile parking requirement in Div. 4C.4. (Automobile Parking) for any *non-residential* use by 20 percent.

~~v.~~ iv. Where parking reductions greater than those in this Section (Local Affordable Housing Incentive Program) are included in California Government Code, Sec. 65915(p), the greater reductions shall apply.

3. Additional Incentives

In addition to the applicable incentives established in Subsection C. (Base Incentives) above, a ~~*housing development p*~~*prcject* that includes the minimum amount of on-site *restricted affordable unit*s in Paragraph 1. (Local Program Incentive Sets) of Subsection B. (Eligibility) above, shall be entitled to up to three of the following additional incentives. However, the number a ~~*housing development p*~~*prcject* is entitled to, and the type of additional incentives may be superseded by ~~a *CPIO* or *Specific Plan*~~ an applicable *Supplemental District*, *Specific Plan*, or *Special Zone*.

a. By-Right Adjustments

Relief from any zoning standard that would otherwise require approval pursuant to Sec. 13B.5.2. (Adjustment) may be granted as an on-menu incentive, and shall not be subject to the requirements of Sec. 12B.5.2. (Adjustment). Each adjustment-equivalent grant shall count as one

incentive request. By-right adjustments may not be request for or applied to the following standards

i. Standards that regulate *FAR* or height,
ii. Any modifications of signs standards,
iii. Reductions of *lot amenity space*, or
iv. Requests to allow automobile parking in front of buildings.

b. Density Calculation

Any area of any land required to be dedicated for street or *alley* purposes may be included as *lot area* for purposes of calculating the maximum density permitted by the applied *Density District (Part 6B.)*.

c. Building Coverage

Up to a 25 percent increase in building coverage limits.

d. Lot Width

Up to 25 percent decrease in the required lot width.

e. Averaging of Floor Area, Lot Amenity Space, Parking, & Density

A ~~*housing development p*~~*project* that is located on two or more contiguous parcels may average the maximum floor area, minimum lot amenity space, minimum parking, and maximum density over the ~~*housing development p*~~*project* site, provided that:

i. The proposed uses are permitted by the applied *Use District* of each *parcel;* and

ii. A covenant running with the land is recorded with the Los Angeles County Recorder, and a copy is provided to the *Department of Building and Safety* prior to the issuance of any *building permit*s, that specifies no further *lot line* adjustment or any other action may cause the ~~*housing development p*~~*project* site to be subdivided subsequent to this grant, is permitted for the life of the ~~*housing development p*~~*project*.

f. CPIO Additional Incentives

Additional incentives (if any), and eligibility requirements for additional incentives, shall be outlined in the applicable CPIO or Specific Plan.

4. Public Benefits

A *prcject* may access up to the *tier 2 bonus FAR ~~and~~, tier 2 bonus height, and tier 2 bonus building width* allowed by the applied Form District (Part 2B) by providing one or more public benefits, pursuant to Sec. 9.3.4. (Public Benefits Menu), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*. Where the applied Form District (Part 2B) does not specify a *tier 2 bonus FAR ~~and~~, tier 2 bonus height, or tier 2 bonus building width* a *prcject* may ~~exceed~~ access up to the highest *~~bonus~~ FAR ~~and~~, ~~bonus~~ height*, and *building width* listed in the applied Form District (Part 2B).

a. A *prcject* providing public benefits shall be eligible to provide one or more of the public benefit options listed for the Public Benefits Incentive Set mapped for the lot on the Public Benefits Incentive Map (Sec.1.5.12.). The mapped Public Benefits Incentive Set shall establish the *floor area ratio* ~~and~~, height, and *building width* bonuses associated with each eligible public benefit option, pursuant to Sec. 9.3.4. (Public Benefits Menu).

b. Multiple public benefit options can be provided by one *prcject* in order to combine and stack public benefit bonuses, but in no case shall the total bonus received exceed the highest *~~bonus~~ FAR* ~~and~~, *~~bonus~~* height, and *building width* listed in the applied Form District (Part 2B).

*c. Prcject*s providing public benefits shall be reviewed and approved pursuant to the processes outlined in in Sec. 9.2.2.D.1.d. (Projects Providing Public Benefits), below.

D. ~~Process~~ Administration

The following procedures apply to *~~housing development~~ prcject*s *pursuing the Local Affordable Housing Incentive Program*, but may be superseded by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*:

1. Base and Additional Incentives

A *~~housing development~~ prcject* requesting only the base incentives in ~~Subsection C.~~ Paragraph 2. (Base Incentives) of Subsection C. (Program Rules), above, and additional incentives outlined in ~~Subsection D.~~ Paragraph 3. (Additional Incentives) of Subsection C. (Program Rules), above, or additional incentives listed in an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*, shall ~~follow the procedures in Sec. 9.2.1.D.1.a. (Projects Requesting Base Incentives & Incentives from the Menu of Additional Incentives)~~ be approved pursuant to Sec. 13B.3.3. (Zoning Plan Check).

~~2. Additional Incentives~~

~~*Housing development prcjects* requesting additional incentives outlined in Subsection D. (Additional Incentives) above, or in the applicable CPIO or Specific Plan shall follow the procedures in Sec. 9.2.1.F.2. (Projects Requesting Additional Incentives).~~

~~3.~~ 2. Off-Menu Incentives

Housing development prcjects that qualify for incentives by meeting the minimum required percentage of *restricted affordable unit*s, as outlined in ~~Paragraph 1. (Local Incentive Program Sets) of Subsection B. (Eligibility)~~ Paragraph 1. (Eligibility) of Subsection C. (Program Rules), above, and for which the applicant requests an ~~off-menu~~ incentive not listed in Paragraph 3 (Additional Incentives) or Paragraph 2. (Base Incentives) of Subsection C (Program Rules, above, or requests a waiver~~,~~ or modification of any Form District (Part 2B.) standard or Development Standards District (Part 4B.) standard that is not included ~~in the incentives outlined in Subsection C. (Base Incentives) above, or Subsection D. (Additional Incentives)~~ Paragraph 3 (Additional Incentives) or Paragraph 2. (Base Incentives) of Subsection C (Program Rules, above, must be approved pursuant to Sec. ~~9.2.1.D.1.c. (Projects with Requests for Waivers)~~ Sec. 13B.2.3. (Class 3 Conditional Use Permit).

~~4.~~ 3. Records and Agreements

Prior to the issuance of any building permit, the applicant shall record a covenant acceptable to the LAHD that reserves and maintains the total combined number of dwelling units designated as restricted affordable for at least 55 or 99 years pursuant to Sec. 4C.15.3. (Restricted Affordable Units) from the issuance of the Certificate of Occupancy.

Sec. 69. The title of Subparagraph a. (Bonus FAR and Bonus Height) of Paragraph 2. (Incentives) of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

a. Bonus FAR ~~and~~ Bonus Height, and Bonus Building Width

Sec. 70. Sub-subparagraph i. of Subparagraph a. of Paragraph 2. (Incentives) of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

i. If the option to provide public benefits is enabled by an incentive program in this Article (Public Benefit Systems) or in an applicable Specific Plan, Supplemental District, or Special Zone, a *prcject* shall be awarded additional *floor area* up to the maximum *tier 2 bonus floor area ratio* ~~and~~, *tier 2 bonus height*,and *tier 2 bonus building width* allowed by the applied Form District (Part 2B.), by providing one or more of the public benefits options in Paragraph 3. (Public Benefits Incentive Sets), below, or by providing an alternative ~~community facility~~ public benefit pursuant to Sec. 9.3.4.D.1.b. ~~9.3.1.D.1.b.~~ (Alternative Public Benefit Options), below. Where no *tier 2 bonus floor area ratio* ~~or,~~ *tier 2 bonus height*, or *tier 2 building width* is specified in the applied Form District (Part 2B.), *prcject*s may exceed the base *height in stories* up to the highest allowable *~~bonus~~ FAR*, ~~and~~ *~~bonus~~ height*, and *building width* listed in the applied Form District (Part 2B.), unless otherwise specified by an applicable *Specific Plan*, *Supplemental District*, or *Special Zone*.

Sec. 71. A new Subparagraph c. (Public Benefits Incentive Set 3) shall be added to Paragraph 3. (Public Benefits Incentive Sets) and existing Subparagraph c. through e. shall be renumbered in sequence, of Subsection C. (Program Rules) of Section 9.3.4. (Mixed-Use Public Benefits Incentive Program) of Division 9.3. of Article 9. of Chapter 1A of the Los Angeles Municipal Code. The new Subparagraph c. shall read as follows:

c. Public Benefits Incentive Set 3

*Prcject*s on a *lot* mapped with Public Benefits Incentive Set 3 or identified as eligible for Public Benefits Incentive Set 3 through an applicable incentive program shall be eligible to obtain the additional *floor area* and additional height identified in the table below, up to the highest *floor area ratio* and height listed in the applied Form District (Part 2B.) or eligible Alternative Typology (Part 7B.), by providing the corresponding public benefits options listed in the table, as the options are described in Sec. 9.3.3.C. (Public Benefits Options):

Public Benefits Incentive Set 3		
Public Benefit Option	**Additional Floor Area Granted**	**Additional Height Granted**
Multi Bedroom Units (Sec. 9.3.3.C.8.)	Option A: 1.0 FAR	Option A: 2 stories
Childcare Facility (Sec. 9.3.3.C.1.)	Shall be granted one of the following: Additional floor area for *residential use* equivalent to the total floor area dedicated to a qualifying childcare facility in the project; or	

	1 story.

Sec. 72. Subsection O. shall be added to Section 10.1.2. (Requirements) of Division 10.1. (Street Dedication & Improvement) of Article 10. of Chapter 1A of the Los Angeles Municipal Code to read as follows:

O. Pursuant to Government Code Section 66005.1(c)(2)(B), a local agency may require a dedication when it makes a finding, specific to the housing development project and supported by substantial evidence, that the land dedication requirement is necessary to preserve the health, safety, and welfare of the public. Consistent with this authority, any housing development project that fronts a *substandard hillside limited street* with a paved width of less than 20 feet, or any project located on a *lot* located within a *hillside area* that lacks a vehicular access route, from the driveway apron serving the property to a continuous 20-foot-wide paved roadway to the edge of the *hillside area* boundary, may be required to dedicate one-half of the width of the adjacent street along the full *frontage* of the *lot*, or the additional width necessary to achieve *standard hillside limited street* dimensions, ensuring adequate emergency access, evacuation capacity, and compliance with applicable *LAFD* requirements and Auto Access Standards *(Sec. 4C.2.1)* where the Zoning Administrator determines based on Standards for Review and Required Findings in *Class 1 Conditional Use Permit (Sec. 13B.2.1.) & Sec. 4C.14.C.5. (Supplemental Findings).*

Sec. 73. Section 14.2.10. (Story) of Division 14.2. of Article 14. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

G. Basement

Basement is defined as an occupiable portion of a *building* located below the *ground story*.

1. *Basement* story is defined as a single, occupiable, subterranean portion of a *building*, measuring in height from seven (7) to 14-feet from floor to ceiling, located directly below the *ground story* footprint of the *building*.

Sec. 74. Sub-subparagraph v. of Subparagraph c. (Exceptions) of Paragraph 1. (General) of Subsection A. (Measurement) of Section 14.2.7. (Floor Area) of Division 14.2. of Article 14. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

v. [Reserved] ~~Basements including underground parking and cellars, with the exception of storage, indoor: self-service use areas;~~

Sec. 75. Paragraph 4. shall be added to Subsection A. (Measurement) of Section 14.2.7. (Floor Area) of Division 14.2. of Article 14. of Chapter 1A of the Los Angeles Municipal Code to read as follows:

4. Basement Story

a. A *basement story* is one subterranean occupiable portion of a *building*, measuring in height from seven (7) to 14-feet from floor to ceiling, located directly below the *ground story* footprint of the *building*, where the elevation of the upper surface of the roof does not exceed three (3) feet in height, at any point above the *finished* or *average natural grade* whichever is lower, for more than 60 percent of the perimeter length of the exterior *basement* walls.

b. A *basement story* is not counted as part of a *building*'s maximum height in stories.

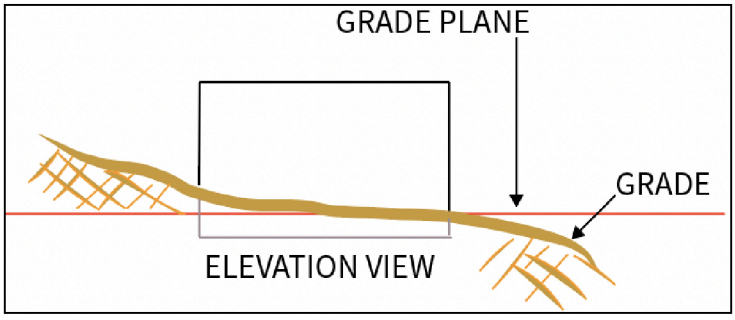
Sec. 76. If not already adopted by CPC-2026-259-CA, Section 14.2.9. (Grade Plane Elevation) of Division 14.2. of Article 14. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

SEC. 14.2.9. ~~GRADE PLANE ELEVATION~~ HEIGHT MEASUREMENT

~~Grade plane elevation is defined as a reference plane, representing the average elevation of the existing ground level adjoining a *building* and its *exterior walls*, from which the height of a *building* or *structure* shall be measured.~~

A. ~~General~~ Grade Plane Elevation

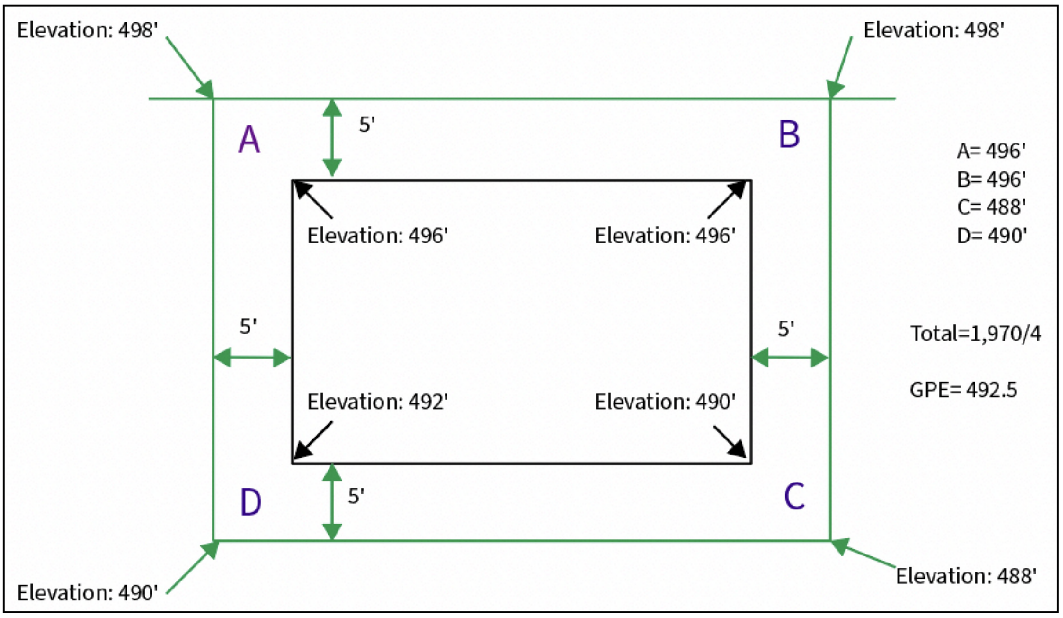
Grade plane elevation (GPE) is defined as a reference plane, representing the average elevation of the finished ground level adjoining a building and its exterior walls, from which the height of a building or structure shall be measured.



1. ~~Average Grade Elevation~~ General

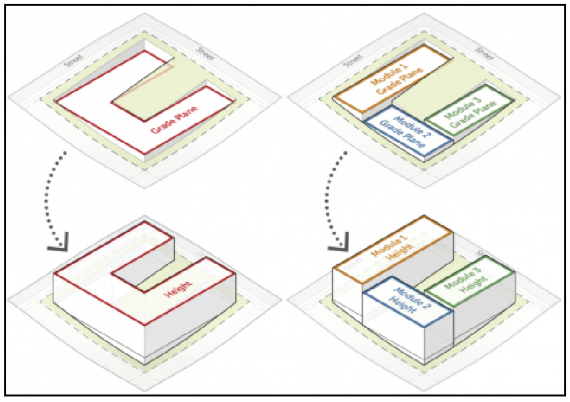
~~For all buildings and structures that have no applicable building perimeter pursuant to Subsection B. (Applicable Building Perimeter) below or for lots that contain an average natural slope of less than 15 percent slope, except lots located within the City's Hillside Area per Sec. 1.5.6. (Hillside Area Map), the grade plane elevation shall be established in accordance with Subsection E. (Average Grade Method) below.~~

GPE shall be established by taking the average of the lowest elevation points of each perimeter of the building, within five feet of the exterior wall at finished grade.



2. Full Building Method & Building Module Method

~~For buildings or structures located within the City's Hillside Area, t~~The *grade plane elevation* may be established for either an entire *building* ~~in accordance with Subsection C. (Full Building Method) below~~ or separately for different *building module*s in accordance with Paragraph 3 (Rule of Measuring Grade Plane Elevation for Separate Building Modules) below. ~~Subsection D. (Building Module Method) below. Using the Full Building Method, in accordance with Sec. 14.1.9.C. (Full Building Method) or for separate buildings using the Building Module Method in accordance with Sec. 14.1.9.D. (Building Module Method).~~



3. Rule for Measuring Grade Plane Elevation for Separate Building Modules

When a *building footprint* contains multiple building pads, *grade plane elevation* can be established independently for each *building pad or building module*, so long as:

a. All portions of the building footprint are contiguous.
b. All portions of a building footprint are designated to a building module.
c. Each building module does not encompass any area external to the building footprint.
d. Each building module has an individual building footprint and does not overlap with another building module's building footprint.
e. All components of a building module area are contiguous.
f. Building module perimeters does not include any interior angles greater than 180 degrees.
g. Building modules does not include a building footprint that extends beyond the width of its building perimeter.
h. Building modules shall not include a building footprint that extends beyond the width of its applicable building perimeter, measured parallel to the lot line that the applicable building perimeter faces.

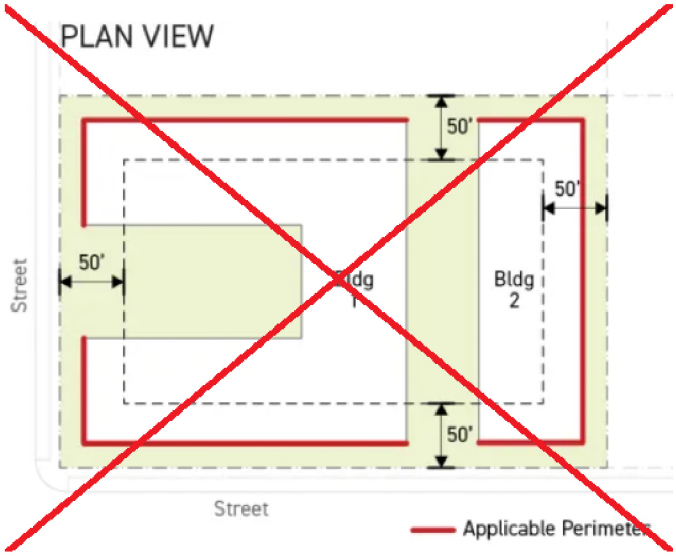
4. Base Flood Elevation

In FEMA-designated flood zones A, AE, and VE, the grade plane elevation shall be adjusted by subtracting the Base Flood Elevation (BFE) from the GPE.

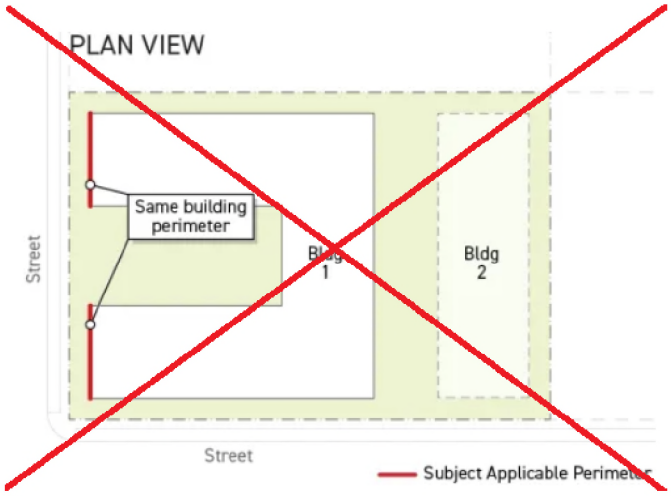
~~**B. Applicable Building Perimeter**~~

~~1. Only building perimeters located within 50 feet of the lot line that the building perimeter faces are considered applicable perimeters when~~

~~calculating grade plane elevation using the Subsection C. (Full Building Method) below or Subsection D. (Building Module Method) below.~~



~~2. Applicable building perimeters associated with the same building and facing the same lot line are considered a singular or part of the same building perimeter even where they are not contiguous.~~



~~3. Where a building has no lot line facing perimeter within 50 feet of a lot line, the grade plane elevation shall be established according to Subsection E. (Average Grade Method) below.~~

~~C. Full Building Method~~

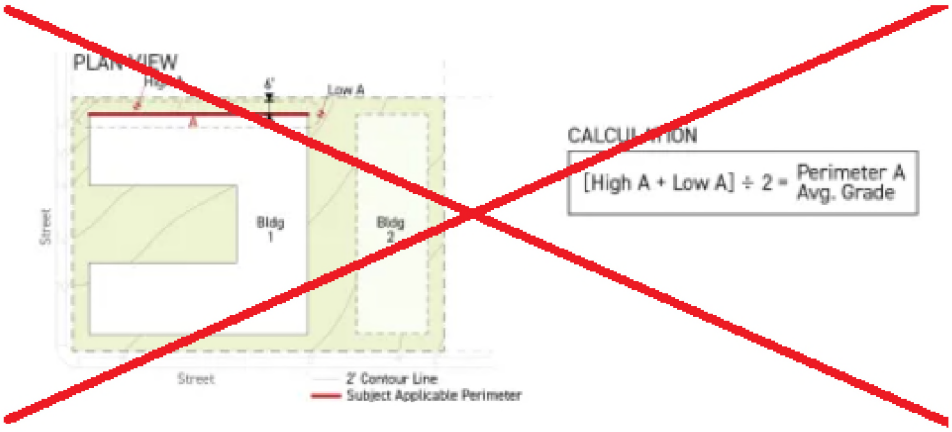
~~1. When using the full building method, the entirety of each building perimeter shall be governed by a uniform weighted average elevation reference.~~

~~2. Where there are multiple buildings, each building shall independently establish its own weighted average elevation.~~

~~3. Establishing the weighted average elevation using the full building method is determined by following the steps below:~~

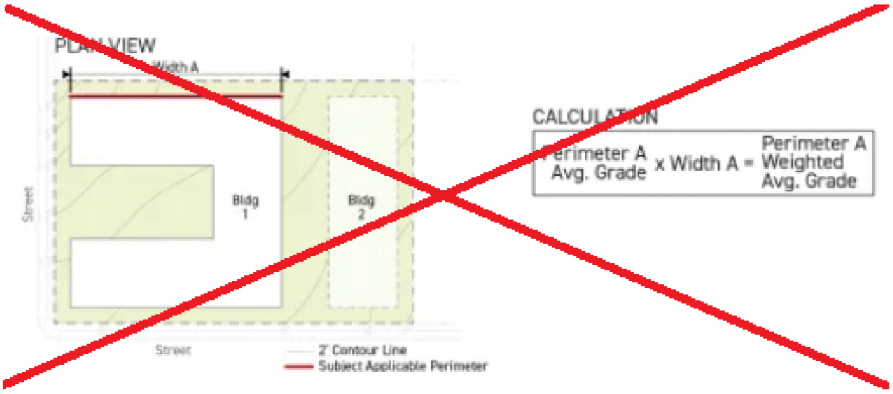
~~a. Step 1~~

~~For each applicable building perimeter pursuant to Sec. 14.2.9.B. (Applicable Building Perimeter), calculate the building perimeter average grade by averaging the highest and lowest elevation of on-site existing grade located within six feet of the subject applicable building perimeter.~~



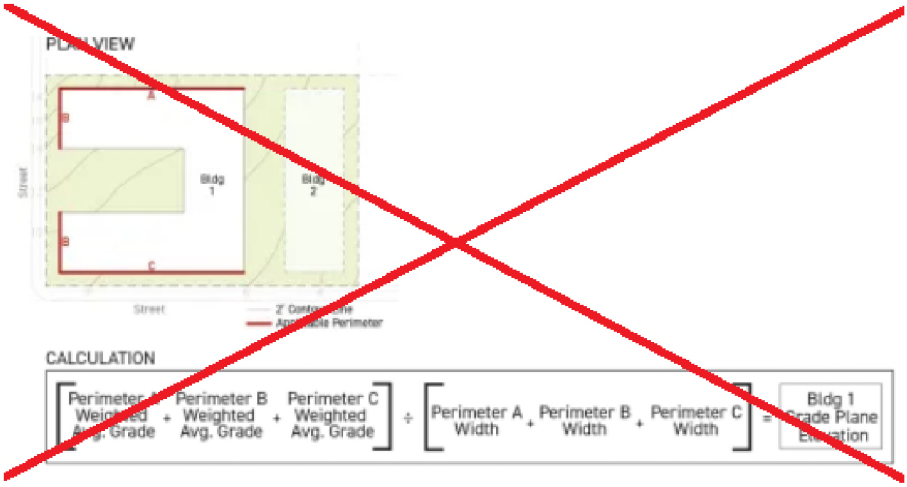
~~b. Step 2~~

~~For each applicable building perimeter pursuant to Sec. 14.2.9.B. (Applicable Building Perimeter), calculate the weighted building perimeter average existing grade by multiplying the building perimeter average existing grade by the width of the applicable building perimeter, measured parallel to the lot line that it faces.~~



~~c. Step 3~~

~~Sum the weighted building perimeter average existing grade (for all applicable building perimeters) and divide the sum by the cumulative total length of all applicable building perimeters associated with the building.~~



~~D. Building Module Method~~

~~1. When using the building module method, a building footprint may be broken up into multiple modules, each possessing its independently established weighted average elevation.~~

~~2. Building modules shall be delineated according to the following steps: All portions of a building footprint shall be designated to a building module.~~

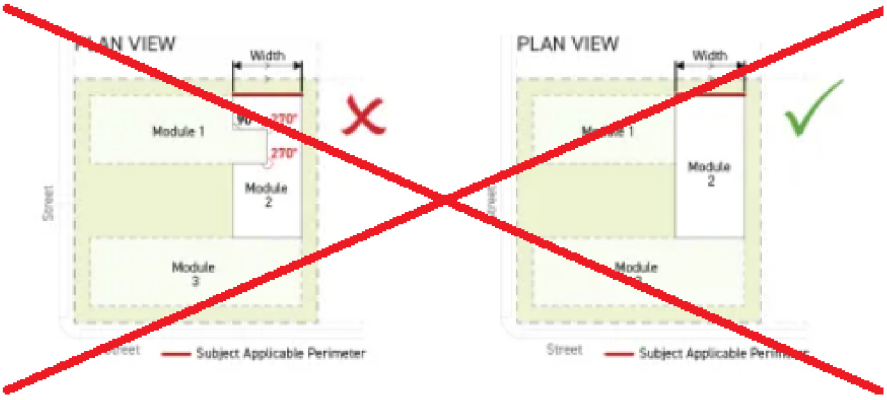
a. ~~*Each building module shall not encompass any area external to the building footprint.*~~

~~*b. Each building module shall have an individual building footprint and shall not overlap with another building module's building footprint.*~~

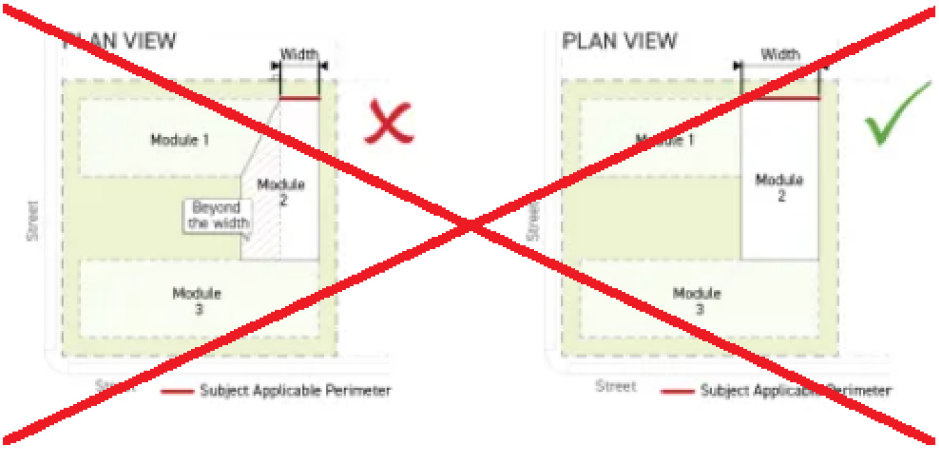
~~*c. All components of a building module area shall be contiguous.*~~

~~*d. All building modules shall have at least one building perimeter qualifying as an applicable building perimeter pursuant to Subsection B. (Applicable Building Perimeter) above.*~~

~~*e. Building module perimeters internal to a structure shall not include any interior angles greater than 180 degrees.*~~



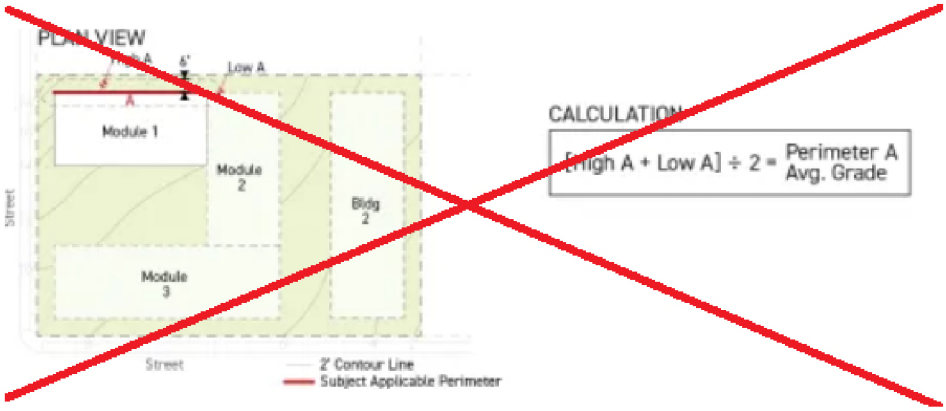
~~f. Building modules shall not include a building footprint that extends beyond the width of its applicable building perimeter, measured parallel to the lot line that the applicable building perimeter faces.~~



~~3. Using the building module method, grade plane elevation shall be established independently for each building module following the steps below:~~

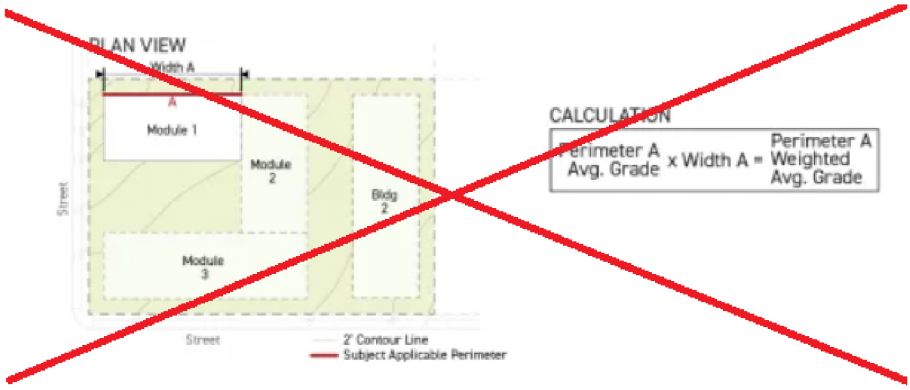
~~*a.* Step 1~~

~~For each applicable building perimeter pursuant to Subsection B. (Applicable Building Perimeter) above, calculate the building perimeter average grade by averaging the highest and lowest elevations within six feet of the applicable building perimeter of the existing grade.~~



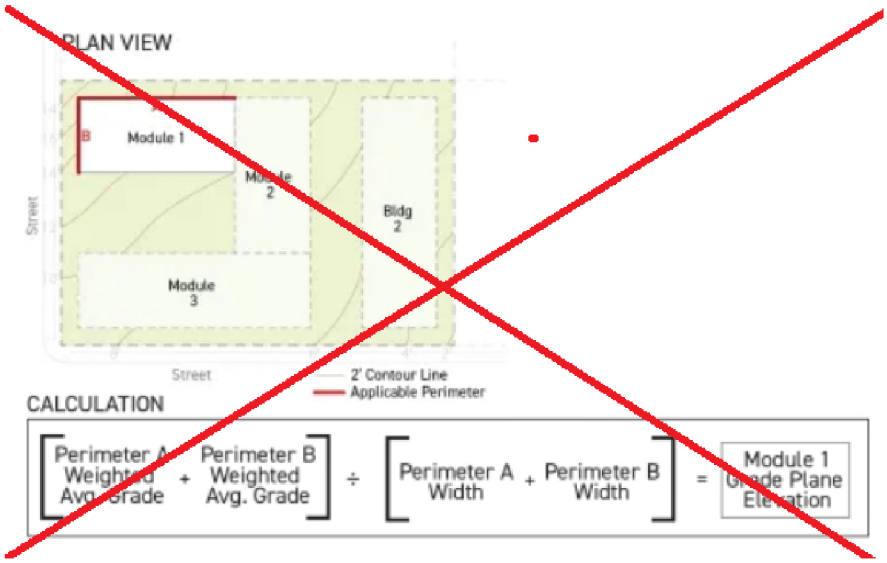
~~b. Step 2~~

~~For each applicable building perimeter pursuant to Subsection B. (Applicable Building Perimeter) above, calculate the weighted building perimeter average grade by multiplying the building perimeter average grade by the width of the applicable building perimeter, measured parallel to the lot line that it faces.~~



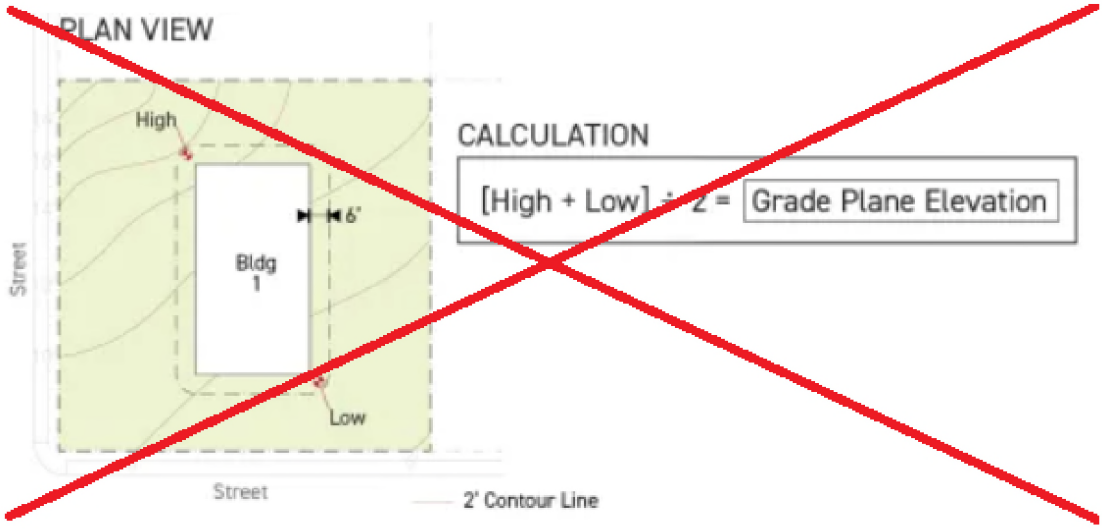
~~c. Step 3~~

~~Sum the weighted building perimeter average grade from all applicable building perimeters associated with the building module and divide this sum by the total cumulative length of all applicable perimeters associated with the building module.~~



~~**E. Average Grade Method**~~

~~When using the average grade method the grade plane elevation shall be established by averaging the building footprint elevation measured from the lowest and highest elevation points of the existing grade, within six feet of the exterior wall or lot line, whichever is less.~~



B. Envelope Height

Envelope (Height) Maximum is a reference plane, parallel to the topography of the lot and located above the structure, to which the height of a building or structure on a sloped lot is measured relative to grade.

1. Establishment of Envelope Height

a. Envelope Height shall be established by taking the vertical distances between elevation points along a slope of a building site and a projected

plane as described in Subparagraph e. of this Paragraph (Establishment of Envelope Height), below.
b. Elevation points along the slope shall originate from the existing grade.
c. Elevation points shall be taken at intervals no greater than 10 horizontal feet, with 2-foot vertical contour intermediates, used where available to refine the slope profile.
d. The distances between the elevation points and the envelope height shall correspond to the maximum Height in Feet allowed in the applied *Form District (Part 2B.)*.

i. For example, if the maximum Height in Feet is 36', the distance from the grade to Envelope Height shall be 36'.

e. The collection of vertical offsets from the terrain to the specified height limit shall create a continuous projected plane resulting in a projected height profile to form the envelope height.

Div. 14.3. **Glossary**

Sec. 77. Glossary terms in Division 14.3. (Glossary) of Article 14. of Chapter 1A of the Los Angeles Municipal Code shall be amended as follows:

Basement. Pursuant to Sec. 14.2.10.G. (Basement), *basement* is defined as an occupiable portion of a *building* located below the *ground story*.

Basement Story. Pursuant to Sec. 14.2.10.H. (Basement Story), "*basement story*" is defined as one subterranean occupiable portion of a *building*, measuring in height from seven (7) to 14-feet from floor to ceiling, located directly below the *ground story* footprint of the *building*.

Sec. 78. Paragraph 2. of Subsection A (Class 1 Conditional Use Permit) of Section 15.3.1. (Quasi-Judicial Review Fees) of Division 15.3. of Article 15. of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows:

2. Hillside Permit Filing Fee
~~[Reserved]~~

a. The following applications are subject to Hillside Permit Filing Fees:

i. Applications pursuant to Section 2C.2.1. to permit increased *building coverage*, reduced *parking* or additional *height* for Single-Family Dwellings properties designated Hillside Area on the Department of City Planning Hillside Area Map (Section 1.5.6.);

ii. Applications to permit *new construction* to Single-Family Dwellings on properties designated Hillside Area on the Department of City Planning Hillside Area Map which front onto *substandard hillside limited street*s, which are improved to a width of less than 20 feet;

iii. Applications to permit *new construction* of Single-Family Dwellings on properties designated Hillside Area on the Department of City Planning Hillside Area Map on *substandard hillside limited street*s where providing parking requires the *grading* of 1,000 or more cubic yards from the Lot (Section 4C.9.)

b. Applications on properties designated Hillside Area on the Department of City Planning Hillside Area Map to: (a) Reduce *front* and *side yard setback* requirements; (b) Permit new construction of up to 1,000 square feet to structures existing prior to August 1, 2010; (c) Exceed the maximum *envelope height;* (d) Increase the maximum *building coverage*; (e) Exceed the *grading, import and export limit*s; (f) Reduce the number of required *off-street parking*; or (g) Permit *new construction* of *single-family dwelling*s on properties which front onto *substandard hillside limited street*s, which are improved to a width of less than 20 feet or lacks a vehicular access route from the driveway apron serving the property to a continuous 20-foot-wide paved roadway to the edge of the *hillside area* boundary.

Sec. 79. The following Zoning Code Maps attached as Exhibits B2-B5 and incorporated herein by reference amend the previously adopted maps to add the areas symbolized within the San Pedro Community Plan Areas:

a. Targeted Planting Map
b. Hillside Area Map
c. Alcohol Permission Area
d. Freeway Adjacency
e. Major Transit Stop Area

EXHIBIT C2:

Conservation District and Individual Historic Resource Review Map, San Pedro

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San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

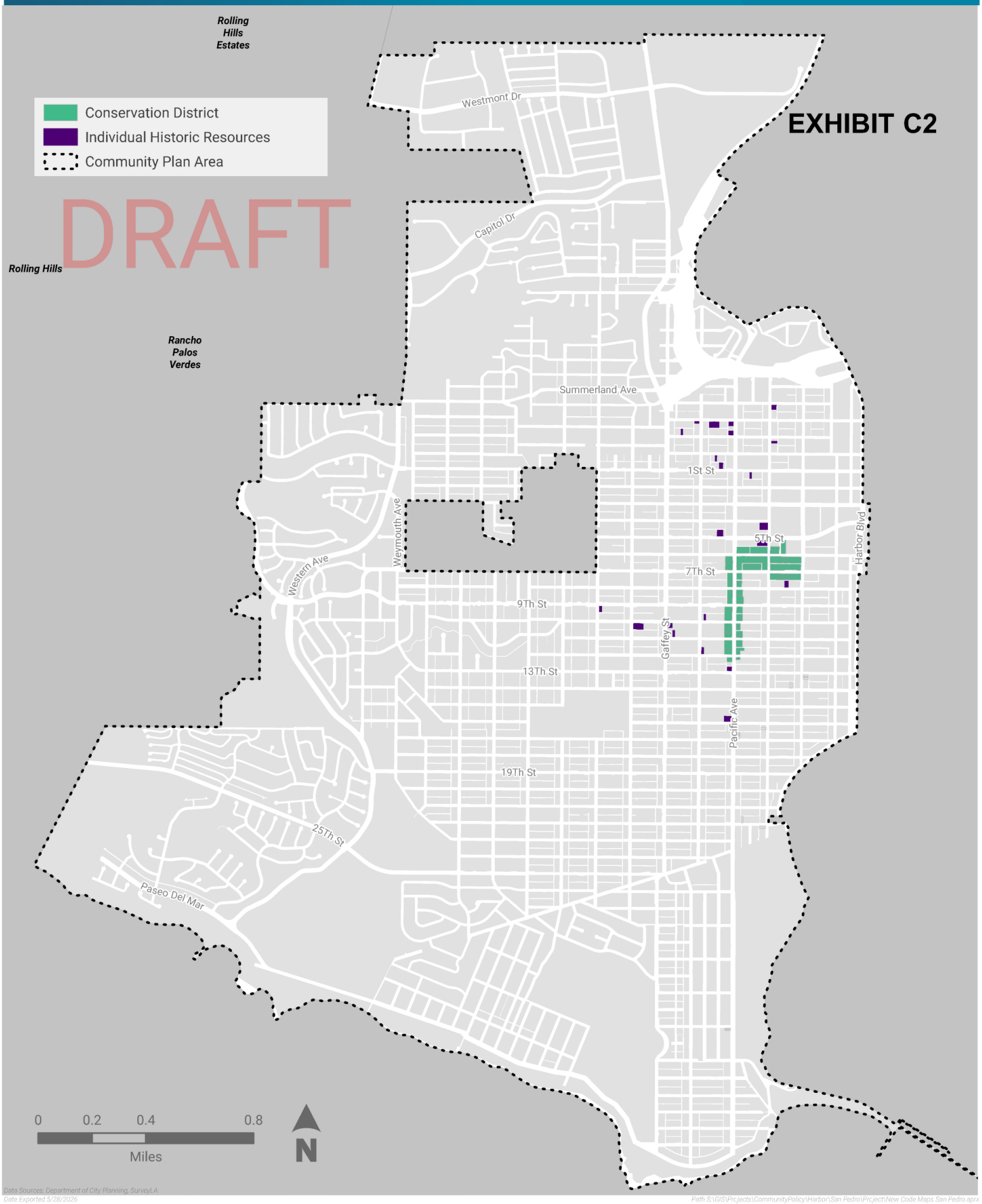
For consideration by the City Planning Commission

June 11, 2026

San Pedro

Proposed Conservation District and Individual Historic Resource Review

LOS ANGELES CITY PLANNING



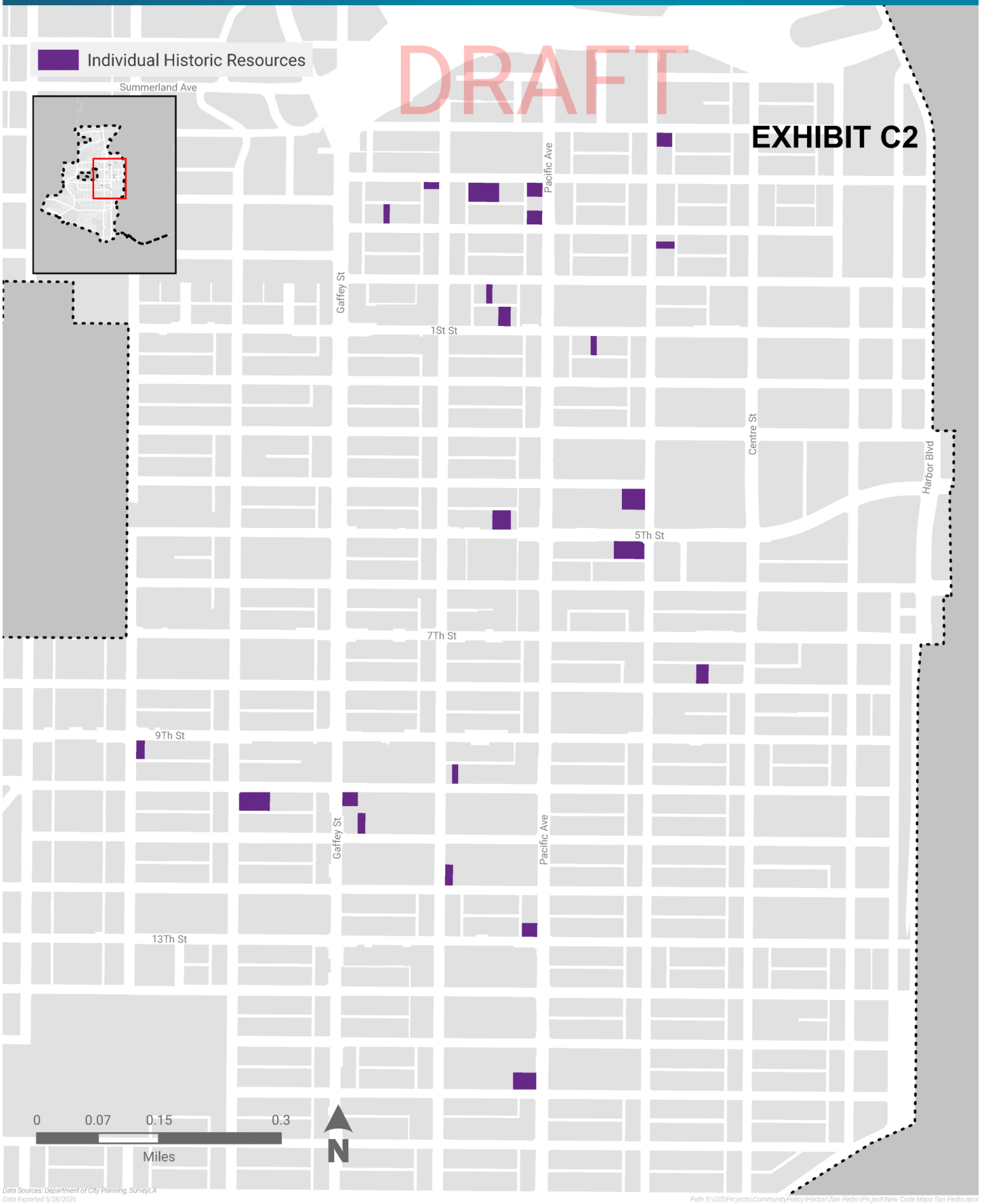
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Date Exported 5/28/2026

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San Pedro

Proposed Individual Historic Resources

LOS ANGELES CITY PLANNING



Data Sources: Department of City Planning, SurveyLA

Date Exported 5/28/2026

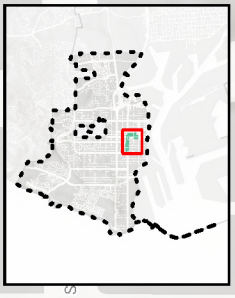
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Draft Conservation District

San Pedro

LOS ANGELES CITY PLANNING

EXHIBIT C2



LEGEND

Conservation District

5Th St

Pacific Ave

Centre St

7Th St

9Th St

Pacific Ave

13Th St

0 0.03 0.06 0.12

Miles

N

Data Sources: Department of City Planning

Date Exported 10/1/2025

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EXHIBIT D1:

Amendments to the Environmental Protection Measures (EPM) Handbook

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San Pedro Zoning Code Update
CPC-2025-7122-GPA-ZC-CPIO-SP-CA

For consideration by the City Planning Commission

June 11, 2026

EXHIBIT D1

Additions to the EPM Handbook

AQ-1-9: Large Construction Projects within the (San Pedro Community Plan)

a. **Applicability Threshold**
Any Project within the San Pedro Community Plan Area with construction activities that span an area greater than 5 acres, and require a permit from LADBS. Projects that are statutorily or categorically exempt under CEQA would not be subject to this standard.

b. **Standard**
i. The project shall not exceed SCAQMD's Localized Significance Thresholds for CO, NOx, PM10, and PM 2.5, as demonstrated in an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook and maintained by the Applicant/ Owner in accordance with the proof of compliance requirements in Sec. 1.D.6. (Additional Requirements).

ii. Any project unable to comply with standard AQ-1-9 b.i. above must prepare an Environmental Impact Report.

New Definition

CERP: The Community Emissions Reduction Plan (CERP) outlines the actions and commitments made by the Community Steering Committee (CSC), the South Coast AQMD, and the California Air Resources Board (CARB), to reduce air pollution within AB 617 communities.

J. Water Resource Standards (WR1)

1. **WR1-1: Water Resource Clearance from California Fish and Wildlife**

a. Applicability Threshold
Any Project involving New Construction or Site Modification, as defined in Sec. 14.2.15. (Project Activities) of Chapter 1A of the LAMC, and that is located within the Water Resource Map (see Appendix XX).

b. Standard
i. To prevent damage or disturbance to *water resources* during construction or *ground disturbance activities* and to ensure consistency with California Fish and Wildlife Code § 1602, projects located on *lot*s identified on the Water Resource Map (see Appendix XX) shall require initial approval from the California Department Fish and Department (CDFW) prior to obtaining a grading or building permit from LADBS. A preliminary water resource assessment may be required by CDWF prior to obtaining a grading or building

permit from LADBS, based on CDFW standards, California Code, Fish and Game Code - FGC § 1602.

2. **WR1-2: Water Resource Pre-Construction Survey**

a. Applicability Threshold

Any Project involving New Construction or Site Modification, as defined in Sec. 14.2.15. (Project Activities) of Chapter 1A of the LAMC, and that is located within the Water Resource Map (see Appendix XX).

b. Standard

ii. Pre-Construction Survey. If a project includes *ground disturbance activities* and is located within 50 feet of a mapped *water resource*, a *pre-construction survey* shall be conducted. The *pre-construction survey* shall be performed on foot within the project site boundaries by a *Qualified Biologist*, retained by the applicant or owner, to determine the presence of a water resource.

iii. No Water Resource Found. If the *pre-construction survey* determines that a *water resource* is not present, no further avoidance measures are required.

iv. Buffer for Water Resources. If *water resources* are identified during the *pre-construction assessment*, the *Qualified Biologist* shall recommend an avoidance buffer sufficient to protect the stream channel, banks, or associated riparian communities from damage or disturbance. In determining the size and configuration of the buffer, the *Qualified Biologist* shall consider, at minimum: the extent and composition of riparian vegetation; bank stability and erosion potential; the type, duration, and intensity of proposed work activity; equipment access routes; and existing disturbances associated with surrounding land uses. The buffer shall be clearly demarcated using bright orange construction fencing, flagging, construction lath, or similar means. All construction personnel shall be notified of the buffer boundaries and shall avoid entering the protected area. No *ground disturbing activities*, equipment staging, fueling, or vegetation removal shall occur within the buffer.

New Definition

Water Resource shall refer to all forms of protected surface water features that are defined by their hydrologic characteristics. A water resource is determined on site by a Qualified Biologist based on measurable hydrologic variables and functions, including, but not limited to: stream gradient; bed or channel width; tributary drainage area; groundwater recharge potential; dominant vegetative species. The presence or absence of a mapped feature does not determine whether a water resource exists. A water resource exists when hydrologic variables demonstrate that the feature performs the ecological or hydrologic functions of a watercourse. Riparian Community shall mean the plant and wildlife assemblage associated with streams, creeks, rivers, and other watercourses, including perennial, intermittent, and ephemeral systems.