

# EXHIBIT C: General Plan Amendment Resolution

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## **San Pedro New Community Plan**

CPC-2009-1557-CPU; CPC-2009-1557-CPU-M1; CPC-2009-1557-CPU-M2;  
ENV-2009-1558-EIR

Recommended by the City Planning Commission on March 14, 2013, October 13, 2016,  
and August 10, 2017.

### ***Contents:***

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- *CEQA Findings of Fact and Statement of Overriding Considerations*
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- *General Plan Land Use and Circulation Map*
- *General Plan Land Use Designation Maps*

## RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) NO. 2008021004 (ENV-2009-1558-EIR) AS RELATED TO THE UPDATE TO THE SAN PEDRO COMMUNITY PLAN; ADOPTING FINDINGS OF FACT AS REQUIRED BY PUBLIC RESOURCES CODE SECTION 21081(a) AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, SECTION 15091, APPROVING A MITIGATION MONITORING PLAN, ADOPTING THE STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING AN UPDATE TO THE SAN PEDRO COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, AND RELATED AMENDMENTS TO THE CIRCULATION ELEMENT OF THE GENERAL PLAN.

WHEREAS, the San Pedro Community Plan was adopted by the City Council in 1999 and amended in April, 2001; through the Community Plan Update Program, and by limited amendments through the Periodic Plan Review Program; and

WHEREAS, the San Pedro Community Plan Update ("Project") consists of amendments to the San Pedro Community Plan land use map and policy text with associated land use designation and nomenclature changes, zone and height district changes, the creation of a Community Plan Implementation Overlay (CPIO) District and subareas, as well as related amendments to the Circulation Element (Mobility Plan 2035); and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on November 16, 2012, mailed to property owners and occupants, and distributed through the Council Office, in accordance with Section 12.32-(C).4 of the Los Angeles Municipal Code (LAMC); and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission held an initial public hearing on the proposed plan Draft Plan on December 12, 2012; and

WHEREAS, the City Planning Commission conducted a second public hearing on March 14, 2013 recommending adoption of the Proposed Plan; and

WHEREAS, a notice of public hearing was published in the "Daily Journal" on October 3, 2016, mailed to property owners and distributed through the Council Offices, in accordance with Section 12.32-(C).4 of the LAMC; and

WHEREAS, in response to subsequent requested modifications from the City Planning Commission regarding the Community Plan Implementation Overlay (CPIO) District and other proposed changes, the City Planning Commission conducted a second limited public hearing on October 13, 2016; and

WHEREAS, a notice of public hearing was published in the "Daily Commerce" on August 1, 2017; and

WHEREAS, the City Planning Commission conducted a third public hearing on August 10, 2017 recommending adoption of the Proposed Plan; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid March 14, 2013, October 13, 2016, and August 10, 2017 public hearings, including but not limited to the staff recommendation reports, exhibits, appendices, and public testimony; and

WHEREAS, the amendments to the San Pedro Community Plan reflect changes in land use policies that have occurred in the community since the current plan was adopted; and

WHEREAS, Council District 15 directed the Department of City Planning to work with the City of Rancho Palos Verdes to develop the collaborative approach to Western Avenue improvements; and SCAG awarded the two cities funds to study and develop recommendations for those improvements; and

WHEREAS, the delay of the adoption of the San Pedro Community Plan Update allowed Department of City Planning staff to work on those recommendations with the City of Rancho Palos Verdes; and

WHEREAS, the San Pedro Community Plan Update anticipates future investment and coordination of improvements in the right of way and on both sides of the Western Avenue corridor; and

WHEREAS, the City of Los Angeles has partnered with the City of Rancho Palos Verdes to develop a collaborative approach to planning for mobility and design enhancements to Western Avenue within the San Pedro CPA; and

WHEREAS, the City has included the Western Avenue Corridor Street Enhancement Strategy, consistent with this collaborative approach, advancing implementation of the streetscape and mobility programs as part of the San Pedro Community Plan Update relating to Western Avenue; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2009-1558-EIR in its determination of adopting the proposed plan; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, on November 8, 2016, voters in the City of Los Angeles passed Proposition JJJ, which requires that community plan updates include a program to create and monitor an inventory of units within the Community Plan area 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 City Rent Stabilization Ordinance, and/or occupied by Lower-Income or Very Low-Income households; and

WHEREAS, the City Council is now considering adopting the Project as recommended by the City Planning Commission.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.
2. Certification of EIR.
  - (a) CEQA Findings. Council finds based upon the substantial evidence in the record of proceedings, and its independent judgment and analysis, that:
    - (1) Compliance with CEQA. The Final EIR, which is attached hereto and incorporated herein by this reference, includes the Draft EIR SCH No. 2008021004 (ENV-2009-1558-EIR), dated August 2012, the Draft EIR appendices, the Final EIR dated March 2017, and all its related appendices and attachments. The Final EIR was prepared, in both substance and procedures, in compliance with the requirements of CEQA. The FEIR is included in Exhibit H to the transmittal located in Council **File No. XXX**.
    - (2) Ratification of Findings and Analysis in the Final EIR and Attached Findings. In making the findings in this Resolution, the Council ratifies, adopts, and incorporates the analysis and explanation in the Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions in the Final EIR relating to environmental impacts and mitigation measures. The Council also adopts all statements and findings in the Findings of Fact and Statement of Overriding Considerations prepared for the FEIR, found in **Appendix N** of the FEIR. The Findings are attached hereto and incorporated herein by this reference.
    - (3) Findings Regarding Environmental Impacts Found to be Significant and Unavoidable. Council adopts the statements and findings in **FEIR Appendix N** to this resolution, which is attached hereto and incorporated herein by this reference. The Project has significant effects that cannot be mitigated to a less-than-significant level through the imposition of mitigation measures. These significant effects are identified in **FEIR Appendix N**.

Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR for the significant impacts identified in **FEIR Appendix N**, including based upon the findings in **FEIR Appendix N**, and the findings in **FEIR Appendix N** regarding the proposed alternatives. Therefore, those impacts are found to be significant and unavoidable.

- (4) Findings Regarding Environmental Impacts Found to be Less than Significant with Mitigation or No Impact. Council adopts the statements and findings in **FEIR Appendix N** to this resolution, which is attached hereto and incorporated herein by this reference. The

Project has significant effects that can be mitigated to a less than significant level through the imposition of mitigation measures. These avoidable significant effects are identified in **FEIR Appendix N**. These avoidable significant effects will be reduced to a less-than-significant level, based on the analysis and conclusions in the FEIR and the whole of the Records of Proceedings, with the changes that have been required in, or incorporated into, the Project through the imposition of mitigation measures as described in **FEIR Appendix N**. These mitigation measures identified in **Appendix N** will be imposed pursuant to the MMP attached in **Exhibit H** (FEIR, Chapter 11). All mitigation measures in the MMP are feasible.

To the extent that any of the mitigation measures are within the responsibility and jurisdiction of another public agency and not the City, those mitigation measures can and will be adopted and imposed by the other agency based on state and/or federal law, communications by those agencies, and/or existing policies and/or intergovernmental relationships with those agencies.

- (5) Finding Regarding Environmental Impacts Found to be Less than Significant without Mitigation. Any and all potential significant impacts discussed in the Final EIR that are not subject to paragraph (3) or (4), above, as either an avoidable significant impact, or as an unavoidable significant impact, are insignificant impacts to the environment. Council adopts the findings in **FEIR Appendix N** to this Resolution, which are attached hereto and incorporated herein by this reference.
  - (6) Alternatives. The City Council adopts the statements and findings on the Rejection of Project Alternatives in **FEIR Appendix N** to this resolution, which is attached hereto and incorporated herein by this reference.
- (b) Final EIR Reviewed and Considered. The Council certifies that the Final EIR:
- (1) has been completed in compliance with CEQA;
  - (2) was presented to the Council and that the Council has reviewed and considered the information contained in the Final EIR prior to approval of the Project, and all of the information contained therein has substantially influenced all aspects of the decision by the Council; and
  - (3) reflects Council's independent judgment and analysis.
- (c) Statement of Overriding Considerations. The Council adopts the Statement of Overriding Considerations in **FEIR Appendix N** to this resolution, which is attached hereto and incorporated herein by this reference. Council finds that each of the Significant and Unavoidable Impacts identified in **FEIR Appendix N** may be considered acceptable individually or collectively to approve the Project.
- (d) Mitigation Monitoring. Pursuant to Public Resources Code Section 21081.6,

the MMP set forth in **Exhibit H** (FEIR, Chapter 11) to this resolution, which is attached hereto and incorporated herein by this reference, is hereby adopted to ensure that all mitigation measures adopted for the Project are enforceable and implemented.

- (e) Location and Custodian of Documents. The record of project approval shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.
  - (f) Certification. Based on the above facts and findings, the Council of the City of Los Angeles certifies the Final EIR for the San Pedro Community Plan Update as accurate and adequate and complies with CEQA. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.
3. General Plan Amendments. The City Council approves the proposed general plan text and map amendments found in Council File No. **xx-xxxx**, to: (a) the San Pedro Community Plan (Land Use Element); and (b) the Mobility Plan 2035 (Circulation Element).
  4. Implementing Ordinances. The policies of the San Pedro Community Plan are implemented through zone changes and implementing ordinances such as the San Pedro Community Plan Implementation Overlay (CPIO) District Ordinance.
  5. Reversion to Prior Community Plan. To the extent the San Pedro Community Plan 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 1999) 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.
  6. Effective Date. This resolution shall be effective upon the adoption by the City Council of all of the following implementing ordinances and upon the ordinances going into effect: the San Pedro Community Plan Implementation Overlay District and through the adoption of zone and height district changes.

Attachment: 1 - Exhibit H (FEIR, MMP, and CEQA Findings of Fact and Statement of Overriding Considerations)

2 - General Plan Amendment Maps



City of Los Angeles  
**SAN PEDRO**  
**COMMUNITY PLAN**

**Final Environmental Impact Report**

**Finding of Fact and Statement of  
Overriding Considerations**

SCH No. 2008021004  
City of LA EIR No. ENV-2009-1558-EIR  
CPC No. CPC-2009-1557-CPU, CPC-2009-1557-CPU-M1





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## SECTION 1 – INTRODUCTION

**California Environmental Quality Act (CEQA)** – Having received, reviewed, and considered the following information as well as the other information in the record of proceedings on this matter, the City Council of the City of Los Angeles finds, determines, and declares as follows:

### Certification of the Final EIR

The Environmental Impact Report (EIR), consisting of the Draft EIR (DEIR) published on August 9, 2012 and the Final EIR (FEIR) published in April 2017 for the San Pedro Recommended Plan (“Project” or “Recommended Plan”), identified significant environmental impacts that will result from the adoption of the Recommended Plan. The Los Angeles City Council (City) finds that the implementation of certain mitigation measures as a requirement of project approval will reduce most, but not all, of the potential significant effects to less-than-significant levels. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations.

As required by the California Environmental Quality Act (CEQA), the City, in adopting these Findings of Fact and Statement of Overriding Considerations, also adopts the Mitigation Monitoring Program (MMP) for the Recommended Plan included in the FEIR. The City finds that the MMP meets the requirements of California Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the potentially significant effects of the Recommended Plan.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of the certification of the EIR for the proposed project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090(a)(3), the City also finds that the EIR reflects the City’s independent judgment as the lead agency for the proposed project.

### Project Description

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Recommended Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Recommended Plan. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (*Bozung v. Local Agency Formation Commission* (1975) 13 Cal.3d 263, 283-284.)

The Recommended Plan is described in the City Planning Commission Recommendation Report, the DEIR, and the FEIR and includes all of the actions described therein. Corrections or minor modifications (as described in the Recommendation Report and Determination Letter) to the project description have been analyzed in the DEIR and FEIR and have been recorded in the EIR text changes (FEIR Chapter 10). These include modifications made as a result of comments received on the DEIR and the public hearing process. The changes do not constitute significant new information.

The whole of the action includes the updated San Pedro Community Plan text and land use diagram, general plan amendments, zone and height district changes, San Pedro Community Plan Implementation Overlay (CPIO), street redesignations and corresponding updates to related general plan elements (see Determination Letter for full list of Actions). It should be noted that on March, 14, 2013, the City Planning Commission recommended approval of the establishment of the Vinegar Hills Historic Preservation Overlay Zone (HPOZ) Expansion Area; therefore, the HPOZ Expansion Area is no longer part of the Project as the HPOZ Expansion Area followed a separate approval process through City Council. On July 2, 2015, the City Council approved the HPOZ Expansion Area and the ordinance became effective on August 11, 2015.

Project goals and objectives were summarized and restated in the FEIR (Chapter 8) to assist reviewers of the EIR; these goals and objectives can be found and are more fully discussed in the Community Plan text (Chapters 1-5) and the City Planning Commission Recommendation Report (Proposed Plan Summary). An overview of the Project is provided below.

## Summary of Project

The San Pedro Community Plan Update directs future anticipated growth to General Plan Framework-identified centers and commercial corridors, redirecting growth away from single-family residential neighborhoods and open space areas. By limiting development in single-family neighborhoods nearest these sensitive open space and coastal resources and redirecting growth and development opportunities to Downtown San Pedro and along commercial corridors, which have existing and planned transit and services, the Project fosters sustainable planning principles such as those included in the General Plan Framework and the Southern California Association of Government's (SCAG) Sustainable Communities Strategy. The Project accommodates anticipated growth described by SCAG in its regional growth projections (SCS/RTP 2008, 2012).

The land use changes proposed by the San Pedro Community Plan include general plan amendments and zone/height district changes to create consistency with Framework Land Use designation, create consistency between existing land uses and zoning, incentivize new development in Downtown San Pedro and surrounding commercial corridors, restrict incompatible uses, and correct minor errors. Most of the land use and zone changes concentrate future development to Downtown San Pedro and along commercial corridors, such as Gaffey Street, Pacific Avenue, and Harbor Boulevard, in order to enhance urban vitality in these identified centers and corridors through new housing and employment uses. The Project also includes the proposed San Pedro CPIO, which includes land use restrictions and design standards for commercial and industrial areas, as well as multiple-family neighborhoods, in order to address architectural compatibility, scale, transitions, encourage walkable commercial corridors and neighborhoods, and to incentivize mixed-use or clean/green technology development.

The DEIR analyzes all reasonably anticipated development in the San Pedro Community Plan Area and analyses community-wide impacts anticipated to result from this total anticipated increase in development.

## Short Term versus Long Term Impacts

The Recommended Plan updates the existing San Pedro Community Plan adopted in 1999 (Existing 1999 Plan), which anticipated and accommodated a reasonable expected population of 81,413 persons during its plan horizon. The Recommended Plan is intended to resolve existing land use conflicts and slightly increase overall development potential in the San Pedro Community Plan Area so that it accommodates SCAG's projected population, housing, and employment growth. The Recommended Plan includes changes in land use designations and zones that are intended to maintain and preserve existing residential neighborhoods and enhancing existing multiple-family and commercial areas with improved design and landscaping. Proposed land use and zone changes would direct growth away from existing single-family residential to commercial centers and multiple-family residential neighborhoods. By redirecting anticipated growth from less developed portions of the community, open space areas particularly coastal areas would be preserved thereby preserving open space in perpetuity (a long term benefit).

As recognized in the No Project Alternative, the Project does not cause new development to occur, as development in the area is currently allowed under the Existing 1999 Plan, rather it accommodates new development in a more sustainable manner shifting growth to areas where it complements existing development patterns and infrastructure, and protecting sensitive areas from impacts of new development. With that said, the EIR analyzed impacts from all development allowed under the Recommended Plan consistent with the requirements of CEQA, recognizing the baseline as the existing physical conditions and not the current community plan.

## Growth Inducing Impacts of the Recommended Plan

Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the ways the Recommended Plan could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The Recommended Plan as analyzed in the EIR allows for reasonable expected development to accommodate an estimated 83,354 persons during the plan horizon (2030). For CEQA purposes, the Recommended Plan must be evaluated as compared to existing conditions. As such, the Recommended Plan accommodates 1,242 or 6,703 more persons depending on the year population is measured from – the 2005 population of 82,112 persons or 2010 census population of 76,651, respectively. The DEIR analyzed the potential impacts associated with the 2005 Existing Conditions.

The Recommended Plan's reasonable expected level of development of 83,354 persons is slightly higher than the Southern California Association of Governments (SCAG) projection of 83,152 persons by 2030. The Recommended Plan is designed to satisfy the projected population growth forecast by SCAG and further address new policies included in SCAG's adopted Sustainable Communities Strategy, prepared to address regional land use and transportation obligations needed to

meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Recommended Plan could allow slightly more population growth than identified by SCAG, such incremental additional growth would be consistent with state and regional policies (including those in the SCS, and more recently SB 743) directing growth to areas adjacent to transit. The Recommended Plan would accommodate slightly greater population growth than forecast by SCAG, a difference of 202 people, or approximately 0.2 percent. The Recommended Plan redirects anticipated growth to Downtown San Pedro and developed commercial and industrial areas, and preserves single-family residential neighborhoods and open space and coastal areas. Therefore, it would reduce pressure on undeveloped areas to accommodate new development. In any case, any impacts from the Recommended Plan were analyzed in the Impact Analysis for the DEIR and FEIR. The Recommended Plan is not expected to induce growth beyond that analyzed in the Impact Analysis chapters of the EIR.

The Recommended Plan would not require the city to extend infrastructure beyond that required to meet the anticipated needs of future development in San Pedro. The Recommended Plan anticipates that infrastructure will receive required upgrades and maintenance and these activities are not expected to stimulate additional population growth greater than already expected. Therefore, this Recommended Plan would not result in growth inducing effects.

## Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) states that: “[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Development of the anticipated level and type within the San Pedro Community Plan Area would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites. Commitment of resources during construction of future projects within the Community Plan Area would include: construction labor, materials used in construction, and fossil fuels consumed by project-generated traffic and construction equipment. Commitment of resources following project construction would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

The assumed level of development within the Community Plan Area would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline, since fossil fuels are currently the principal energy source. These changes are not considered significant when compared to existing



energy consumption; however, this still represents a long-term commitment of nonrenewable resources. Increasing commitment to renewable technologies will help offset demand. The construction of future projects within the Plan Area would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water.

Commitment to the scale and type of future development allowed under the Recommended Plan would restrict future generations from other uses of development properties and supplies of resources for the life of the projects, approximately 50-100 years or more.

The commitment of resources required for the type and level of recommended development would limit the availability of these resources for future generations for other uses during the life of the Plan. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Recommended Plan's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by preserving open space and sensitive environmental areas and redirecting growth within the Community Plan Area ("CPA") to areas along major commercial corridors. The strategy would help reduce vehicle trips and would incorporate sustainable design features, utilizing renewable resources and reducing energy and water consumption. Therefore, the use of such resources for future projects in the Plan Area would be reduced as compared to development in other locations that would not fulfill such goals as fully.

## Alternatives

CEQA requires that an EIR include an analysis of a reasonable range of feasible alternatives to a proposed project capable of avoiding or substantially lessening any significant adverse environmental impact associated with the project. (CEQA Guidelines, section 15126.6.) Feasible, for purposes of CEQA, means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The significant environmental impacts of the Project and the alternatives were identified and evaluated in the DEIR (Chapter 6).

## Responses to Comments

The City evaluated comments on the environmental issues received from persons who reviewed the DEIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The FEIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the DEIR. The City Council has based its actions on a full evaluation of all comments in the Record of Proceedings, concerning the environmental impacts identified and analyzed in the FEIR.

During the comment period, comments regarding the use of 2005 data were made. Specifically, commenters argued that the data from the 2010 Census required the City to adjust the baseline and assumptions used in the DEIR. These comments were addressed in the FEIR, which includes an evaluation of potential impacts utilizing 2010 Census data. Based on this analysis, the City finds substantial evidence supports the analysis and conclusions in the DEIR.

## Mitigation Monitoring Program

CEQA requires the Lead Agency approving a Project to adopt a Mitigation Monitoring Program (MMP) for the changes to the Project which it has adopted or made as a condition of project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the FEIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the FEIR.

In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the FEIR, is incorporated into the Project. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts the MMP included in the FEIR in Chapter 11 and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the FEIR. In accordance with the requirements of Public Resources Code § 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of project approval.

## Other Agency Actions

The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the FEIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the FEIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

## Substantial Evidence

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the DEIR and FEIR, and other materials found in the Record of Proceedings. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

The City Council finds that the FEIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and

individuals the opportunity to submit comments regarding the DEIR. The FEIR was prepared after the review period and responds to comments made during the public review period.

## Record of Proceedings

For purposes of CEQA and these findings the Record of Proceedings for the San Pedro Community Plan consists of the following documents, which includes, but is not limited to the following:

- (1) The Notice of Preparation for the Project (the “NOP”), and all other public notices issued by the City in connection with the Project;
- (2) The FEIR, its corrections to the DEIR, and all technical appendices, dated April 2017;
- (3) The DEIR, and all technical appendices, dated August 2012;
- (4) All written comments submitted by agencies or members of the public during any public review comment period on the DEIR;
- (5) All written and verbal public testimony presented during noticed public hearings for the Project (consistent with City Council policy) at which such testimony was taken, including without limitation, the City Planning Commission Recommendation Report, Transmittal to Council, including all attachment, any all presentations by City staff, the City’s consultants, the public, and any other interested party; and
- (6) The Mitigation Monitoring Program for the Project (the “MMP”);
- (7) The reports, studies and technical memoranda included and/or referenced in the DEIR and the FEIR and or their appendices;
- (8) All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and the FEIR;
- (9) The Department of City Planning Commission Recommendation Report and Determination Letter to City Council;
- (10) All Ordinances and Resolutions presented to and/or adopted by the City in connection with the Project; and all documents incorporated by reference therein, specifically including, but not limited to, this resolution and all of its exhibits, the plan amendment resolution, and the zone change ordinances;
- (11) Matters of common knowledge to the City, including but not limited, to federal, state, and local laws and regulations, adopted City plans, policies (including but not limited to the City of Los Angeles General Plan, General Plan Framework and San Pedro Community Plan, and the professional qualifications of its staff members and consultants;
- (12) Any documents expressly cited in this Resolution and its exhibits, the City Planning Commission Recommendation Report, Transmittal to Council, the FEIR or the DEIR; and
- (13) Any other relevant materials required to be in the record of proceedings under Public Resource Code § 21167.6(e).

## Custodian of Documents

The custodian of the documents or other material which constitutes the Record of Proceedings upon which the City Planning Commission and City Council's decision is based is the City of Los Angeles, City Clerk, City Hall located at 200 North Spring Street, Los Angeles, California 90012; all other record of proceedings shall be kept with the Department of City Planning, and the Director of Planning shall be the custodian of the documents.

## Independent Judgment

CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a FEIR and approving a Project not be predetermined. The City Council finds that the FEIR was prepared in compliance with CEQA and the CEQA Guidelines. The City has conducted its own review and considered the DEIR, FEIR, Appendices and all other related materials, per Section 15132 of the State CEQA Guidelines, reflect the independent judgment and analysis of the lead agency and is exercising its independent judgment when acting as herein provided.

## Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the DEIR and the FEIR, on the one hand, and these Findings, on the other, these Findings shall control and the DEIR and FEIR or both, as the case may be, are hereby amended as set forth in these Findings.

## Findings of Facts Regarding Environmental Impacts

The City of Los Angeles makes the following findings in response to the potentially significant effects on the environment identified and analyzed in the Final EIR for the Recommended Plan.

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of the three possible findings for each of the significant impacts. These findings are provided below and will be used hereinafter and referenced as identified below:

**CEQA FINDING 1.** Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (Guidelines Section 15091 (a)(1)); and

**CEQA FINDING 2.** Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (Guidelines Section 15091 (a)(2)); and

**CEQA FINDING 3.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the final EIR. (Guidelines Section 15091(a)(3)).

These Findings herein incorporate the facts and discussions of the significant environmental impacts that may occur as a result of the Project, and in accordance with the provisions of CEQA and CEQA Guidelines, the City of Los Angeles hereby adopts these Findings. For each of the significant environmental effects identified in Section 2 below, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(3) and CEQA Guidelines section 15091(a)(3). For each of the significant environmental effects identified in Section 3 below, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under Public Resources Code Section 21081(a)(1) and CEQA Guidelines section 15091(a)(1). Although CEQA Guidelines Section 15091 does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings will fully account for all such effects identified in the EIR.

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. Nevertheless, Section 4 in the Findings below fully account for all resources areas, including those identified in the EIR as less than significant.

In accordance with the provisions of CEQA and the State CEQA Guidelines, the City Council of the City of Los Angeles has independently reviewed the Record of Proceedings (see list of contents in this Section) and based on the evidence in the Record of Proceedings adopts these Findings of Fact.

## **SECTION 2 – ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE**

The Final EIR indicates that potentially significant and unavoidable impacts attributable to the Recommended Plan are limited to Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Transportation, and Utilities/Service Systems. As described below in the findings for these impacts, there are either no feasible mitigation measures or the feasible mitigation measure(s) would only partially mitigate this significant impact and the residual effect would remain significant.

The City of Los Angeles finds, based on the facts set forth in the record, which include but are not limited to the facts as set forth below, those facts contained in the Draft EIR and the Response to Comments, and any other facts set forth in materials prepared by the City and/or City consultants, that there are no feasible mitigation measures, changes, or alterations available to reduce the significant and unavoidable impacts attributable to the Recommended Plan to Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise, Transportation, and Utilities/Service Systems (Water Resources).

## Aesthetics

### *Scenic Vistas* (Draft EIR p. 4.1-19)

**Description of Significant Effects:** The major scenic features in the vicinity of the San Pedro CPA are the Pacific Ocean, the hillsides of the Palos Verdes Peninsula, and the Port of Los Angeles. There are also numerous parks, monuments and other cultural features that have recognized scenic value. The numerous other scenic elements are scattered across the CPA and there is no one best area to view these features. The San Pedro Coastal Land Use Plan and Specific Plan identifies five scenic viewpoints distributed throughout the area where views of scenic resources are available. Because policies of the Recommended Plan focus on directing growth away from existing residential neighborhoods toward areas with transit and services and commercial corridors, potential adverse impacts on scenic vistas and views from the Recommended Plan would be limited to those targeted change areas, which include future development in Downtown San Pedro and along targeted commercial corridors, as well as publicly accessible open spaces where views across these targeted change areas could be affected. New land uses within the CPA could obstruct currently unobstructed scenic vistas. For example, on certain project sites, future new land uses may result in taller structures than currently exist. However, the overall scale of future structures within the CPA would be limited by zoning regulations. Furthermore, existing LAMC requirements and development standards, together with applicable goals and policies of the Conservation Element and Local Coastal Program Land Use Plan, help to protect scenic vistas throughout the CPA. Compliance with these requirements, development standards, goals, and policies would reduce potential impacts to scenic vistas. Adoption of the Recommended Plan will not, by itself, result in significant impacts to scenic vistas. Although the Plan's goals and policies and existing city regulations encourage the preservation of scenic vistas, it may not be feasible in a given instance to implement sufficient preservation to reduce the impacts to scenic vistas to below a level of significance. While it is anticipated that scenic vistas would be preserved, the potential exists that scenic vistas could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to scenic vistas.

### **Mitigation Measures:**

**MM4.1-1** *The CPIO District shall include regulations that minimize site-specific aesthetic impacts, including impacts to views, lighting, and shading.*

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.1-1 would help reduce impacts on scenic vistas in the CPIO District subareas. Proposed land use changes within certain active change areas would allow for increased development heights and densities, potentially reducing the visibility of scenic resources such as the Pacific Ocean and the waterfront. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to scenic vistas. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the impact on scenic vistas identified in the EIR

### ***Scenic Resources*** (Draft EIR p. 4.1-23)

**Description of Significant Effects:** There are no California (Caltrans)-designated scenic highways within or adjacent to the San Pedro CPA. However, the existing General Plan Land Use Map for the San Pedro Community Plan identifies the following scenic roadways within the CPA: John S. Gibson Boulevard/Front Street/Harbor Boulevard, 25th Street, Western Avenue, and Paseo del Mar. These roads provide public views of the CPA's major scenic features: the Pacific Ocean, the Palos Verdes Peninsula, and the Port of Los Angeles. Since specific development projects are not known, a project's architectural style, building materials, massing, or size could contrast with adjacent development, and could still impact the public views of the CPA's major scenic features. Therefore, the Recommended Plan and implementing ordinances could result in a **significant impact** related to scenic resources.

**Mitigation Measures:** Refer to Mitigation Measure 4.1-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.1-1 would reduce the adverse impacts to scenic resources for the CPIO District subareas, however the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to scenic resources. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the impact on scenic resources identified in the EIR.

### ***Visual Character or Quality of the Site and Surroundings*** (Draft EIR p. 4.1-24)

**Description of Significant Effects:** The three main elements contributing to the visual character of the CPA are the Port of Los Angeles, the Pacific Ocean coastline, and the Palos Verdes Peninsula. Within this setting, the CPA is visually defined by intense commercial activity generated by the Port, its traditional downtown district, surrounding residential areas, and abundant recreational facilities such as beaches, parks, museums, and a variety of cultural monuments. The Recommended Plan would limit development along coastal and open space areas, and will preserve single-family neighborhoods. Future growth will be directed to Downtown San Pedro, and along commercial corridors such as North Gaffey Street and Pacific Avenue. Most of these areas would also be subject to the San Pedro CPIO regulations, which will address aesthetics through design standards and guidelines for development projects. Although the Plan's goals and policies and existing city regulations (i.e. building height and site layout requirements of the Zoning Code) encourage the protection of the visual character or quality of the site and its surroundings, it may not be feasible in a given instance to implement sufficient protection to reduce the impacts to below a level of significance. While it is anticipated that visual character or quality of the site and its surroundings would be protected, the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, the Recommended Plan could result in a **significant impact** related to visual character or quality of the site and its surroundings.

**Mitigation Measures:** Refer to Mitigation Measure 4.1-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.1-1 would reduce the adverse impacts to visual character for the CPIO District subareas, however the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to visual character. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the impact on visual character identified in the EIR.

### *Light and Glare* (Draft EIR p. 4.1-26)

**Description of Significant Effects:** As discussed above, impacts from substantial light and glare would be primarily limited to Downtown San Pedro and along commercial corridors such as North Gaffey Street and Pacific Avenue, which is where future development is directed, including infill development which would include replacement of existing structures. New lighting sources associated with additional dwelling units, businesses, street lighting and vehicle headlights would be anticipated in these areas. All new development would be required to be consistent with the California Green Building Standards, which are incorporated in the City's regulations. The existing LAMC regulations would ensure that light-sensitive areas adjacent to or within new development would be protected from spillover or excessive lighting. Conformance to regulations in the Los Angeles Municipal Code as well as implementation of mitigation measure MM4.1-1 would help reduce this impact. Adoption of the Recommended Plan will not, by itself, result in significant new sources of light and glare. Although the Plan's goals and policies and existing city regulations (i.e. Zoning and Building Code regulations) limit the amount of light and glare that could adversely affect day- or nighttime views, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that light and glare from new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a less than significant level. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to light and glare throughout portions of the San Pedro CPA.

**Mitigation Measures:** Refer to Mitigation Measure 4.1-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.1-1 would reduce the adverse light and glare impacts in the CPIO District subareas, however the potential still exists that they could be impacted. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to light and glare. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of



Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the impact from light and glare identified in the EIR

### ***Shade Shadow - Sensitive Uses*** (Draft EIR p. 4.1-27)

**Description of Significant Effects:** Shade and shadow impacts may be considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). San Pedro is predominantly developed with residential uses, low- and medium-rise commercial areas and industrial uses, as well as the adjacent Port of Los Angeles. Generally, the Recommended Plan and implementing ordinances would not change the overall land use patterns within the CPA. Most of the existing open space areas are located away from the targeted change areas of Downtown San Pedro and the Gaffey Street, Pacific Avenue, and Harbor Boulevard commercial corridors. The changes to height districts, and existing and proposed design guidelines and height restrictions adjacent to these open spaces would preclude development that would cast substantial shadow on these sensitive uses. Existing single-family neighborhoods would be preserved, and new residential development in the downtown core would be high-density development in mixed uses, such as above ground-floor retail. Development within these target areas would be subject to the San Pedro CPIO, which addresses shade and shadow impacts through height regulations. Adoption of the Recommended Plan will not, by itself, result in significant shade/shadow of sensitive uses. However, it may not be feasible in a given instance to implement sufficient measures to reduce the impacts to below a level of significance. While it is anticipated that shade and shadow impacts from new development projects would be limited, the potential still exists that they could be significant. It would be speculative to determine whether the implementation of MM4.1-1 would reduce impacts to a level of less than significant. Therefore, adoption of the Recommended Plan would result in **significant impacts** related to shade and shadows throughout portions of the San Pedro CPA.

**Mitigation Measures:** Refer to Mitigation Measure 4.1-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.1-1 would reduce shade and shadow impacts from the CPIO District subareas. However, shade and shadow effects during the months of December and January could still result in a significant impact. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to shade and shadows. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the shade and shadow impact identified in the EIR.

## **Air Quality**

### ***Construction and Operational Emissions*** (Draft EIR p. 4.2-26)

**Description of Significant Effects:** Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Construction emissions are dependent

on the number of construction and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, emissions cannot be accurately estimated. Therefore, there would be a significant and unavoidable impact for construction activities on a program level. With regards to operational emissions, these are generated by both stationary and mobile sources, which result from normal day-to-day activities within the CPA. For example, stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to, within, and from the CPA. Development under the Recommended Plan would result in vehicle and area emissions that would exceed SCAQMD's daily thresholds for ROG, PM<sub>10</sub> and PM<sub>2.5</sub> before mitigation. Therefore, adoption of the Recommended Plan would result in **significant impacts** related to air quality and construction.

### Mitigation Measures:

**MM4.2-1** *The CPIO District shall include regulations for construction that require the following or comparable best management practices be included in contract specifications and/ or printed on plans.*

- *Use properly tuned and maintained equipment.*
- *Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.*
- *Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalyts) to the extent they are readily available and feasible.*
- *Use heavy duty diesel-fueled equipment that uses low NOX diesel fuel to the extent it is readily available and feasible.*
- *Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.*
- *Maintain construction equipment in good operating condition to minimize air pollutants.*
- *Construction contractors shall utilize materials that do not require painting, as feasible.*
- *Construction contractors shall use pre-painted construction materials, as feasible.*
- *Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
- *Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.*
- *Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.*
- *Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.*

**MM4.2-2** *The CPIO District shall include regulations that require construction projects greater than 5 acres to submit an air quality study that discuss the project's potential emissions for the following: CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.*

**MM4.2-3** *The CPIO District shall include regulations that require the following greenhouse gas reduction measures be incorporated into the project design:*

- *For non-residential projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.*
- *For non-residential projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.*
- *For Multi-family and Commercial Projects: parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1) space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.*

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measures 4.2-1, 4.2-2 and 4.2-3 would reduce construction and operational emissions within the San Pedro CPA. Regional and localized concentrations would still exceed the SCAQMD significance thresholds. Therefore, the Project would result in a significant and unavoidable impact from construction and operational emissions. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts from construction and operational emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction and operational emission impacts identified in the EIR.

**South Coast Air Basin** (Draft EIR p. 4.2-28)

**Description of Significant Effects:** The South Coast Air Basin (SCAB) is designated as a federal-level severe nonattainment area for ozone, meaning that federal ambient air quality standards are not expected to be met for more than 18 years, and as nonattainment areas for PM<sub>10</sub> and PM<sub>2.5</sub>. The Basin is a state-level extreme nonattainment area for ozone, and is a state-level nonattainment area for PM<sub>2.5</sub> and PM<sub>10.12</sub>. Emissions from operational activities are anticipated to exceed the operational threshold for ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions before mitigation. Because emissions from the San Pedro CPA would be significant on a project level, and the SCAB is in nonattainment for PM<sub>10</sub> and PM<sub>2.5</sub>, this is considered to be a potentially significant cumulative impact. The impacts from ROG and PM<sub>2.5</sub> emissions would be reduced to below regulatory thresholds; however, PM<sub>10</sub> emissions would still exceed the 150 lbs/day regulatory threshold. Because the Project exceeds a threshold for a standard that the SCAB is in nonattainment, the Recommended Plan would make a cumulatively considerable contribution to the cumulative impact. Because all exceedances of project level thresholds inhibit the SCAB's ability to reach attainment, adoption of the Recommended Plan would result in **significant impacts** on the Air Basin.

**Mitigation Measures:** MM4.2-1 through MM4.2-3, see above.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measures 4.2-1, 4.2-2 and 4.2-3 would reduce construction and operational emissions in the SCAB. The Project would result in PM<sub>10</sub> emissions that would still exceed the 150 lbs/day regulatory threshold. Because the Project exceeds a threshold for a standard that the SCAB is in nonattainment, the Recommended Plan would make a cumulatively considerable contribution to the cumulative impact. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impact. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction and operational impacts in the Air Basin identified in the EIR.

### *Sensitive Receptors* (Draft EIR p. 4.2-29)

**Description of Significant Effects:** Localized Significance Thresholds (LSTs) were developed by the SCAQMD to determine maximum allowable concentrations of criteria air pollutants for projects. Construction emissions are dependent on the number of construction and delivery vehicles operating, the length of time in operation, and the amount of soil that is disturbed on a daily basis. Without a known schedule or an anticipated annual or daily level of construction, emissions cannot be accurately estimated. Implementation of the standard code requirements, SCAQMD's Best Available Control Measures (BACMs), and mitigation measures would reduce this impact. However, due to the unknown level of construction activity that would occur on any given day under the Recommended Plan, as well as the location of construction with respect to sensitive receptors, individual projects, even with implementation of the identified mitigation, could exceed LST thresholds; therefore, adoption of the Recommended Plan would result in **significant impacts** to sensitive receptors.

**Mitigation Measures:** MM4.2-1 through MM4.2-3, see above.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measures 4.2-1, 4.2-2 and 4.2-3 would reduce impacts on sensitive receptors from substantial pollutant concentrations, but not to a less-than-significant level for exceedance of LST thresholds during construction. Therefore, the Project would result in a **significant and unavoidable** impacts on sensitive receptors from substantial pollutant concentrations. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to impacts on sensitive receptors from substantial pollutant concentrations identified in the EIR.

## Greenhouse Gas (GHG) Emissions

### *Greenhouse Gas Emissions* (Draft EIR p. 4.6-21)

**Description of Significant Effects:** Long-term project emission would be generated by on-road vehicles, general electricity use, water-related electricity use, wastewater management, solid waste decomposition, and natural gas use. Implementation of the Recommended Plan would generate greenhouse gases through the construction of new residential, commercial or industrial uses. The Recommended Plan includes project features, such as directing growth to Downtown San Pedro and

along commercial corridors, and away from coastal/open space and single-family residential areas in order to minimize potential impacts. For example, the Recommended Plan includes land use designation and zone/height district changes that would direct new housing and commercial development to downtown and along commercial corridors such as Gaffey Street, Pacific Avenue, and Harbor Boulevard. Impacts from greenhouse gas emissions associated with the Recommended Plan would likely occur within these designated targeted growth areas from infill development. This, along with the implementation of state mandated regulations (as required by the California Air Resource Board) would result in the reduction of greenhouse gas emissions. Projects within targeted growth areas (Downtown San Pedro and commercial corridor areas) would be subject to the CPIO and would be required to comply with applicable environmental standards, such as requirements for electric vehicle charging stations in new development projects. Mitigation measure MM4.6-1, along with state mandated regulations, would help reduce operational impacts, but not to a less than significant level. Emissions of greenhouse gases for construction activities cannot be determined because the extent of equipment use and duration of individual construction projects are unknown. Estimated future emissions from area sources, electricity consumption, and landfills could increase during the life of the Plan. Therefore, adoption of the Recommended Plan would result in **significant impacts** related to greenhouse gas emissions.

#### **Mitigation Measures:**

**MM4.6-1** *The CPIO District shall include regulations that require the following greenhouse gas reduction measures be incorporated into the project design:*

- *For non-residential projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.*
- *For non-residential projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.*
- *For Multi-family and Commercial Projects: parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1) space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.*

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.6-1 would not reduce greenhouse gas emissions to less than existing levels. Greenhouse gas emissions would arise from project construction and from sources associated with project operation. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to greenhouse gas emissions. Specific economic, legal, social, technological, or other considerations, including consideration identified the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to greenhouse gas emission impacts identified in the EIR.

**AB 32** (Draft EIR p. 4.6-24)

**Description of Significant Effects:** AB 32 required the California Air Resource Board (CARB) to develop a scoping plan that described the approach California would take to reduce greenhouse gases

to achieve the goal of reducing emissions. Many of the greenhouse gas reduction measures (i.e., low carbon fuel standard, advanced clean car standards, and cap-and-trade) are beyond the scope of this project. Applicable reduction measures include making land use changes to encourage transit-oriented and infill development that reduce vehicle miles traveled (projected growth targeted in areas along commercial corridors), and improving energy efficiency in buildings and appliances. The Recommended Plan would comply with applicable goals and policies established under AB 32. In addition to AB 32, Senate Bill 375 now requires MPOs, which in this case is SCAG, to include sustainable community strategies for the purpose of reducing greenhouse gas emissions. Since the Recommended Plan is consistent with SCAG's Regional Transportation Plan, it is also consistent with AB 32. However, because the greenhouse gas emissions must include emissions generated during construction, the total impact on climate change from implementation of the Recommended Plan cannot be determined. Therefore, adoption of the Recommended Plan would result in **significant impacts** related to AB 32.

**Mitigation Measures:** Refer to Mitigation Measure 4.6-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.6-1 would reduce greenhouse gas emissions, but not to a less-than-significant level. Therefore, the Project would result in a **significant and unavoidable** impact related to the potential to conflict with the implementation of AB 32. Specific economic, legal, social, technological, or other considerations, including consideration identified the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to the potential to conflict with the implementation of AB 32.

## Hydrology/Water Quality

### *Flooding from Future Sea Level Rise* (Draft EIR p. 4.8-25)

**Description of Significant Effects:** The Recommended Plan could directly contribute greenhouse gas emissions that could have an impact on climate change, of which sea level rise is one of many potential outcomes. However, sea levels are predicted to rise regardless of whether the Recommended Plan is implemented, and CEQA in general does not require analysis of the environment's effect on the project. Nonetheless, this analysis conservatively assumes that to the extent the Recommended Plan would facilitate or accommodate future development, especially along the areas in close proximity to the coastline, the resulting growth would incrementally increase emissions that could have some level of impact on sea level rise and would increase the number of people and structures that could be exposed to flood risk associated with sea level rise. There are three areas in the CPA-designated Zone A (100-year event) which is along the coastal cliffs and two areas that are already built out.<sup>1</sup> Flood hazards would exist regardless of whether the Recommended Plan is implemented. Rehabilitation, renovation, and/or new construction could change building footprints and result in changes in the number of people who could be exposed to flood hazard. In addition, because of the increasing threat

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<sup>1</sup> See Figure 4.8-2 in Section 4.8 of the San Pedro DEIR.

from sea level rise, the area of Zone A is expected to increase over time. Like other locations throughout Los Angeles that could be exposed to 100-year flood risk or risks from sea level rise, projects would be required to comply with the City's Floodplain Management requirements, and insurance would be available to affected property owners under the National Flood Insurance Program (NFIP). This would be an indirect effect of the Recommended Plan. Compliance with existing regulations would help reduce this impact by ensuring development in locations subject to sea level rise are adequately protected to withstand hydrostatic forces and buoyancy effects. Sea level rise is of primary importance in San Pedro because it could cause flooding in areas not currently subject to flood hazard. Project-specific environmental analysis of discretionary projects in the CPA will still be required and would result in identification of applicable and feasible mitigation of project impacts. Because any future development project is considered on a case-by-case basis and the Recommended Plan and its objectives do not create absolute prohibitions on development that may incrementally impact sea level rise, a level of uncertainty remains and therefore this impact would be considered significant and unavoidable.

Implementation of the Recommended Plan could expose portions of the CPA to flooding from future sea level rise, partially from incremental effects for the growth anticipated in the CPA. Maps prepared by the Pacific Institute show expected flood inundation areas associated with a 1.4-meter (55-inch) sea level rise for San Pedro and adjoining communities for year 2100.<sup>2</sup> As illustrated in the DEIR, the majority of potential inundation areas border Los Angeles Harbor and the coastline, either outside the CPA boundary or in areas that would remain open space (e.g., coastline). However, there is a small segment in the southeast portion of the CPA, east of Pacific Avenue and extending east to Point Fermin that scientists predict could be exposed to higher water levels than under existing conditions as a result of sea level rise. Therefore, adoption of the Recommended Plan would result in **significant impacts** related to flooding from future sea level rise.

**Mitigation Measures:** No feasible mitigation measures were identified. (See also *CBLA v. BAAQMD*, (2015) 62 Cal. 4th 369.)

**Finding:** The City adopts CEQA Finding 3.

**Facts in Support of Finding:** There were no feasible mitigation measures identified to reduce the significant impact related to flooding from sea level rise to less than significant. Therefore, the Project would result in a **significant and unavoidable** impact related to flooding from future sea-level rise, partially from incremental effects from the growth anticipated by the CPA. Specific economic, legal, social, technological, or other considerations, including consideration identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to the impacts from incremental sea-level rise identified in the EIR.

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<sup>2</sup> Refer to Appendix E of the San Pedro DEIR.

## Noise

### *Noise Regulations (Construction)* (Draft EIR p. 4.10-17)

**Description of Significant Effects:** The Municipal Code regulates construction noise levels and states that noise from construction activities, provided it occurs between the designated hours (7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturdays), is exempt from the noise standards established by the Municipal Code. Notwithstanding the exemption, the Municipal Code establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise “mufflers, shields, sound barriers, and/or other noise reduction devices or techniques.”

Development of projects under the Recommended Plan would require the use of heavy equipment for demolition, site excavation, installation of utilities, site grading, paving, and building fabrication. Construction activities would also use smaller power tools, generators, and other sources of noise. During each stage of construction there would be a different mix of equipment operating, and noise levels would vary based on the equipment in operation and the location of the activity. Specific development projects have not been identified for future projects contemplated under the Recommended Plan. For purposes of this analysis, it is assumed that sensitive receptors could be as close as 50 feet from where construction would take place. Depending on the location of construction activities, typical construction noise levels could still exceed 75 dBA despite implementation of mitigation. Implementation of mitigation measure MM4.10-1 would reduce construction noise levels at existing and future noise-sensitive receptors during construction activities associated with implementation of the Recommended Plan; however, depending on the location of construction activities, typical construction noise levels could still exceed 75 dBA despite implementation of mitigation. Implementation of the mitigation measures would help to reduce this impact, but certain construction activities may still be required in proximity to nearby sensitive receptors and construction-related noise levels could exceed the 75 dBA threshold. Therefore, adoption of the Recommended Plan would result in **significant impacts** related exposure of persons to generation of noise levels in excess of the threshold of the City’s noise regulations.

#### **Mitigation Measure:**

**MM4.10-1** *The CPIO District shall include regulations that require contractors to include the following or comparable construction best management practices in contract specifications and/or printed on plans:*

- *Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.*
- *The construction contractor shall locate construction staging areas away from sensitive uses.*
- *When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.*



- *Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.*
- *Construction equipment shall be equipped with mufflers that comply with manufacturer's requirements.*
- *The construction contractor shall consider potential vibration impacts to older (historic) buildings.*

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.10-1 on a discretionary project would help to reduce this impact, but not necessarily to less than significant, because operation of certain construction equipment may still exceed the 75 dBA threshold established by the Municipal Code at distances of 50 feet from the equipment. Because specific development projects are not known, the City finds that the Project would have **significant and unavoidable** impacts related to noise. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to noise impacts identified in the EIR.

#### ***Vibration*** (Draft EIR p. 4.10-19)

**Description of Significant Effects:** The construction-related groundborne noise and vibration would primarily impact existing sensitive uses (e.g., residences, schools, and hospitals) that are located adjacent to, or within, the vicinity of specific projects. It may be possible that construction activities could occur as close as 25 feet from sensitive receptors that would result in these sensitive receptors experiencing groundborne noise and vibration impacts above the threshold of 85 Vdb. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise “mufflers, shields, sound barriers, and/or other noise reduction devices or techniques.” Construction activities may still be required in proximity to nearby sensitive receptors and construction-related noise levels which could exceed the 75 dBA threshold. Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. The majority of construction equipment would not exceed any of the standards. However, vibration generated by pile drivers, clam shovels, and vibratory rollers would exceed the building damage standards depending on the distance from the source to the receptor. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to construction vibration without mitigation

**Mitigation Measures:** See Mitigation Measure 4.10-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.10-1 would reduce vibration associated with pile driving and protect historic buildings that are easily damaged by vibration. However, in the absence of detailed vibration analyses associated with specific projects, it is anticipated that construction vibration levels at various sensitive land uses would still exceed the thresholds of significance. Construction-related excessive groundborne noise and vibration impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the San Pedro CPA. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to construction-related excessive groundborne vibration. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction-related excessive groundborne vibration impacts identified in the EIR.

### ***Ambient Noise Levels*** (Draft EIR p. 4.10-20)

**Description of Significant Effects:** Construction activities related to development project occurring as a result of implementation of the Recommended Plan would involve demolition, grading, excavation, and construction activities that would involve the use of heavy equipment. These activities would also use of smaller power tools, generators, and other equipment that generates noise. Each stage of construction would use a different mix of equipment, and noise levels would vary based on the amount and types of equipment in operation and the location of the activity related to potential receptors. Specific development projects have not been identified for future projects contemplated under the Recommended Plan. Therefore, the location of noise-sensitive receptors cannot be determined at this time. For purposes of this analysis it is assumed that sensitive receptors could be as close as 50 feet from where construction could take place. Under existing City regulations, non-emergency construction activity would be prohibited between 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday unless consideration is given to a noise variance. However, construction activity would generate temporary and periodic increases in ambient noise levels that would potentially exceed the thresholds established by the City's Threshold Guide. Construction activities associated with implementation of the Recommended Plan would likely last for a period of several weeks and would generate noise levels at noise-sensitive uses above the threshold level. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to ambient noise levels.

**Mitigation Measures:** See Mitigation Measure 4.10-1.

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.10-1 would reduce ambient noise associated with construction near sensitive uses and noise reducing mechanics for construction equipment; however, it is anticipated that ambient noise levels at various sensitive land uses during construction would still exceed the thresholds of significance. Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to ambient noise. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction ground vibration impacts identified in the EIR.

## Transportation/Traffic

### *Circulation Systems* (Draft EIR p. 4.13-36)

**Description of Significant Effects:** The traffic study for the EIR identified several intersections that would be significantly adversely impacted by increased traffic generated by the Recommended Plan. The volume-weighted average V/C ratio under the Recommended Plan shows that approximately 6 percent of roadway segments would operate at LOS E or F (V/C of 0.91 or worse). In 2005 (existing traffic conditions), 32 roadway links in the CPA operated at LOS E or F, and with implementation of the Recommended Plan the number of roadway links projected to operate at LOS E or F could increase to a total of 39. The transportation model also showed that implementation of the Proposed Plan would increase the total vehicle miles of travel (VMT) and vehicle hours of travel (VHT) compared to the existing traffic conditions. While these impacts may be improved through the identified mitigation measures, there is considerable uncertainty as to whether conditions at the time of implementation would make these measures feasible. Policies included in the Recommended Plan would reduce traffic impacts in the area, but not to a less-than-significant level. There would still be a significant adverse transportation impact as a result of the Recommended Plan as compared to 2005 conditions. While the Recommended Plan is anticipated to result in impacts on V/C ratio and roadway segments, it will be consistent with SB 375 and the Sustainable Communities Strategy. It is expected that as a result of focused development in targeted areas, this will correspondingly relieve development pressure in the outer edges of the CPA. Thus, although traffic and greenhouse gas emissions may increase in Downtown San Pedro and along commercial corridors, it is anticipated that regionally vehicle miles travelled and greenhouse gas emissions will be less. Development under the Recommended Plan would contribute a portion of the cumulative traffic anticipated on local roadways, with the other portion attributed to regional traffic going through the CPA. There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as Plan Mobility policies, CPIO regulations, development review procedures), that could mitigate this impact to a less than significant level. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to the circulation system.

**Mitigation Measures:** No feasible mitigation measures were identified.

**Finding:** The City adopts CEQA Finding 3

**Facts in Support of Finding:** Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to the circulation system and any additional change in traffic conditions as a result of reviewing subsequent available traffic data would not change the significance of traffic impacts nor would this presumably marginal change further exacerbate the impact analysis. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives relative to transportation and traffic identified in the EIR.

### *Emergency Access* (Draft EIR p. 4.13-34)

**Description of Significant Effects:** The City requires development plans to be submitted to the City for review and approval to ensure that all new development has adequate emergency access, including

turning radius in compliance with existing City regulations. Projects would be subject to the City's permitting process, in which the Police and Fire Departments would review the project to ensure that temporary construction barricades or other obstructions do not impede emergency access. However, because the details about specific development projects are unknown at this time, the adoption and the Recommended Plan and implementing ordinances could impact emergency access. There are no additional identified mitigation measures or project features that are not already a part of the Recommended Plan (such as San Pedro CPIO regulations, development review procedures), that could mitigate this impact to a less than significant level; therefore, adoption of the Recommended Plan would result in a **significant impact** related to emergency access during construction.

**Mitigation Measures:** No feasible mitigation measures were identified.

**Finding:** The City adopts CEQA Finding 3

**Facts in Support of Finding:** Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts related to emergency access during construction. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to emergency access during construction identified in the EIR.

### ***Congestion Management Program*** (Draft EIR p. 4.13-35)

**Description of Significant Effects:** The Recommended Plan analyzed roadway segment Level of Service (LOS) to determine service capacity and projected deficiencies of various roadway networks in San Pedro. For purposes of the County Congestion Management Plan (CMP), a significant impact occurs if the Recommended Plan increases traffic demand on a CMP facility by 2% of capacity, causing LOS F; if the facility is already at LOS F. The San Pedro DEIR shows that the V/C on the CMP roadway segments in San Pedro, which includes portions of Western Avenue and Gaffey Street, would essentially stay the same and in some cases improve. Adoption of the Recommended Plan would result in **significant impacts** related to the congestion management program.

**Mitigation Measures:** No feasible mitigation measures were identified.

**Finding:** The City adopts CEQA Finding 3.

**Facts in Support of Findings:** Based on the foregoing, the City finds that the Project would have **significant and unavoidable** impacts at related to the CMP. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to the congestion management program impacts identified in the EIR.

## **Utilities/Service Systems: Water Resources**

### ***Water Supply*** (Draft EIR p. 4.14-19)

**Description of Significant Effects:** The Recommended Plan directs planned growth in Downtown San Pedro and along the Gaffey Street, Pacific Avenue, and Harbor Boulevard commercial corridors;

therefore, new water demand will likely occur in these targeted areas. In general, implementation of the Recommended Plan would contribute to increased water consumption in the City, which is projected to increase from an average of 566,990 acre-feet between the years 2011-2014 to 675,686 acre-feet per year in 2040, or 565,600 acre-feet per year in 2040 under the targeted water demands set forth in the Mayor's Sustainable City Plan<sup>3</sup>. The issues of water demand and supply are citywide concerns that transcend the boundaries of individual community plan areas that comprise the City (and the region). Each community plan area contributes to the City's need to provide an adequate supply of water to meet demand. As Los Angeles grows towards a more sustainable future, some areas of the City, which are mainly areas that are served by transit infrastructure, will be encouraged to grow more densely than in the past. The Recommended Plan includes land use changes and zone/height district changes to direct future development in Downtown San Pedro and along designated commercial corridors in order to not only enhance vitality by promoting new housing and employment uses in this area, but to also preserve single family residential and open spaces. Water demand is influenced by a number of variables, including demographics, weather, and the economy. Increasing regulation, environmental mitigation and groundwater contamination as well as other factors result in a changing water supply horizon. Any substantial increase in water demand in the City has the potential to significantly impact water supplies. Implementation of the Recommended Plan would direct growth downtown and along designated commercial corridors. Population growth and new development would likely occur in these designated areas; therefore, these areas will likely account for the increase in water demand. Since the Recommended Plan would contribute to increased water consumption in the City and since any substantial increase in water demand in the City has the potential to significantly impact water supplies, adoption of the Recommended Plan would result in **significant impacts** related to the water supply.

### Mitigation Measures

**MM4.14-1:** *The CPIO District shall include regulations that incorporate water conservation measures into the project design, which may include but are not limited to measures identified in the City's Water Conservation Ordinance.*

**Finding:** The City adopts CEQA Findings 1 and 3.

**Facts in Support of Finding:** Mitigation Measure 4.14-1 would help reduce the impacts to water supply in the San Pedro CPIO District subareas. However, the Recommended Plan would contribute to increased water consumption in the City since any substantial increase in water demand in the City has the potential to significantly impact water supplies. Based on the foregoing, the City finds that the Project would have **significant and unavoidable impacts** related to water supply. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to water supply identified in the EIR.

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<sup>3</sup> The 2015 Urban Water Management Plan for the Los Angeles Department of Water and Power (LADWP), [www.ladwp.com/uwmp](http://www.ladwp.com/uwmp)

## SECTION 3 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT WITH MITIGATION

The Final EIR identifies significant impacts which are reduced to a “less-than-significant” level by the inclusion of mitigation measures identified in the Final EIR. It is hereby determined that the significant environmental impacts that these mitigations address will be avoided or substantially lessened by their inclusion in the project.

### Utilities/Services Systems: Solid Waste and Energy Supply Facilities

#### *Solid Waste* (Draft EIR p. 4.14-40)

Solid waste from the San Pedro CPA is transported to the Sunshine Canyon landfill. Total solid waste generation at reasonably expected capacity of the Recommended Plan would be approximately 304.9 tons per day, an increase of 57.5 tons per day compared to existing conditions. The Sunshine Canyon Landfill is permitted to receive 12,100 tons per day and currently receives 6,448 tons per day. Therefore, the Sunshine Canyon Landfill can receive an additional 5,652 tons per day before reaching capacity. The solid waste generated from reasonably expected capacity of proposed plan represents 5.4 percent of the remaining capacity of the landfill. If the entire 304.9 tons of solid waste generated by the proposed plan and implementing ordinances were disposed of in the Sunshine Canyon Landfill, the Sunshine Canyon Landfill would still have sufficient permitted capacity to accommodate this contribution. Sunshine Canyon Landfill is estimated to close in 2043, which is beyond the planning horizon of 2030 for implementing the Recommended Plan. Development under the Recommended Plan would not result in the need for additional waste hauling routes, as it would be infill development in an already urbanized area and would not develop areas beyond its current service boundaries. The Commerce waste-to-energy facility has a capacity of 350 tons per day and the SERRF has a capacity of 1,380 tons per day. If all solid waste from the CPA were to be sent to these facilities, there is adequate remaining capacity in these facilities to accommodate it. Additionally, development pursuant to the Recommended Plan, including the San Pedro CPIO District, would be required to comply with all the diversion and recycling regulations of the state, County, and City. However, since development from implementation of the Recommended Plan would generate an increase in solid waste, adoption of the Recommended Plan would result in a significant impact related to solid waste without mitigation.

#### **Mitigation Measures:**

**MM4.14-2** *The CPIO District shall include regulations that require that projects incorporate the Solid Waste Integrated Resources Plan measures to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.*

**Finding:** The City adopts CEQA Finding 1.

**Facts in Support of Finding:** Implementation of Mitigation Measure 4.14-2 would reduce the impacts related to solid waste to **less than significant**. This mitigation measure will be enforced by

the City as described in the MMP. Based on the foregoing, the City finds that impacts related to solid waste would be mitigated to a **less-than-significant level**.

### ***Energy Supply*** (Draft EIR p. 4.14-48)

The implementation of the Recommended Plan and the resulting increase in development would result in increased demand for electricity and natural gas during the planning period up to 2035. However, increasing energy conservation as well as the incorporation of alternative renewable energy sources (solar) into the project design, and price-sensitive user demand are anticipated to substantially reduce demand for electricity in the future. Additionally, sufficient natural gas resources will be available for the projected consumption resulting from the anticipated development due to the implementation of the Recommended Plan. Service reliability of energy supply is assessed over time to determine service reliability trends within the area. Because of these variations, standard criteria are often ineffective for determining the acceptability of a specific area's performance. LADWP also stated that the proposed plan and implementing ordinances would create demand for electricity that would result in a need for additional resources as described in LADWP's IRP. They also indicated that additional distribution facilities would be required to supply forecast future electric power demand in the CPA. The specific new infrastructure that would be required is unknown at this time and is highly dependent on the actual rate and level of future development density increases in the CPA. Assuming that future power system infrastructure and resources are implemented as needed to supply future CPA requirements, LADWP has stated that the Recommended Plan and implementing ordinances would not impact service reliability levels. Additionally, increasing energy conservation (Mitigation Measure 4.14-3) and incorporation of alternative renewable energy sources (solar) into project designs are anticipated to substantially reduce demand for electricity. However, since development from implementation of the Recommended Plan would generate an increase in energy demand, adoption of the Recommended Plan would result in a significant impact related to energy supply without mitigation.

### **Mitigation Measures:**

***MM4.14-3*** *The CPIO District shall include regulations that incorporate energy conservation and efficiency measures into the design of new development, including but not limited to:*

- *energy saving windows, doors, insulation and passive solar design;*
- *energy efficient fixtures and appliances;*
- *efficient lighting, heating, air and ventilation systems;*
- *reused or recycled building materials.*

**Finding:** The City Adopts CEQA Finding 1.

**Facts in Support of Finding:** Implementation of Mitigation Measure 4.14-3 would reduce the impacts related to energy supply to **less than significant**. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to solid waste would be mitigated to a **less-than-significant level**.

## SECTION 4 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT

The EIR found the following environmental impacts to be less than significant. In making each of the findings below, the City has considered the project features, programs, and policies discussed in the Final EIR. The project features discussed in the Final EIR are part of the Recommended Plan. During the 30-day public review period for the Notice of Preparation (NOP), the City received comments from public agencies and individuals on the scope and content of the Draft EIR analyses. This process helped identify issues related to the project description, as well as helped identify feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The following environmental impacts of the Recommended Plan will be less-than-significant. No mitigations are required.

### Air Quality

#### *Consistency with Air Quality Management Plan (AQMP)* (Draft EIR, p. 4.2-24)

The City finds that the Project would result in **less-than-significant** impacts related to consistency with the Air Quality Management Plan (AQMP). The AQMP focuses on long-term sources of emissions. Compliance with the United States Environmental Protection Agency (USEPA) exhaust standards and California Air Resources Board (CARB) emission reduction strategies would ensure that construction of future development permitted under the Project would not interfere with implementation of AQMP. Assuming reasonably expected build out of the Project, air emissions associated with the assessed pollutants would be reduced when compared to existing conditions. Therefore, adoption of the Recommended Plan would be consistent with the AQMP goals to reduce pollution levels.

#### *Odors* (Draft EIR, p. 4.2-26)

The City finds that the Project would result in **less-than-significant** impacts related to odors. Construction activities associated with future development and land uses permitted by proposed land use changes are not anticipated to generate adverse odors. Therefore, adoption of the Recommended Plan would not create objectionable odors.

### Biological Resources

#### *Candidate, Sensitive or Special Status Species* (Draft EIR, p. 4.3-31)

The City finds that the Project would result in **less-than-significant** impacts related to candidate, sensitive or special status species. As the majority of the San Pedro CPA is built out and urbanized, future development occurring under the Project would main consist of redevelopment of properties in Downtown San Pedro and along commercial corridors, which are areas that do not likely contain habitat that supports candidate, sensitive, or special-status plant and animal species. Therefore, adoption of the Recommended Plan would not result in adverse effects related to candidate, sensitive, or special status species.



### ***Riparian Habitat or Other Sensitive Natural Community*** (Draft EIR, p. 4.3-33)

The City finds that the Project would result in **less-than-significant** impacts related to riparian habitat. One sensitive natural community, Coastal Seabluff Scrub, is recorded along the southern boundary (coastal cliff areas) of the CPA. In addition, sensitive wetland and water habitats could be present in the northern portion of the CPA within Peck's Park, Rena Park, and Leland Park, and the southwestern portion of the CPA in Friendship Park, Bogdanovich Park, and Averill Park<sup>4</sup>. The Recommended Plan does not include any major changes in land use patterns in these areas of the CPA. Therefore, adoption of the Recommended Plan would not result in adverse effects on any riparian habitat.

### ***Migratory Patterns or Corridors*** (Draft EIR p. 4.3-33)

The City finds that the Project would result in **less-than-significant** impacts related to migratory patterns or corridors. Impacts to wildlife movement resulting from the Recommended Plan and implementing ordinances would be limited to small, fragmented areas that are isolated by urban development and would be expected to support common wildlife species that are adapted to highly urbanized areas. Environmental review would be required under CEQA for any discretionary project that could impact movement of native resident or migratory wildlife species or impeded the use of native wildlife nursery sites. Compliance with federal and state regulations related to the protection of migratory fish and wildlife species, and compliance with General Plan policies that protect wildlife habitat linkages and corridors (Conservation Element, Habitat Policies 1 and 2 and GPF, Policies 6.1.2 and 6.1.5), would ensure this impact remains less than significant. Therefore, adoption of the Recommended Plan would not result in adverse effects on migratory patterns or corridors.

## **Cultural Resources**

### ***Human Remains*** (Draft EIR p. 4.4-26)

The City finds that the Project would result in **less-than-significant impacts** related to human remains. There is one known formal cemetery within the CPA, Harbor View Memorial Park (formerly San Pedro Cemetery), and no changes are proposed to this cemetery. New development would primarily occur on previously developed urban land, and future projects will have to comply with applicable regulations that would protect unknown and previously unidentified human remains if they are unearthed during construction. Therefore, adoption of the Recommended Plan would not result in adverse effects related to human remains.

### ***Archeological Resources*** (Draft EIR p. 4.4-26)

The City finds that the Project would result in **less-than-significant impacts** related to archeological resources. The San Pedro CPA is highly disturbed and any archeological resources that may have existed at the surface have likely been disturbed by past development. New development would primarily occur on previously developed urban land, and future projects will have to comply with

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<sup>4</sup> See Figure 4.3-1 (Biological Resource Areas) in the DEIR.

applicable regulations that would protect unknown and previously unidentified archaeological resources. Therefore, adoption of the Recommended Plan would not result in adverse effects related to paleontological resources.

### ***Paleontological Resources*** (Draft EIR p. 4.4-27)

The City finds that the Project would result in **less-than-significant impacts** related to paleontological resources. The San Pedro CPA is highly disturbed and any paleontological resources that may have existed at the surface have likely been disturbed by past development. New development would primarily occur on previously developed urban land, and future projects will have to comply with applicable regulations that would protect unknown and previously unidentified paleontological resources. Therefore, adoption of the Recommended Plan would not result in adverse effects related to paleontological resources.

### ***Historical Resources*** (Draft EIR p. 4.4-27)

The City finds that the Project would result in **less-than-significant** impacts related to historical resources. There are 26 identifiable designated historical resources in the San Pedro CPA, which means that future development projects that would impact these resources would be required to be reviewed by the Planning Department's Office of Historic Resources (OHR) to determine if it is in compliance with the Secretary of the Interior's Standards and if the building alteration, demolition, or removal could result in the loss of or serious damage to a significant historical or cultural asset. The Recommended Plan and implementing ordinances promote the protection and preservation of the existing character of the neighborhoods and do not directly propose changes to designated historical resources. Therefore, the Recommended Plan would not result in adverse effects related to historical resources.

## **Geology/Soils and Mineral Resources**

### ***Fault Rupture*** (Draft EIR p. 4.5-19)

The City finds that the Project would result in **less-than-significant** impacts related to fault rupture. All future development would be required to comply with the City of Los Angeles Building Code and California Building Code (CBC), which would ensure that risks associated with fault rupture are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to fault rupture.

### ***Seismic Groundshaking*** (Draft EIR p. 4.5-20)

The City finds that the Project would result in **less-than-significant** impacts related to seismic groundshaking. All future development would be required to comply with the City of Los Angeles Building Code and California Building Code (CBC), which would ensure that risks associated with seismic groundshaking are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to seismic groundshaking.

***Liquefaction, Earthquake-induced Settlement, and Landslides*** (Draft EIR p. 4.5-22)

The City finds that the Project would result in **less-than-significant** impacts related to liquefaction, earthquake-induced settlement, and landslides. All future development would be required to comply with the City of Los Angeles Building Code and California Building Code (CBC), which would ensure that risks associated with liquefaction, earthquake-induced settlement, and landslides are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to liquefaction, earthquake-induced settlement, and landslides.

***Soil Erosion*** (Draft EIR p. 4.5-23)

The City finds that the Project would result in **less-than-significant** impacts related to soil erosion. All future development would be required to comply with the City of Los Angeles Municipal Code, including the City's Baseline Hillside Ordinance requirements, which address grading, excavations, and fills to ensure that risks associated with soil erosion are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to soil erosion.

***On- or Off-site Landslide, Lateral Spreading, Subsidence, or Collapse*** (Draft EIR p. 4.5-24)

The City finds that the Project would result in **less-than-significant** impacts related to on- or off-site landslide, lateral spreading, subsidence, or collapse. All future development, including grading, would be required to comply with the City of Los Angeles Grading Code and Building Code, and the California Building Code (CBC), which would ensure that risks associated with on- or off-site landslide, lateral spreading, subsidence, or collapse are minimized. Under the Grading Code, the Department of Building and Safety has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. Therefore, adoption of the Recommended Plan would not result in adverse effects related to on- or off-site landslide, lateral spreading, subsidence, or collapse.

***Expansive Soils*** (Draft EIR p. 4.5-25)

The City finds that the Project would result in **less-than-significant** impacts related to expansive soils. All future development would be required to comply with the City of Los Angeles Grading Code and Building Code and the California Building Code (CBC), in combination with the City's standard grading and building permit requirements, and the application of Best Management Practices which would ensure that risks associated with expansive soils are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to expansive soils.

***Prominent Geologic or Topographic Features*** (Draft EIR p. 4.5-26)

The City finds that the Project would result in **less-than-significant** impacts related to prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands. Development in most of the hilly areas would be minimal because the areas not designated Open Space are designated as Single-family Residential and Public Facilities and all development would be required to comply with the San Pedro Coastal Land Use Plan

and Specific Plan, which designated coastal bluff and hill slope areas to be preserved as Open Space. Therefore, risks associated with the modification of prominent geological or topographic features are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to prominent geologic or topographic features.

## Safety/Risk of Upset

### *Transport, Use, and Disposal* (Draft EIR p. 4.7-20)

The City finds that the Project would result in **less-than-significant** impacts related to the transport, use, and disposal of hazardous materials. The transportation of hazardous materials could result in accidental spills, toxic releases, fire, or explosion. Implementation of the Recommended Plan could increase the amount of hazardous materials and/or waste brought to, or generated by, the CPA. However, impacts to safety/risk of upset would be primarily limited to Downtown San Pedro and the Gaffey Street, Pacific Avenue, and Harbor Boulevard commercial corridors, which are areas that include potential increases in population density. Construction activities associated with new development could involve the transport or release of hazardous materials (i.e. lead or asbestos), and certain land uses may involve the use of hazardous materials (i.e. refrigerants or cleaners). All new development would be required to comply with applicable regulations, such as the CBC, that would ensure that new structures and activities do not expose people to injury as a result of hazardous materials or conditions. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the transport, use, and disposal of hazardous materials.

### *Upset and Accident Conditions* (Draft EIR p. 4.7-22)

The City finds that the Project would result in **less-than-significant** impacts related to the upset and accident conditions. The Project would result in the demolition and construction of new buildings that may release hazardous materials into the environment. However, any new construction would be required to comply with all local, State, and federal regulations. Businesses are also required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. Future projects within the San Pedro CPA would be required to conform with environmental regulations to minimize the potential for exposure to adverse health or safety effects. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the upset and accident conditions.

### *Hazardous Materials and Proximity to Schools* (Draft EIR p. 4.7-25)

The City finds that the Project would result in **less-than-significant** impacts related to hazardous materials, substances, or waste within 0.25 mile of a school. The Draft EIR identified 21 public schools Los Angeles Unified School District (LAUSD) and 8 private schools within the San Pedro CPA. It is possible that new development would occur in the vicinity of one or more of these schools. However, potential impacts would be primarily limited to Downtown San Pedro, and the Gaffey Street, Pacific Avenue, and Harbor Boulevard commercial corridors. Individual projects as part of the Recommended Plan will be required to comply with federal, state, and local hazardous materials

regulations. Compliance with all applicable local, State, and federal laws and regulations, as described in the regulatory framework, would regulate, control, or respond to hazardous waste, transport, store, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, adoption of the Recommended Plan would not result in adverse effects related to hazardous materials, substances, or waste and schools.

### ***Construction Adjacent to Schools*** (Draft EIR p. 4.7-30)

The City finds that the Project would result in **less-than-significant** impacts related to construction near schools. Development or redevelopment under the Proposed Plan could occur adjacent to existing or proposed schools and could result in increased noise or traffic from construction vehicles. This could result in increased noise and safety hazard for pedestrians from construction traffic. However, with compliance with existing regulations, this impact would be less than significant. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction adjacent to schools.

### ***List of Hazardous Materials Site*** (Draft EIR p. 4.7-28)

The City finds that the Project would result in **less-than-significant** impacts related to hazardous materials sites. A significant hazard to the public would occur if a contaminated site were to be developed without proper treatment. However, as required by current regulation, development of these identified contaminated sites, which are listed on federal and state regulatory databases, would be required to undergo thorough site remediation and cleanup before construction activities could begin, which would ensure that this impact would be less than significant. Therefore, adoption of the Recommended Plan would not result in adverse effects related to hazardous materials sites.

### ***Emergency Response Plans*** (Draft EIR p. 4.7-29)

The City finds that the Project would result in **less-than-significant** impacts related to emergency response plans. The Project would not impair implementation of, or physically interfere with, the Los Angeles County Operational Area Emergency Response Plan, as the Project would not introduce new streets or otherwise change the overall land use pattern in the San Pedro CPA. Although the Project would result in a slight increase in population which could delay police or emergency response times, compliance with Safety Element Policies would help minimize the potential impact of interference with the County emergency response plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to emergency response plans.

### ***Wildland Fire*** (Draft EIR p. 4.7-30)

The City finds that the Project would result in **less-than-significant** impacts related to wildland fire. Areas designated as Very High Fire Hazard Severity Zone are located in open spaces areas of the hilly southern and western portions of the San Pedro CPA. Areas designated as Very High Fire Hazard Severity Zone are located in open space areas of the hilly southern and western portions of the CPA. Much of this area is designated as Open Space and surrounded by areas of Low Density Residential and the CPA and implementing ordinances do not propose any changes to these areas. However, some construction could occur in some areas near the Very High Fire Hazard Severity Zone or Fire

Buffer Zone. New construction in these zones must comply with a variety of requirements from the LAMC (Chapter V, Article 7, Fire Code), including provisions for emergency vehicle access, use of approved building materials, design, and brush clearance. Implementation of existing local regulations would help minimize wildland fire hazards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wildland fire.

### ***Airport Land Use Plan*** (Draft EIR p. 4.7-28)

The City finds that the Project would result in **less-than-significant** impacts related to an airport land use plan. The San Pedro CPA is not within an airport land use plan, nor is it within two miles of a public or private airport. While implementation of the Project would allow for increased building heights at specified sites, this would not interfere with flight patterns. Therefore, adoption of the Recommended Plan would not result in adverse effects related to an airport land use plan.

## **Hydrology/Water Quality**

### ***Surface Water and Surface Water Flow*** (Draft EIR p. 4.8-21)

The City finds that the Project would result in a **less-than-significant** impacts related to surface water and surface water flow. Although the implementation of the Recommended Plan would minimally change stormwater flows and volumes, it would not contribute to off-site flooding potential, or changes in the amount of surface water or surface water flow direction or current due to existing regulations. The Recommended Plan and implementing ordinances could indirectly result in the construction of some new development on vacant or undeveloped land. However, this new development would not result in adverse stormwater and flooding effects because only less than 1 percent of the land in the CPA is vacant or undeveloped. The Recommended Plan seeks to preserve open space and hillside areas, which are areas that help with stormwater retention and infiltration, and redirects projected growth to Downtown San Pedro and along targeted commercial corridors. Potential impacts would be limited to these targeted areas. Projects would be required to comply with the City's Low Impact Development (LID) Ordinance, which will ensure that new development under the Recommended Plan would not cause a substantial increase in the peak flow rates or volumes of stormwater runoff that would cause on-site or off-site flooding. Therefore, adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

### ***100-Year Flood Hazard*** (Draft EIR p. 4.8-22)

The City finds that the Project would result in a **less-than-significant** impacts related to the 100-year flood hazard. Within the San Pedro CPA, the Federal Emergency Management Agency (FEMA) designated 100-year flood hazard zones are along the coastal cliffs in the southern portion of the CPA, including Point Fermin Park near the Los Angeles Harbor breakwater, and two small areas in the CPA (one between Pacific Avenue and Gaffey Street south of 3rd Street, and the other east of Walker Avenue and north of 13th Street). There is one FEMA-designated 500-year flood hazard zone within the CPA at Point Fermin Park near the Los Angeles Harbor breakwater. These flood hazard areas have been mapped by FEMA and development within these flood hazard areas is restricted. The Recommended Plan does not include any land use changes or zone changes that would permit new

development within these flood zones. Existing policies and regulatory requirements would ensure that the Recommended Plan would not place housing or structures within a flood hazard zone or in an area that would impede or redirect flood flows. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the 100-year flood hazard.

***Inundation by Tsunami, Seiche, or Mudflow*** (Draft EIR p. 4.8-22)

The City finds that the Project would result in a **less-than-significant** impacts related to the inundation by tsunami, seiche, or mudflow. Some of coastal cliff areas in the southern portion of the CPA are susceptible to tsunami, and a small area in the southeast area may be susceptible as well. However, the Recommended Plan does not implement ordinances do not propose any changes to this area, and the land uses would remain open space. The Recommended Plan contains policies that encourages the protection of significant open space resources from environmental hazards. In addition to the Recommended Plan and implementing ordinances, existing regulations such as the City's standard grading and building permit requirements, would not expose people or structures to potential substantial risk due to seiche, tsunami, or mudflow. Therefore, adoption of the Recommended Plan would not result in adverse effects related to inundation.

***Surface Water Quality*** (Draft EIR p. 4.8-22)

The City finds that the Project would result in a **less-than-significant** impacts related to surface water quality. The rate and volume of stormwater runoff as an indirect result of the Recommended Plan would not contribute a substantial addition in stormwater flows to the City's system. While the Recommended Plan and implementing ordinances propose some changes in the area of the East Basin and along the Los Angeles Harbor. The area along North Gaffey Street closest to the East Basin would be redesignated from Heavy Industrial to Light Industrial. Some increases in density are proposed in the sub-areas in Downtown San Pedro near the East Basin or Los Angeles Harbor, but no new land use types are proposed. None of the changes or amendments would introduce land uses near the East Basin or Los Angeles Harbor) that would create polluted runoff that would directly degrade water quality in the Harbor. As such, these changes would not result in substantial new polluting land uses. In addition, the City also has a variety of prevailing requirements for new developments to ensure that violations of water quality standards do not occur. Compliance with these regulations is required and the project proponent must demonstrate that the applicable regulations have been incorporated into a project's design before permits for construction would be issued. Therefore, adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

***Groundwater*** (Draft EIR p. 4.8-24)

The City finds that the Project would result in a **less-than-significant** impacts related to groundwater. All new development will be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, applicable Los Angeles Municipal Code (LAMC) water quality standards, and the General Plan Framework, which would prevent significant groundwater quality impacts. Implementation of the Recommended Plan would cause negligible changes in surface drainage

patterns and surface water bodies in a manner that could cause erosion or siltation. Therefore, adoption of the Recommended Plan would not result in adverse effects related to groundwater.

## Land Use/Planning

### *Land Use Consistency* (Draft EIR p. 4.9-41)

The City finds that the Project would result in a **less-than-significant** impacts related to land use consistency. The majority of the land use changes proposed by the San Pedro Community Plan consist of General Plan Amendments to create consistency with Framework Land Use designation, and create consistency between existing land uses. The Recommended Plan focuses growth into Framework-identified Centers and corridors while preserving single-family residential neighborhoods and open space. The land use changes included in the San Pedro Community Plan concentrate development in Downtown San Pedro and along commercial corridors such as Gaffey Street, Pacific Avenue, and Harbor Boulevard, consistent with adopted land use policies, regionally and locally adopted land use plans and policies, including the Southern California Association of Governments' Regional Transportation Plan (SCAG's RTP). Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use consistency.

### *Land Use Compatibility* (Draft EIR p. 4.9-45)

The City finds that the Project would result in a **less-than-significant** impacts related to land use compatibility. The Recommended Plan does not propose any land use changes that would substantially change land use patterns in San Pedro. The Recommended Plan includes zone changes that would be implemented in selected areas to enable opportunities for new housing, particularly in Downtown San Pedro and along commercial corridors and centers. Floor Area Ratio (FAR) in some planning subareas would be increased or decreased. Zone changes would also set height limits and density, require transition buffers for building heights adjacent to residential uses, restrict some industrial zoning to only allow the lightest industrial uses, limit outdoor storage, and require ground floor commercial for mixed-use development. The Recommended Plan and implementing ordinances include some changes in height districts in selected areas of the CPA. The height district changes vary from reducing heights in some areas along North Gaffey and North Front Streets, increasing heights in a small area along Western Avenue, or expanding the Downtown San Pedro Community Design Overlay (CDO) to include a small area along Harbor Boulevard. These areas are included in the San Pedro CPIO, which requires transition buffers to decrease the building height for areas of development adjacent to residential areas. In addition, height district changes proposed in the southern portion of the CPA are limited to some changes to a small group of commercial properties along Western Avenue in an area already developed with commercial properties. The Recommended Plan and implementing ordinances would include design standards and guidelines for new industrial, commercial, and multi-family building uses and small lot subdivisions. These standards would ensure that new development complements the existing character and scale of neighborhoods in San Pedro. The Recommended Plan would also preserve open space and coastal areas, and single-family residential neighborhoods, and instead would direct future development in Downtown San Pedro and along established commercial corridors. Therefore, impacts to existing land uses would be minimal and the Recommended Plan would not result in a substantial increased potential for land use conflicts.



and nuisance relationships between existing and future land uses. None of the recommended changes would result in the construction of large blocks of development that would divide or isolate land uses in the CPA. Adoption of the Recommended Plan would not result in adverse effects related to land use compatibility.

## Noise

### *Noise Regulations* (Draft EIR, p. 4.10-13)

The City finds that implementation of the Recommended Plan would result in a **less-than-significant** impacts related to noise from operational activities. Sources of noise generated by implementation of development under the Recommended Plan would include new stationary sources such as HVAC systems and exterior living spaces, such as porches and patios. Compliance with the Municipal Code would ensure that noise levels attributed to new HVAC systems would not increase noise levels above City standards. In addition, implementation of City Building Code regulations would ensure that exterior living spaces are constructed in a manner that noise levels do not exceed City noise standards.

### *Groundborne Vibration from Operational Activities* (Draft EIR p. 4.10-19)

The City finds that the Project would result in a **less-than-significant** impacts related to groundborne vibration from operational activities. Noise generated by implementation of development under the Recommended Plan would directly arise from stationary sources such as HVAC systems, which would most likely be mounted on the rooftops of future limited industrial, commercial and multi-family buildings. The Los Angeles Municipal Code (LAMC) regulates the noise generated from such units, and the City's Building Code regulates the location of exterior living spaces so that they do not contribute to raising noise levels that would exceed the City's noise standards. As discussed in the DEIR (Chapter 4.10), groundborne vibration resulting from operational activities would primarily be generated by trucks making periodic deliveries to the uses within the CPA. However, these types of deliveries would be consistent with deliveries that are currently made along roadways to commercial uses in the CPA boundaries and are not anticipated to increase groundborne vibration above existing levels because the Recommended Plan would increase the level of uses (residential) that do not typically require this type of delivery and decrease the level of uses (office and commercial) that do. In areas where mixed-use development would occur, the residential uses would be located above the ground level and would therefore, not experience groundborne vibration. Because no substantial sources of groundborne vibration would be built as part of the Recommended Plan, no vibration impacts would occur during operation of the Plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to groundborne vibration from operational activities.

### *Noise Levels* (Draft EIR p. 4.10-15)

The City finds that the Project would result in a **less-than-significant** impacts related to permanent increases in ambient noise levels. Increases in noise would occur primarily as a result of increased traffic on local roadways due to the new mix of uses that could develop from implementation of the Recommended Plan. The DEIR compared existing roadway noise levels and future roadway noise projections without the project (2030) and future roadway noise projections with the project (2030).

Increases in roadway noise levels with the Recommended Plan would not increase by more than 1.0 dBA CNEL compared to future roadway noise levels without the Recommended Plan. The greatest project related increase would occur along the roadway of Gaffey Street between Channel Street and Capitol Drive. The vehicle noise levels would result in a 0.6 dBA increase above noise levels without the Recommended Plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to permanent increase in ambient noise levels.

### ***Temporary or Periodic Noise Levels*** (Draft EIR p. 4.10-16)

The City finds that the Project would result in a **less-than-significant** impacts related to temporary or periodic increases in ambient noise levels. Implementation of the Recommended Plan could include special events or temporary activities that would cause an increase in ambient noise levels. Noise creating events such as parades and street festivals would not be located within residential areas and would be required to obtain permits and comply with the requirements of the Municipal Code regarding amplified sound. In addition, operation of the Recommended Plan would not require periodic use of special stationary equipment that would expose off-site sensitive receptors to an increase in ambient noise levels above those existing without the Recommended Plan. Compliance with existing regulations would ensure that noise levels attributed to new temporary or periodic noise would not increase noise levels above City standards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to temporary or periodic increase in noise levels.

## **Population, Housing, and Employment**

### ***Population*** (Draft EIR p. 4.11-10)

The City finds that the Project would result in a **less-than-significant** impacts related to population. The Recommended Plan and implementing ordinances would primarily result in General Plan Amendments and zone changes to create consistency between General Plan Framework land use designations, zone changes to set development standards, design standards and guidelines, and ordinances to protect historic resources and single-family residential uses. Future development under the Recommended Plan would be considered infill development as the Plan does not propose any land use changes that would substantially change land use patterns in San Pedro. The Recommended Plan directs growth away from open space/coastal areas and single-family residential areas, and directs future growth to Downtown San Pedro and along designated commercial corridors. Therefore, adoption of the Recommended Plan would not result in adverse effects related to population growth.

### ***City and Regional Housing Policies*** (Draft EIR p. 4.11-11)

The City finds that the Project would result in a **less-than-significant** impacts related to housing. The Recommended Plan focuses future potential growth in existing multi-family residential neighborhoods and commercial areas. The majority of land use changes recommended are for the purpose of creating consistency with actual land uses in the CPA and to encourage housing development opportunities along major roads. This strategy is consistent with the policies provided in the Framework and Housing Elements of the City's General Plan, as well as SCAG's Regional

Transportation Plan (RTP) and other applicable regional plans. Therefore, adoption of the Recommended Plan would not result in adverse effects related to housing.

## Public Services and Recreation: Public Schools and Parks

### *Fire Protection and Emergency Response* (Draft EIR p. 4.12-12)

The City finds that the Project would result in a **less-than-significant** impacts related to fire protection and emergency response. The Recommended Plan's land use and zone changes would accommodate projected growth if it occurs. However, an increase in population and/or changes to land uses by itself would not increase demand for a new fire station. It is anticipated that a greater demand for fire protection and emergency services will occur as a result of a greater number of residents, employees, and commercial activities in San Pedro, creating an increased demand for Los Angeles Fire Department (LAFD) services. The majority of the population increase would occur in existing commercial districts and in Downtown San Pedro. The provision of a new fire station varies more as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the CPA. The land use designations and policies of the Recommended Plan would not increase the demand for fire services. Furthermore, new individual projects would be required to submit development plans to the LAFD to ensure there would be adequate fire flow and proper hydrant siting, and that the overall site plan layout complies with the Fire Code. Therefore, adoption of the Recommended Plan would not result in adverse effects related to construction of a new fire station, or the expansion, consolidation, or relocation of an existing facility to maintain service.

### *Police Protection* (Draft EIR p. 4.12-21)

The City finds that the Project would result in a **less-than-significant** impacts related to police protection. The increase in people, dwelling units, commercial and industrial uses created through development allowed under the Recommended Plan could potentially increase the demand for police protection services. As discussed in the EIR, the provision of a new police station varies more as a function of the crime rate and response time than population increases. In addition, due to the mobile nature of police services, it is unlikely that the need for additional officers created by the increase in demand for police services would result in the need for the construction of new or expanded police protection facilities. Instead, the number of officers on the street is more directly related to the realized response time. The Recommended Plan includes land use changes and zone and height district changes that will concentrate future development as infill in Downtown San Pedro. Downtown San Pedro is located closest to Police Station No. 112, which is technically located outside of the CPA (444 S. Harbor Blvd., Berth 86). Adoption of the Recommended Plan does not change the regulatory context of LAPD project level review prior to the issuance of building permits. Therefore, the adoption of the Recommended Plan would not result in adverse impacts related to construction of a new police station, or the expansion, consolidation, or relocation of an existing facility to maintain service.

**Public Schools** (Draft EIR p. 4.12-30)

The City finds that the Project would result in a **less-than-significant** impacts related to public schools. The Recommended Plan is projected to result in an increased student population in 2030. Impacts were evaluated using enrollment data provided by LAUSD. The total student enrollment capacity as stated in the Draft EIR is 29,867, with a total planned capacity of 36,061. Based on the 2005 baseline, the additional 4,428 dwelling units would generate approximately 1,781 students, a total of up to 28,684 students under the Recommended Plan. With the planned student enrollment capacity at 36,061, public school service would accommodate the projected population. Nevertheless, it is possible that new residential development along commercial corridors or in existing multiple-residential neighborhoods (where infill opportunities are directed) could cause one single school to be overcrowded and require a school expansion or new construction. Therefore, implementation of the Recommended Plan could result in substantial adverse physical impacts associated with the need for new or expanded school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools. However, the Recommended Plan incorporates policies that help reduce impacts related to community-specific school service issues. Funding for new school facilities is derived from SB 50. Currently individual project applicants are required to pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. Therefore, adoption of the Recommended Plan would not result in adverse effects related to public schools.

**Libraries** (Draft EIR p. 4.12-39)

The City finds that the Project would result in a **less-than-significant** impacts related to libraries. The CPA is currently served by the existing San Pedro Regional Branch library. Although the library space for the 2030 Recommended Plan is lower than the State library standards, the Los Angeles Public Library (LAPL) Branch Facilities Plan includes a new West San Pedro Branch library (14,500 square feet) as part of its proposed project list. Regardless of the timeline for a new library branch in the future, current library services such as online services (on-line catalog, information databases, multimedia software) as well as free internet searching for the public would lessen the adverse impacts resulting from a mismatch between available physical library space and resources and the community's needs for library facilities. In addition, the existing library is not at full capacity and could provide 13,000 additional volumes, which would further reduce the impact, and there are also nearby libraries that provide additional services for the CPA. Adoption of the Recommended Plan would not result in adverse effects related to construction of a new or physically altered library facilities.

**Recreation** (Draft EIR p. 4.12-50)

The City finds that the Project would result in a **less-than-significant** impacts related to recreation. No new parks or recreational facilities are planned or proposed in the Proposed Plan. Nevertheless, new park facilities could be constructed, including consistent with the Quimby Act and the City's park standards discussed above. If new park facilities are constructed, it is reasonably expected that such facilities would occur where allowed under the designated land use. Generally, development of parks in the CPA would be expected to have impacts consistent with those analyzed in this EIR or

potentially be eligible for an infill exemption. Impacts related to future park sites would be speculative at this time. Therefore, adoption of the Recommended Plan would not result in adverse effects related to new parks or recreational facilities.

## Utilities/Services Systems

### *Water Delivery and Distribution Infrastructure* (Draft EIR p. 4.14-17)

The City finds that the Project would result in a **less-than-significant** impacts related to water delivery and distribution infrastructure. LADWP projects<sup>5</sup> that citywide water demand, which is based on normal weather conditions, would be 675,685 af (acre-feet) by 2040. LADWP further projects water demand in 2040 with aggressive and passive conservation targets set forth in the Mayor's Sustainability City Plan would be 565,600 af. The San Pedro CPA is located in an urban area of the City that is predominantly developed with residential uses, with denser development in Downtown San Pedro. Less than 1 percent of the land within the CPA is currently undeveloped or vacant. The Recommended Plan and implementing ordinances could result in redevelopment of existing land uses or the development of undeveloped/vacant land within the CPA. Additionally, the Recommended Plan and implementing ordinances could result in growth in the CPA, particularly in targeted areas such Downtown San Pedro and commercial corridors on Gaffey Street, Pacific Avenue, and Harbor Boulevard. Additional development in this area could also increase the demand for water in the CPA, which would be due to the projected increase in population from 2005 to 2030 associated with the increase in dwelling units. The Los Angeles Aqueduct Filtration Plant (LAAFP) has capacity to provide the CPA with its projected water needs. While the majority of existing major water supply facilities in the CPA are considered to be adequately-sized for the anticipated growth, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. New development under the Recommended Plan that would have to provide LAFD (Fire Department) or LADWP-required upgrades to the water distribution systems if they are required through the permit process. Therefore, of the Recommended Plan would not result in adverse effects related to water delivery and distribution.

### *Wastewater Treatment* (Draft EIR p. 4.14-27)

The City finds that the Project would result in a **less-than-significant** impacts related to wastewater treatment. Existing regulations address wastewater issues by monitoring generation and flow quantities, treating wastewater to the standards set by law and regulatory agencies and expanding the system's capacity to accommodate growth and development. New development under the Recommended Plan would comply with all provisions of the NPDES program as enforced by the RWQCB. These policies would apply to existing and future development in the Community Plan Area. Future development under the Recommended Plan will be required to adhere to federal, state, regional, and local regulations for wastewater treatment. Furthermore, any development resulting from the Recommended Plan will be required to provide LADBS-required upgrades to the wastewater

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<sup>5</sup> The 2015 Urban Water Management Plan for the Los Angeles Department of Water and Power (LADWP), [www.ladwp.com/uwmp](http://www.ladwp.com/uwmp)

distribution systems serving the CPA. In addition, implementation of the Recommended Plan would not exceed the capacity of the wastewater treatment system and there are no current plans to expand the facility because of insufficient capacity. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater treatment.

### ***Wastewater Conveyance Infrastructure*** (Draft EIR p. 4.14-28)

The City finds that the Project would result in a **less-than-significant** impacts related to wastewater conveyance. The Recommended Plan and implementing ordinances could result in the redevelopment of existing land uses or the development of undeveloped/vacant land within the CPA. Additionally, the Project would result in an increase in population in the CPA from approximately 82,112 to 83,354 and an increase in commercial and industrial development of 3,472,289 sf by 2030. This additional development would increase wastewater generation in the CPA. However, the treatment plants that serve the City of Los Angeles have been sized to accommodate growth from build-out of the General Plan. The City of Los Angeles has adjusted growth estimates, redistributing growth to targeted areas while keeping the maximum growth capacity the same. The growth in the CPA would not represent growth that has not already been considered in the General Plan Framework Element. Due to aging infrastructure, replacement of sewer lines in the area can reasonably be expected with or without the Recommended Plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater conveyance infrastructure.

## **SECTION 5 – NO ENVIRONMENTAL IMPACT**

CEQA seeks to disclose environmental impacts associated with a proposed project.<sup>6</sup> The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of initial studies, negative declarations, and/or environmental impact reports. An initial study was conducted and determined that the following would have no significant environmental effects.

### **Agriculture and Forestry Resources** (FEIR, p. 8-6)

As set forth in Section 5.3 of the DEIR, any potential impacts to agriculture and forestry resources were scoped out of the EIR as they were determined not to be significant pursuant to CEQA Guidelines Section 15128. The City finds that the Project would result in **no impacts** related to farmland, agricultural land, timberland, and forest land. The San Pedro CPA is fully urbanized and does not contain farmlands, forest lands, or timberland. Nor does the CPA contain land used or zoned for agricultural uses. Therefore, adoption of the Recommended Plan would not result in adverse effects related to agricultural uses.

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<sup>6</sup> <http://www.calrecycle.ca.gov/SWFacilities/Permitting/CEQA/Overview/Purpose.htm#Objectives>

## Mineral Resources (Oil and Gas Resources and MRZ-2 Zones) (Draft EIR, p. 4.5-19)

The City finds that the Project would result in **no impacts** related to mineral resources. A small portion of the Wilmington Oil Field in the vicinity of the Los Angeles Harbor to the north of the Vincent Thomas Bridge extends into the San Pedro Community Plan. However, there are no active oil wells or water injection wells in that area. There are a few wells in the CPA, but all but one is inactive, and the remaining one is idle. The Recommended Plan and implementing ordinances do not propose any land use changes that would increase the likelihood of mineral resource exploration or extraction, nor would the Recommended Plan preclude future exploration/extraction. Therefore, implementation of the Recommended Plan would not affect any oil and gas resources in the CPA. There are no impacts to oil and gas resources. There are no active sand and gravel operations in the CPA and the state has not classified any deposits underlying the CPA as having value to the state. Therefore, adoption of the Recommended Plan would not result in adverse effects related to mineral resources.

## SECTION 6 – ALTERNATIVES TO THE PROJECT

The Project Objectives of the San Pedro Community Plan, as discussed in the DEIR (Chapter 3) and further clarified in the Final EIR (Chapter 8), are:

### Primary Objectives:

- Accommodate projected population, housing, and employment growth consistent with the City of Los Angeles General Plan Framework Element and SB 743.
- Improve the function and design of neighborhoods and districts throughout the CPA to address the compatibility of industrial sites with adjacent non-industrial uses; strengthen the attractiveness and the connectivity of multi-family neighborhoods to amenities and services in Downtown San Pedro and adjacent commercial corridors, and preserve and strengthen the appearance of Downtown San Pedro and adjacent commercial corridors to promote economic activity and revitalization.
- Preserve residential neighborhoods and maintain community character.
- Retain industrial areas for future employment opportunities.
- Improve the function and design of neighborhoods throughout the plan area

### Secondary Objectives:

- Encourage and promote a variety of mobility options including local and regional transit, and multiple modes of travel.
- Protect natural, historic and cultural resources to enhance community identity.
- Land Use and Zoning Consistency by correcting inconsistencies between land use designation and zoning.

## General Findings

Based on the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of project alternatives that would feasibly attain some of the basic objectives of the project and

be expected to reduce the project's significant impacts (see Chapter 6 DEIR and Chapter 13 of the FEIR). The Final EIR (Chapter 9) also discusses other alternatives that were considered and eliminated from further evaluation due to not meeting the primary project goals. Project alternatives would not allow the flexibility addressed in the Recommended Plan, which directs new development to well-suited areas such as Downtown San Pedro and along targeted commercial corridors, such as Gaffey Street, Pacific Avenue, and Harbor Boulevard. Nor would they address existing land use incompatibilities to the extent addressed by the Recommended Plan (The Project). The City finds that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, the Final EIR considered the following alternatives: Existing 1999 Plan Reasonable Expected Development (No Project) and SCAG 2030 Projection. Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these alternatives is hereby found to be infeasible based on the Final EIR's analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. The Project's objectives limited the range of alternatives. The primary objectives of this project are to accommodate projected population, housing, and employment growth while preserving single-family residential neighborhoods, improving the function and design of neighborhoods, and retaining industrial areas for future employment opportunities. The Project increases the overall development potential of the entire CPA compared to the 1999 plan Alternative. Compared to the SCAG Alternative, the Project allows for anticipated growth by focusing new development (as infill) in Downtown San Pedro and along targeted commercial corridors. The SCAG Alternative would allow a more dispersed growth pattern throughout the CPA. There are limited alternatives that would be able to accomplish the Project objectives.

## **Alternative 1 – Existing 1999 Plan Reasonable Expected Development (No Project)**

This alternative is required by CEQA. Under the No Project Alternative, there would be no revision of the existing community plan. Development would be allowed to occur under the existing community plan that was adopted in 1999.

**Impact Summary.** The following significant and unavoidable impacts would occur under the No Project Alternative: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Greenhouse Gas Emissions, Hydrology/Water Quality (rise in sea level), Noise (construction and operational impacts), and Transportation, which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Under this alternative, current land use densities and intensities would remain and typical urban infill development would continue to occur throughout the CPA, not necessarily concentrated along existing industrial and commercial corridors and in Downtown San Pedro. In general, impacts associated with construction noise and vibration under this alternative would be greater because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Recommended Plan. This alternative would also likely result in greater Vehicle Miles Traveled (VMT) than the Proposed Project, the significant and unavoidable impacts that are related to VMT, such as air quality, greenhouse gas emissions, noise, and traffic, would likely be greater than under the Proposed Project. For example, this alternative could result in increased Greenhouse Gas (GHG)



emissions compared to the Recommended Plan, as it does not contain the specific GHG-reduction measures as the Recommended Plan. For example, the potential conflict between this alternative and AB32 could be considered significant unless feasible mitigation that was not required for the Recommended Plan is implemented.

**Finding.** The City rejects this alternative as infeasible for any and all of the following reasons. This alternative would lead to lower levels of development than the Recommended Plan; therefore, significant impacts related to construction, such as construction noise, air pollution, and greenhouse gas emissions, would be less under this alternative. Because future growth in the CPA would not be concentrated around major transit corridors and Downtown San Pedro, this alternative could also result in greater potential for historic and cultural resource impacts, such as the loss of noteworthy residences and/or courtyard homes, than under the Recommended Plan. It could also have greater impacts on existing residential neighborhoods, as the policies providing for transitions in height and massing, concentration of denser uses in existing commercial and industrial corridors and Downtown San Pedro, and specifically protecting existing residential neighborhoods would not be implemented. Some of the environmental impacts projected to occur from development allowed under the Recommended Plan would be incrementally increased as a result of higher levels of anticipated residential development, and none of the significant and unavoidable impacts would be avoided. Therefore, this alternative would not be an environmentally superior alternative to the Recommended Plan. Additionally, the No Project Alternative does not fully meet the Project's primary objectives of accommodating project population, housing, and employment growth; nor does it meet the objectives of improving commercial districts and design, promoting mobility, or create consistency between land use and zoning as well as the Recommended Plan. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, environmental, social, and technological or other considerations), make infeasible the No Project Alternative described in the Final EIR. Additionally, it is anticipated that targeting development in Downtown San Pedro and along designated commercial corridors (as in the Recommended Plan) will allow the preservation of existing single-family neighborhoods and open space and coastal areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

**Rationale for Finding.** The No Project Alternative, in general, is anticipated to result in lower levels of development, which means that significant impacts related to construction, such as construction noise, air pollution, and greenhouse gas emissions, would be less under the No Project Alternative than under the Recommended Plan. However, because future growth in the CPA under this alternative would not be concentrated in Downtown San Pedro and along commercial corridors such as Gaffey Street, Pacific Avenue, and Harbor Boulevard, this alternative could also result in greater potential for historic and cultural resource impacts, such as the loss of noteworthy residences and/or courtyard homes, than under the Recommended Plan. This alternative could also have greater impacts on existing residential neighborhoods because the Recommended Plan's policies providing for transitions in height and massing, concentrating denser uses in in existing commercial and industrial corridors and in Downtown San Pedro, and specifically protecting existing residential neighborhoods would not be implemented. Continuation of the 1999 Plan would result in fewer residents, less housing, and fewer jobs than the Recommended Plan. The No Project Alternative would not accommodate SCAG's Forecast for 2030, which is 1,739 residents above the population capacity in the No Project

Alternative. As such, this alternative would not meet an underlying purpose of the Recommended Plan to accommodate such growth. Additionally, this alternative would not include components of the Recommended Plan designed to address the Project's objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 9). For instance, incentivizing new development in Downtown San Pedro and surrounding commercial corridors through land use designation and zone changes would not be implemented through the No Project Alternative.

This alternative would not include the San Pedro Community Plan Implementation Overlay (CPIO) District's land use restrictions and design standards to improve the function and design of neighborhoods in the CPA. In addition, secondary goals and objectives, such as promoting a variety of mobility options, protecting historic and cultural resources, and creating greater consistency between Land Use and Zoning classifications would not be met since the land use designation changes and zone changes would not be adopted. This alternative does not feasibly attain key objectives of the Project.

## Alternative 2 – SCAG 2030 Projection

The build-out of the SCAG 2030 Projection Alternative would result in slightly lower population and fewer housing units and slightly greater employment compared to the Recommended Plan. Overall, Alternative 2 would result in substantially similar levels of development as under the Recommended Plan and many of the environmental impacts from implementation of this alternative would be substantially the same as well. However, this alternative would result in more dispersed growth patterns throughout the plan area. Because future growth in the CPA would not be concentrated around major transit corridors such as Downtown San Pedro, this alternative could also result in greater potential for historic and cultural resource impacts, such as the loss of noteworthy residences and/or courtyard homes, than under the Recommended Plan. It could also have greater impacts on existing residential neighborhoods, as the policies providing for transitions in height and massing, and the concentration of denser uses in existing commercial and industrial corridors and Downtown San Pedro would not be implemented.

**Impact Summary.** The following significant and unavoidable impacts would occur under the SCAG 2030 Projection: Aesthetics, Air Quality (construction and greenhouse gas emission impacts), Hydrology/Water Quality (sea level rise), Noise (construction and operational impacts), Transportation, and Utilities (water supply), which are the same significant and unavoidable impacts that would occur under the Recommended Plan. Since this alternative would result in a more scattered growth pattern, impacts associated with construction noise and vibration would be greater because construction activities could be more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the Proposed Project. Because there would be more jobs provided under this alternative, the potential for increased VMT exists, which would increase air emissions and traffic noise. Unlike the Recommended Plan, this alternative does not integrate land use and transportation, such as development of a multi-modal transportation center and mixed-use in Downtown San Pedro and designating industrial and commercial corridors. Therefore, compared to the Recommended Plan, this alternative could have greater GHG emissions and air quality emissions.

**Finding.** The City rejects this alternative as infeasible for any and all of the following reasons. With SCAG 2030 Projection Alternative, as with the No Project Alternative, some of the environmental impacts projected to occur from development allowed under the Recommended Plan could be slightly greater; for example, impacts associated with construction could be slightly greater because construction activities could occur more widely distributed throughout the CPA and affect a greater number of sensitive receptors compared to the plan's concentration along existing commercial corridors. However, none of the significant and unavoidable impacts would be avoided. As with the No Project Alternative, none of the significant and unavoidable impacts would be avoided under the SCAG 2030 Forecast Alternative. Additionally, this alternative does not fully meet the Project's objectives. Additionally, it is anticipated that targeting development in Downtown San Pedro and along designated commercial corridors, as in the Recommended Plan, will allow the preservation of existing residential neighborhoods, and open spaces and coastal areas, consistent with SB 375 and the Sustainable Communities Strategy adopted by SCAG in April 2012.

**Rationale for Finding.** The SCAG 2030 Projection Alternative is anticipated to result in slightly lower population and fewer housing units and slightly greater employment, but also greater than the No Project Alternative. This alternative would not include the same policies and programs as those included in the Recommended Plan. Although the SCAG 2030 Forecast Alternative is expected to accommodate the growth in population anticipated by the SCAG Projection for 2030, and would therefore meet one of the primary objectives of the Recommended Plan, this alternative would not include components of the Recommended Plan that are designed to address other key objectives of the Project objectives (see DEIR Chapter 3 and Chapter 6, and FEIR Chapter 9) such as focusing growth in Downtown San Pedro and along commercial corridors through land use designation and zone changes, improving the function and design of commercial areas through the San Pedro CPIO's design standards, promoting a variety of mobility options, and creating consistency between Land Use and Zoning classifications. As with the No Project Alternative, some of the existing land use inconsistencies that would be addressed by the Recommended Plan would not be addressed by the SCAG 2030 Projection Alternative. The SCAG 2030 Projection Alternative also would not include changes to land use designations to reduce existing land use conflicts and promote land use compatibility. This alternative would not increase housing supply with a range of housing options in Downtown San Pedro and along commercial corridors, which includes removing restrictions to residential uses along Gaffey Street and Pacific Avenue. This alternative would not include the San Pedro CPIO, which includes design guidelines for commercial and residential properties to ensure that buildings and neighborhoods are well-designed, and would not modify street standards to improve mobility options.

## Environmentally Superior Alternative

Section 15126(e)(2) of the CEQA Guidelines requires an EIR to identify an "environmentally superior alternative." In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another superior alternative shall be identified among the other alternatives.

Of the two alternatives, Alternative 2 is then required to be considered the environmentally superior alternative. Notwithstanding, Alternative 2 does not meet all the goals and objectives of the City in addressing existing land use conflicts or by creating a more sustainable land use pattern by focusing growth near Downtown San Pedro and along the commercial corridors to the same extent as the Recommended Plan. Neither Alternative 1 nor 2 would include the San Pedro CPIO, which includes regulations and design standards in commercial corridors and centers that address architectural compatibility, scale, transitions, and encourage more walkable, pedestrian-oriented areas. The Recommended Plan accommodates the growth in population forecasted for the year 2030, and allows for a slight increase in population and housing above the SCAG 2030 forecast to address goals of SB 375 and SCAG's recently adopted Sustainable Communities Strategy through directing growth to areas along commercial corridors. It also meets the goals and objectives of preparing the community for the social and economic changes that are expected through the year 2030, with slightly more development capacity in the commercial areas, and therefore is incrementally preferable in achieving economic and sustainability goals. The City Council finds that, as recommended by the City Planning Commission, the Recommended Plan best meets the social, economic, and planning goals and objectives of the City.

**Finding.** It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make Alternative 2 infeasible for the reasons stated above. Therefore, the City finds that this alternative is infeasible and less desirable than the Project as reflected in the Recommended Plan and rejects this alternative.

## SECTION 7 – STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the San Pedro Community Plan Update identifies significant impacts that would result from implementation of the Recommended Plan (Project). Section 21081 of the California Public Resources Code and Section 15093 of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant but unavoidable impacts that are identified in the Final EIR, the agency must state in writing the reasons to support its action based on the certified Final EIR and/or other information in the record. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Draft EIR, the Final EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The Final EIR concluded that, despite the adoption of all feasible mitigation measures, the Recommended Plan would result in the following potential significant and unavoidable adverse impacts that are not mitigated to a less-than-significant level:

**Aesthetics (Scenic Vistas, Scenic Resources, Visual Character, Light and Glare, and Shade Shadow):** Future development in the North Gaffey area and Downtown could affect views toward the harbor and Pacific Ocean from parks and open spaces located in the northern portion of the CPA. Since specific development projects are not known, a future development's architectural style, building materials, massing or size could contrast with adjacent development, such that the

aesthetic value of the area is diminished. New lighting sources associated with additional dwelling units, businesses, street lighting, and vehicle headlights are anticipated in Downtown along North Gaffey Street and Pacific Avenue. During the Winter Solstice, shadows generated from the implementation of the Project could impact existing and potential public open spaces in Downtown.

**Air Quality (Construction and Operational Emissions):** Air quality impacts related to construction and operational emissions cannot be fully mitigated with measures identified in Section 2. During construction and operation, regional and localized emissions could exceed the LSTs as well as the SCAQMD and SCAB's significance thresholds.

**Greenhouse Gas Emissions:** During operation of the Project, GHG emissions would not be reduced to less than existing levels. This would have the potential to interfere with implementation of the Climate Plan, and subsequently could interfere with the State's ability to meet its goals under AB 32.

**Hydrology/Water Quality (Sea Level Rise):** Hydrology and water quality impacts related to sea level rise cannot be fully mitigated with measures identified in Section 2. A small shoreline segment of the CPA, east of Pacific Avenue and extending south to Point Fermin, could be exposed to flooding from future sea level rise, partially from incremental effects from future growth in the San Pedro CPA.

**Noise (Construction, Vibration, Ambient Noise Levels):** In the absence of detailed noise and vibration analyses associated with specific projects, it is anticipated that construction noise, vibration levels, and ambient noise levels at various sensitive land uses could still exceed the City's thresholds of significance.

**Transportation/Traffic (Circulation Systems, Emergency Access, Congestion Management Program):** No feasible mitigation measures were identified to reduce the significant impact related to the circulation system, emergency access, and Congestion Management Program to less than significant.

**Utilities/Service Systems (Water Supply):** Implementation of the Project would result in increased water demand. Although the increased demand for water as a result of implementation of the Project is negligible compared to citywide water demand, the Project could adversely impact existing entitlements and water resources. No feasible mitigation measures were identified to reduce the significant impact to water supply.

The project alternatives would not satisfy the project objectives as effectively as the Project. Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Community Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Community Plan, including region-wide or statewide environmental benefits, against the Community Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan outweigh and override the potential significant unavoidable impacts for the reasons stated below.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Los Angeles has determined that the unavoidable adverse environmental impacts identified above may be considered “acceptable” due to the following specific considerations, which outweigh the unavoidable adverse environmental impacts of the Project. The City Council finds that each one of the following overriding considerations independently, grouped by overarching theme, or collectively, is/are sufficient to outweigh the significant and unavoidable impacts of the Recommended Plan:

1. The Recommended Plan promotes development that would accommodate anticipated population growth as projected by the Southern California Association of Governments (SCAG), the region’s agency responsible for growth projections used by other cities and agencies in planning for growth and infrastructure. The Recommended Plan directs anticipated growth to Downtown San Pedro and along commercial corridors such as Gaffey Street, Pacific Avenue and Harbor Boulevard, and in existing multiple-family residential neighborhoods. Directing growth to these areas guides physical development towards a desired image that is consistent with the social, economic and aesthetic values of the City. Where new growth is anticipated and planned, project features (the San Pedro CPIO) have been incorporated to help minimize impacts of new development.
2. The Recommended Plan supports the policies and goals of the General Plan Framework Element - specifically the guiding policy to focus growth in higher-intensity commercial centers close to transportation and services - by creating new housing options mostly downtown and in areas identified for mixed use, and by focusing growth in higher-intensity commercial centers close to 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 Recommended Plan would preserve the character of existing single-family and lower density neighborhoods by maintaining lower density land use designations and limiting the allowed residential density of some neighborhood commercial areas.
3. The Recommended Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals and policies designed to incorporate smart growth principles, including preserving open space and coastal areas, and promoting pedestrian-oriented commercial districts that encourage walkability and non-motorized transportation, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375. The overall reduction in regional vehicle miles traveled and trip generation would contribute to lowered greenhouse emissions in the region.
4. The Recommended Plan is consistent with Senate Bill 375. While potentially increasing vehicle miles traveled and greenhouse gases in the immediate area where new infill development will be focused, the Recommended Plan implements a condensed development pattern in the San Pedro downtown area, which include major corridors such as Pacific Avenue and Gaffey Street, and away from open space and coastal areas, consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012, and therefore would be expected to

contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region.

5. The Recommended Plan retains industrial and commercial land to support diverse land uses and offer opportunities for employment generation and business development and services. The Plan includes a new Hybrid Industrial land use designation to allow for residential and mixed uses if job-producing light industrial uses are provided on site, and incentivizes clean- or green-tech uses that encourage investment and redevelopment of existing under-utilized sites, reinforcing citywide economic development goals. The Plan supports and benefits the region by protecting and preserving commercial and industrial that sustain jobs in related industries, and that reinforce tourism as a source of revenue and employment and bolster the local and regional economy.
6. By removing Q Conditions that limit the residential densities of residential uses on Gaffey Street and Pacific Avenue, the Recommended Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2013 - to provide housing production and preservation, safe, livable, and sustainable neighborhoods, and housing opportunities for all and all income levels - and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.
7. Land use changes are primarily focused on enhancing Downtown San Pedro, surrounding commercial and multi-family neighborhoods, and industrial areas through development standards and incentives for mixed-use or clean/green technology development. The Recommended Plan would generally maintain the current land use pattern and housing density. There are a few parcels and areas proposed for changes in land use designations and zoning to correct inconsistencies. Overall, the Recommended Plan and implementing ordinances do not introduce major changes to land use in the San Pedro Community Plan area.
8. The Recommended Plan furthers the Open Space and Conservation goals of the General Plan and guides the preservation and protection of natural resources, habitat areas and wildlife corridors in the in the open space and coastal areas in San Pedro.
9. The Recommended Plan, through its land use designation changes, zone changes, the San Pedro CPIO, and EIR provides mitigations and/or project features that regulate development projects in order to reduce environmental impacts of future plans and projects. New development standards and design guidelines apply to properties in Downtown San Pedro and along commercial corridors, multiple-family residential neighborhoods, and the North Gaffey Industrial district in order to ensure compatible new development that complements the scale and character of existing neighborhoods.
10. The Recommended Plan improves local mobility through development of a balanced, multi-modal transportation network, focusing new development near to existing services and infrastructure. It emphasizes a multi-modal approach to mobility that recognizes the benefits (including healthful and traffic-alleviating benefits) of providing options that encourage

walking, cycling and transit use. All together these enhanced mobility options provide a better connected, user-friendly network representing a more diverse, sustainable transportation network.

11. The Recommended Plan furthers the goals and objectives of the City, while remaining consistent with regional and state policies.





# San Pedro

COMMUNITY PLAN

June, 2017



Los Angeles Department of City Planning



# San Pedro

COMMUNITY PLAN

June, 2017



Los Angeles Department of City Planning



LOS ANGELES DEPARTMENT OF CITY PLANNING







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# Introduction & Orientation



*Korean Bell of Friendship, Angels Gate Park*



*Carolina Street neighborhood*



*The historic Warner Grand Theatre on 6th Street*



*Cabrillo Beach*

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

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

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

The San Pedro Community Plan sets 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.

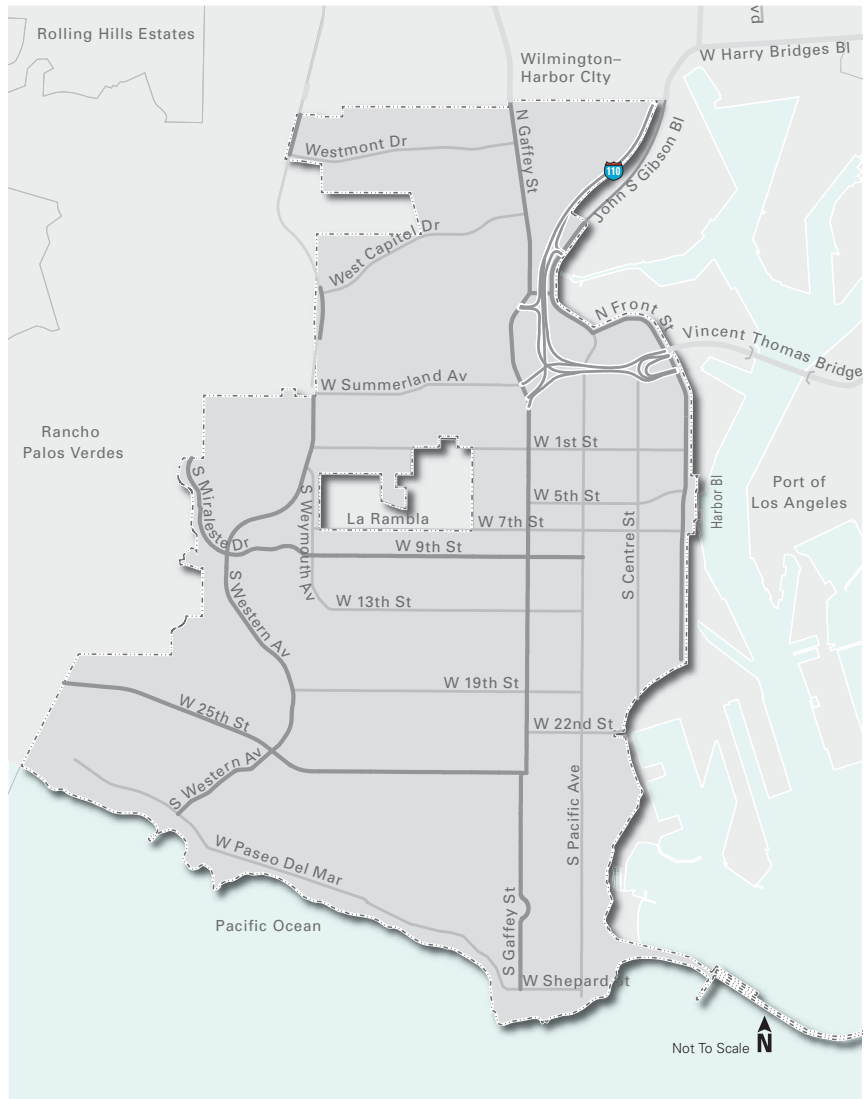
The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the San Pedro Community Plan was a multi-year 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 and Orientation.** Chapter 1 describes how to use the Community Plan, provides a reader's guide for understanding the Plan, and reviews the relationship of the Community Plan to the City's General Plan and other City agencies.
- **Chapter 2 Community Background.** Chapter 2 provides a detailed description of the historical development of the community; describes its relationship to adjoining communities, its physical setting, and its existing land uses; and identifies population, housing, and employment trends and projections.
- **Chapter 3 Land Use and Urban Design.** 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 and Infrastructure.** Chapter 5 describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power (energy) and street lighting. The service provider, existing facilities and service levels, issues and future needs are identified for each of these facilities or services. The goals and policies in this chapter address the need for improvements to or development of new facilities based on the projected growth of the Community Plan.
- **Chapter 6 Implementation.** Chapter 6 describes how the Community Plan will be implemented. Each policy in Chapters 3, 4, and 5 is implemented by one or more programs. This chapter describes these implementation programs and identifies the responsible City department or agency.

## How to Use the Plan

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

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

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

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

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

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



## Reader's Guide for Community Plan

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

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

## Reader's Guide for Community Plan

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

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

## Format of the Community Plan

### *Goals*

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

### *Policies*

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

### *Implementation Programs*

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

### *Design Guidelines*

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

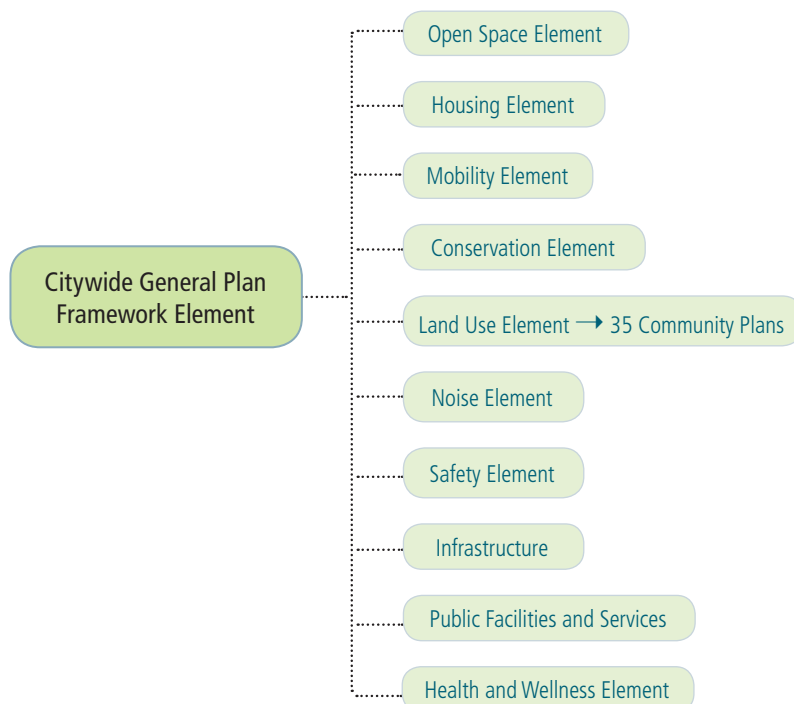


## Relationship to the General Plan

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

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

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





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

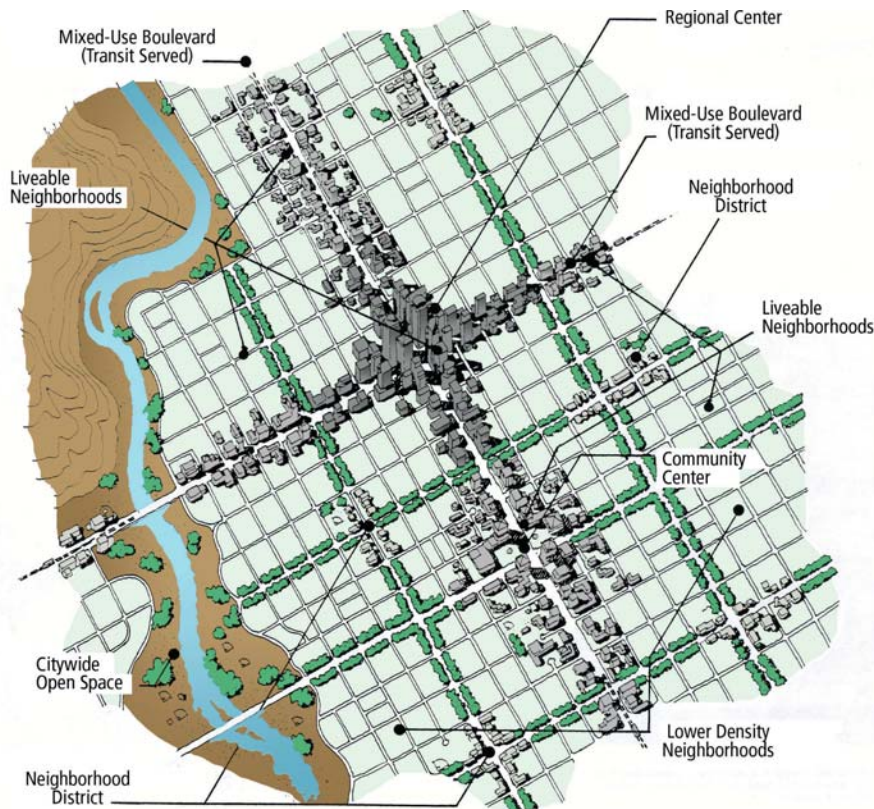
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

## Framework Element Guiding Principles

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

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

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



## Framework Element Guiding Principles

### **Enhance neighborhood character through better development standards.**

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

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

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

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

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

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

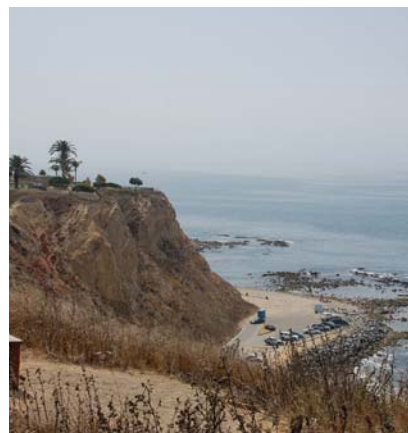
**Pacific Avenue Corridor Redevelopment Project Area.** The Pacific Avenue Corridor Redevelopment Project Area was initiated in 2002. It contains approximately 693 acres of commercial and residential uses. This project area is generally bounded by North Capitol Drive, Gaffey Street, 22nd Street, and 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.



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





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

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

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



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



*Shipping containers at the Port of Los Angeles*



## Special Districts

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

### San Pedro Specific Plan

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

### San Pedro Community Plan Implementation Overlay (CPIO) District

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

### Downtown San Pedro Community Design Overlay (Former)

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

### Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

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



*Paseo del Mar in the San Pedro Specific Plan area*



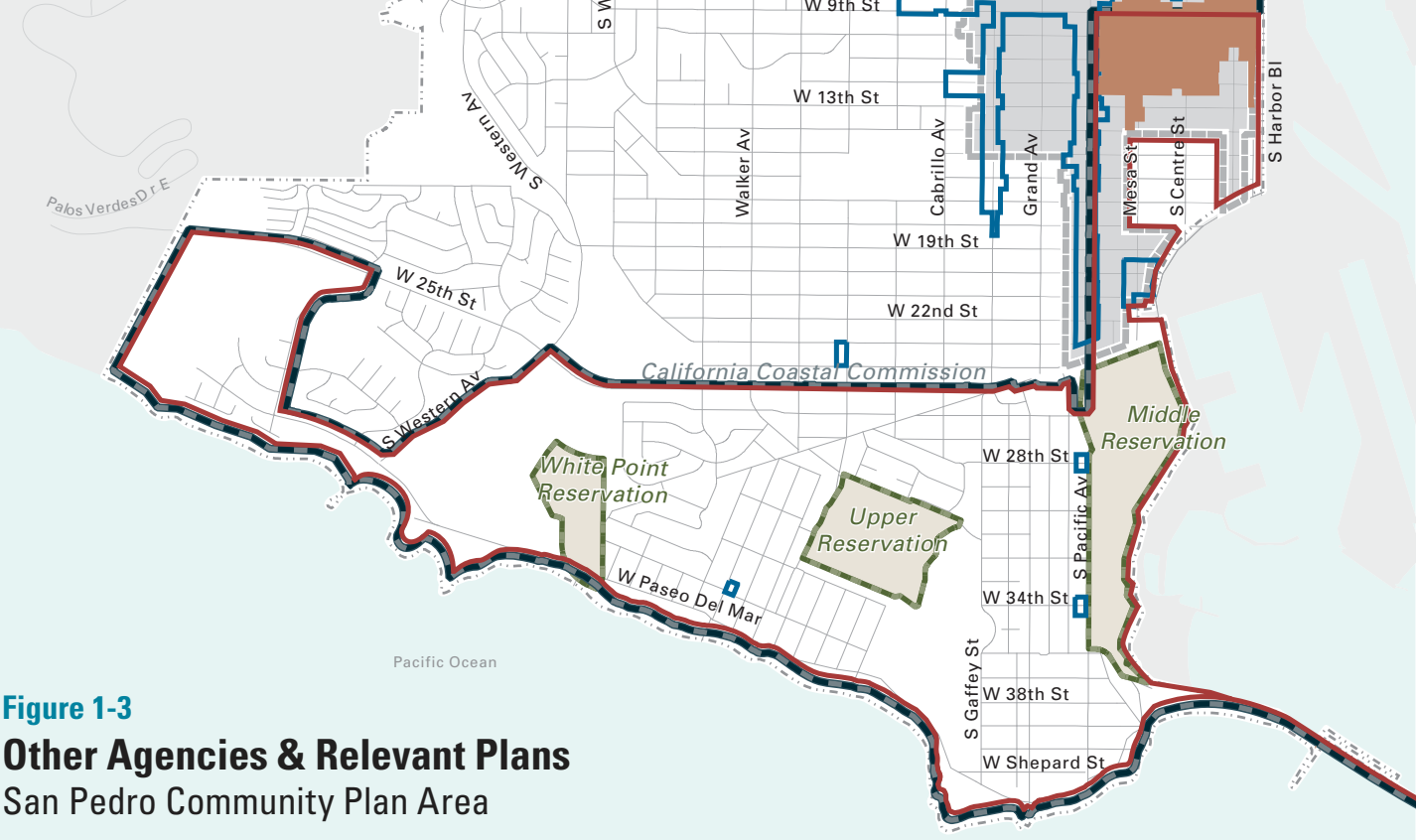
*Centre Street Lofts on 7th Street in downtown San Pedro*



*Homes in the Historic Vinegar Hill neighborhood*

**Legend:**

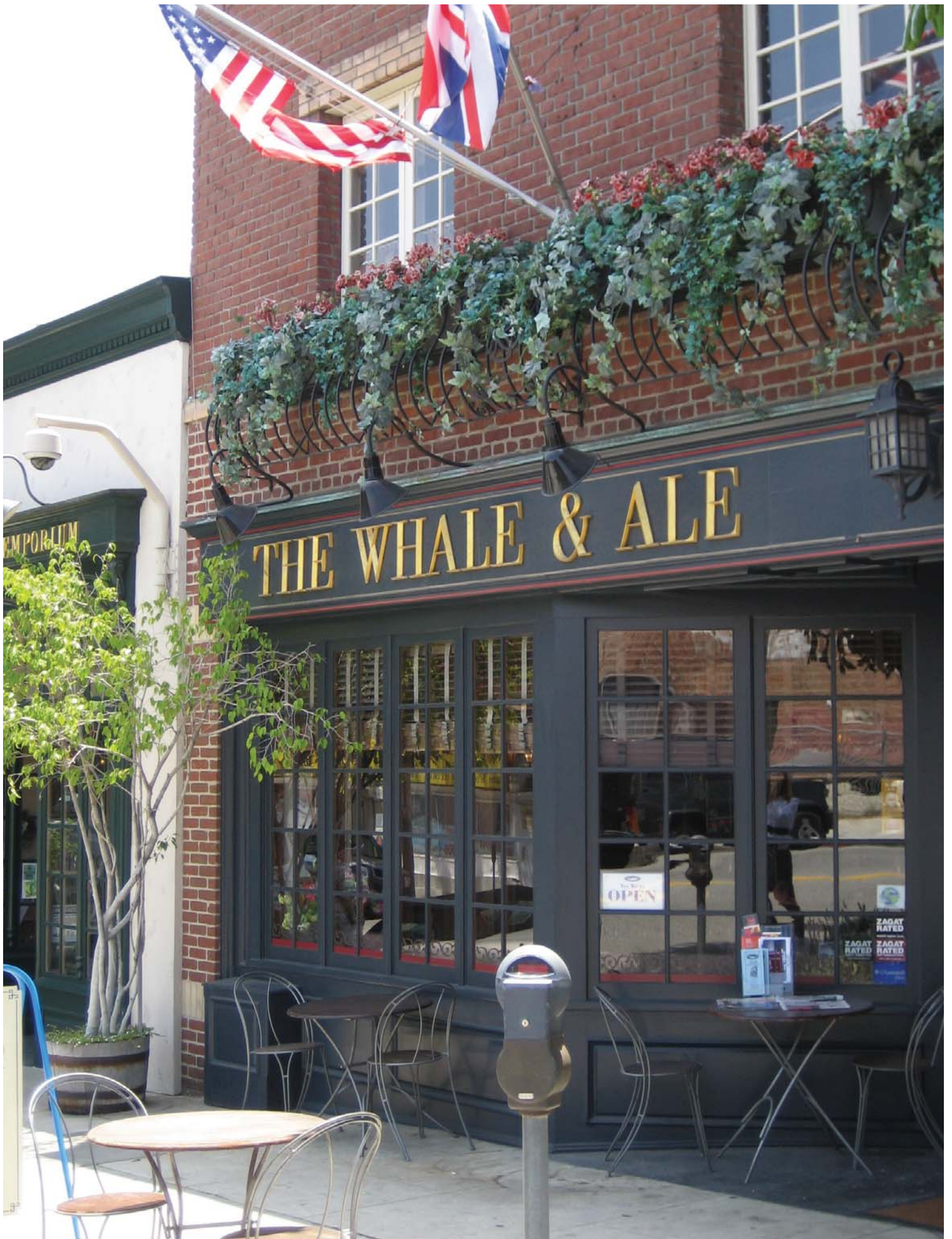
- California Coastal Commission**  
— (thick blue line)
- San Pedro Specific Plan**  
— (thick red line)
- San Pedro Community Plan Implementation Overlay District**  
□ (blue outline)
- County of Los Angeles**  
■ (tan square)
- Fort MacArthur Reservations**  
■ (green square)
- Los Angeles Housing Authority**  
■ (blue square)
- Redevelopment Project Area**  
■ (light grey square)
- Beacon Street  
■ (light grey square)
- Pacific Corridor  
■ (darker grey square)
- Vinegar Hill HPOZ**  
■ (brown square)
- Other**  
- - - - - Community Plan Boundary



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

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

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# Community Background

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

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

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

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

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

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



*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."*

## Historic Development Patterns

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

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

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

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

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



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



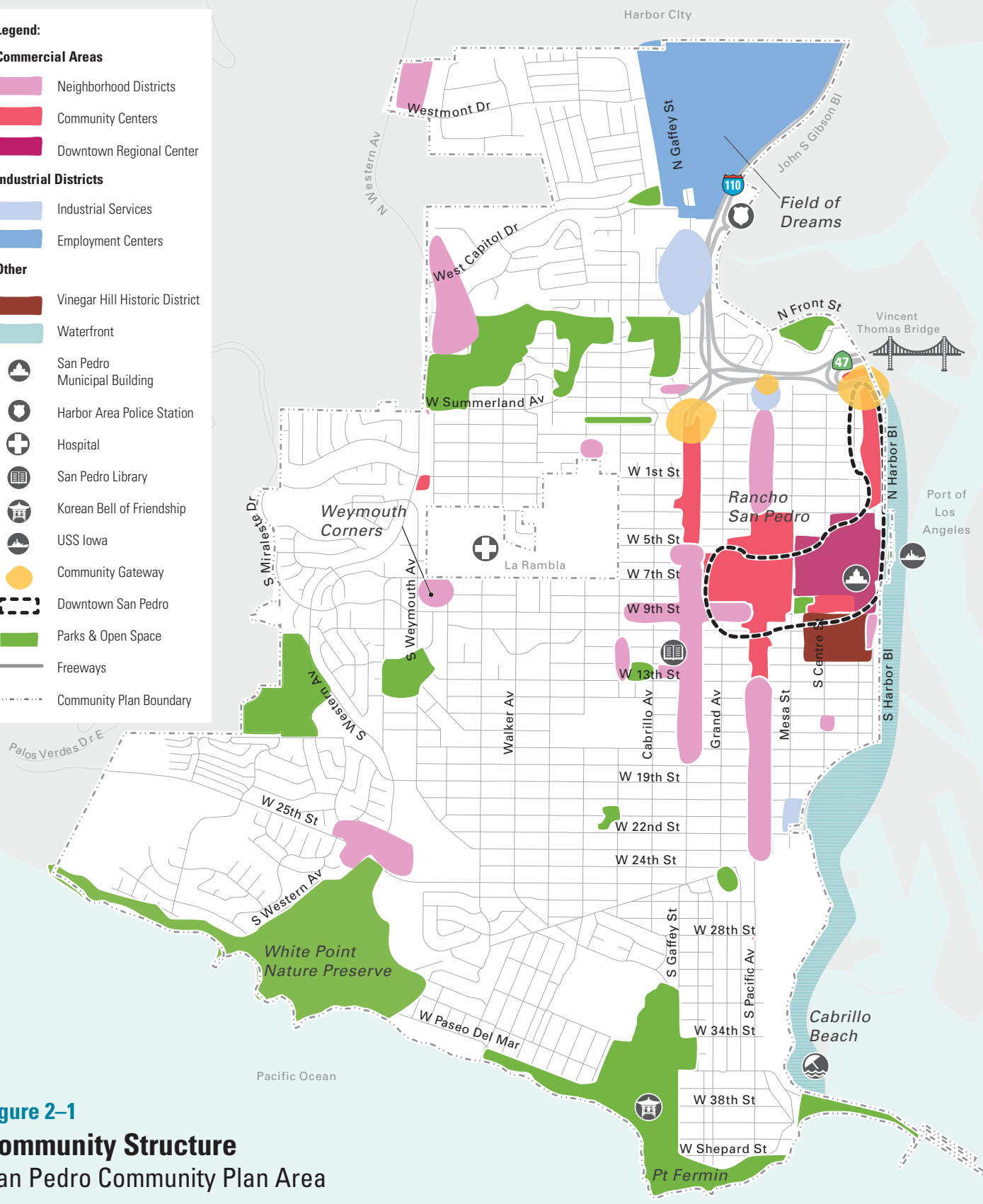
*The Pons House on 17th Street, built in the early 1900s*



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



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



**Figure 2-1**  
**Community Structure**  
 San Pedro Community Plan Area

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

Not To Scale   
**DRAFT**

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

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

## Existing Land Uses

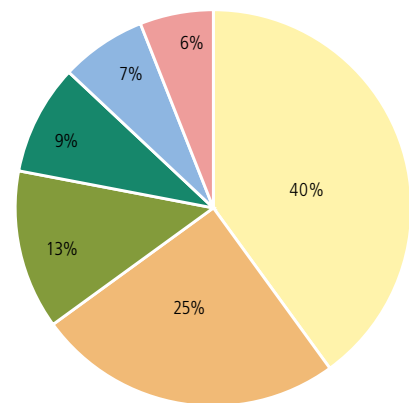
San Pedro has a unique physical setting with many natural, cultural and economic resources that have influenced the type and form of land uses within the community. The CPA is developed with a mixture of multi- and single-family residential, commercial, industrial, civic, recreational and open space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

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

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

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

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



**CHART 2.1**  
**Existing Land Use Distribution (2010)**

<span style="display:inline-block; width:15px; height:15px; background-color:#ffff00; border:1px solid black; margin-right:5px;"></span> Single-family Residential	40%
<span style="display:inline-block; width:15px; height:15px; background-color:#f4a460; border:1px solid black; margin-right:5px;"></span> Multi-family Residential	25%
<span style="display:inline-block; width:15px; height:15px; background-color:#8ebf40; border:1px solid black; margin-right:5px;"></span> Open Space	13%
<span style="display:inline-block; width:15px; height:15px; background-color:#2e8b57; border:1px solid black; margin-right:5px;"></span> Public Facilities	9%
<span style="display:inline-block; width:15px; height:15px; background-color:#6495ed; border:1px solid black; margin-right:5px;"></span> Industrial	7%
<span style="display:inline-block; width:15px; height:15px; background-color:#e9967a; border:1px solid black; margin-right:5px;"></span> Commercial	6%

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



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 22<sup>nd</sup> Street with maritime and auto-related uses among the most common in these areas. A community garden and play field, the Field of Dreams, are also situated along North Gaffey Street.



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



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

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





## Economic Relationship of San Pedro and the Port of Los Angeles

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

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

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

## Relationship to Adjacent Communities

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



*Cruise ship at the World Cruise Center*



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



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

## Population, Housing, and Employment

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

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

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

### Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, 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) <sup>1</sup>	2030 Projection <sup>2</sup>	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) 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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# Land Use and Urban Design



The Vue residences, downtown 5th Street



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

## San Pedro Vision Statement

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

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

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

### *Vision Statement*

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

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



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



*A shop along 7th Street in downtown San Pedro*



*Example of mixed-use development with ground floor commercial*



## General Plan Land Use

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



*Example of varied building heights and articulated form*

## Urban Form – Building Heights

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

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



TABLE 3-1  
General Plan Land Use

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

**Legend:**

**Residential**

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

**Commercial**

- Neighborhood
- Community
- Regional

**Industrial**

- Limited
- Light
- Heavy

**Open Space**

- 

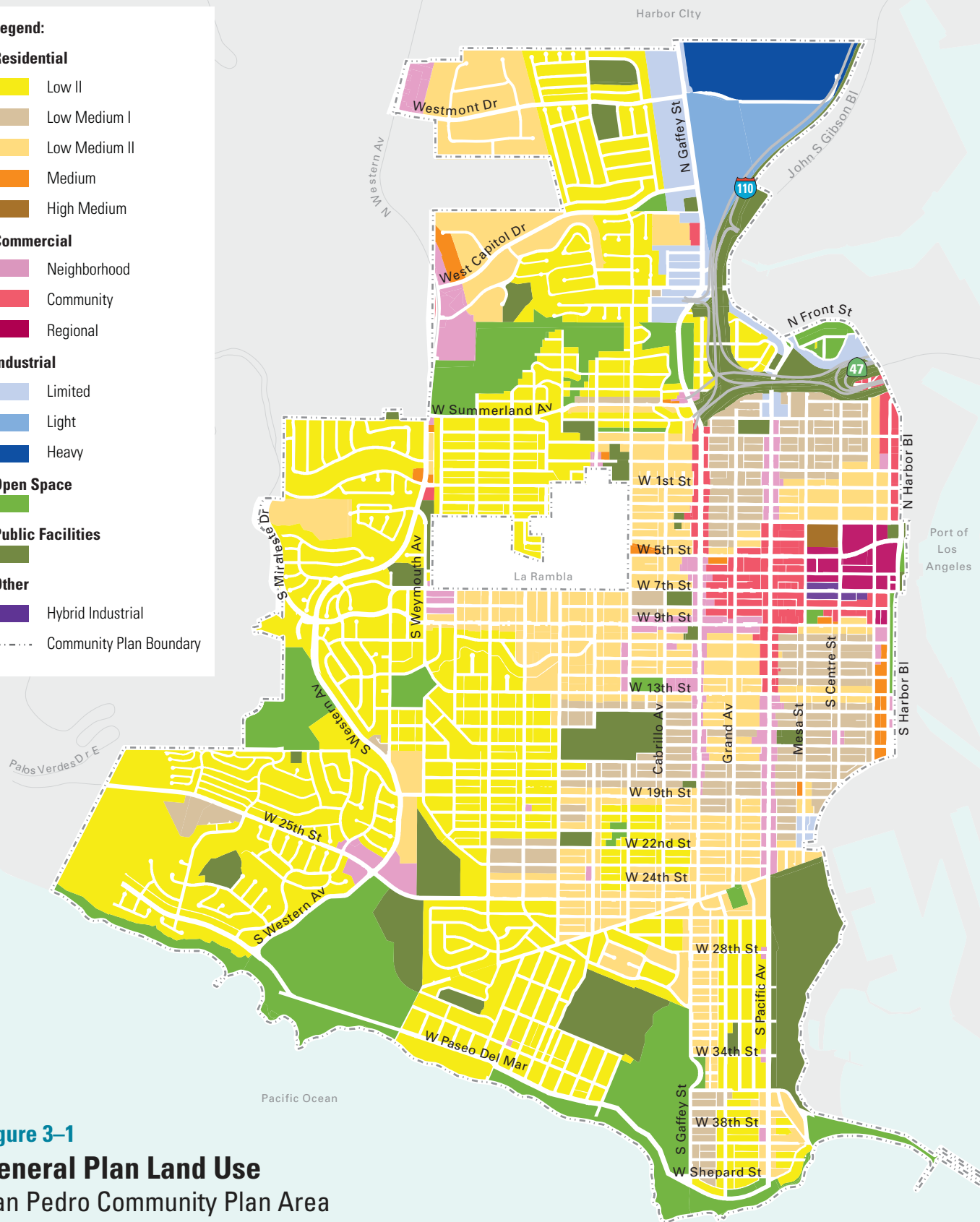
**Public Facilities**

- 

**Other**

- Hybrid Industrial

- Community Plan Boundary



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

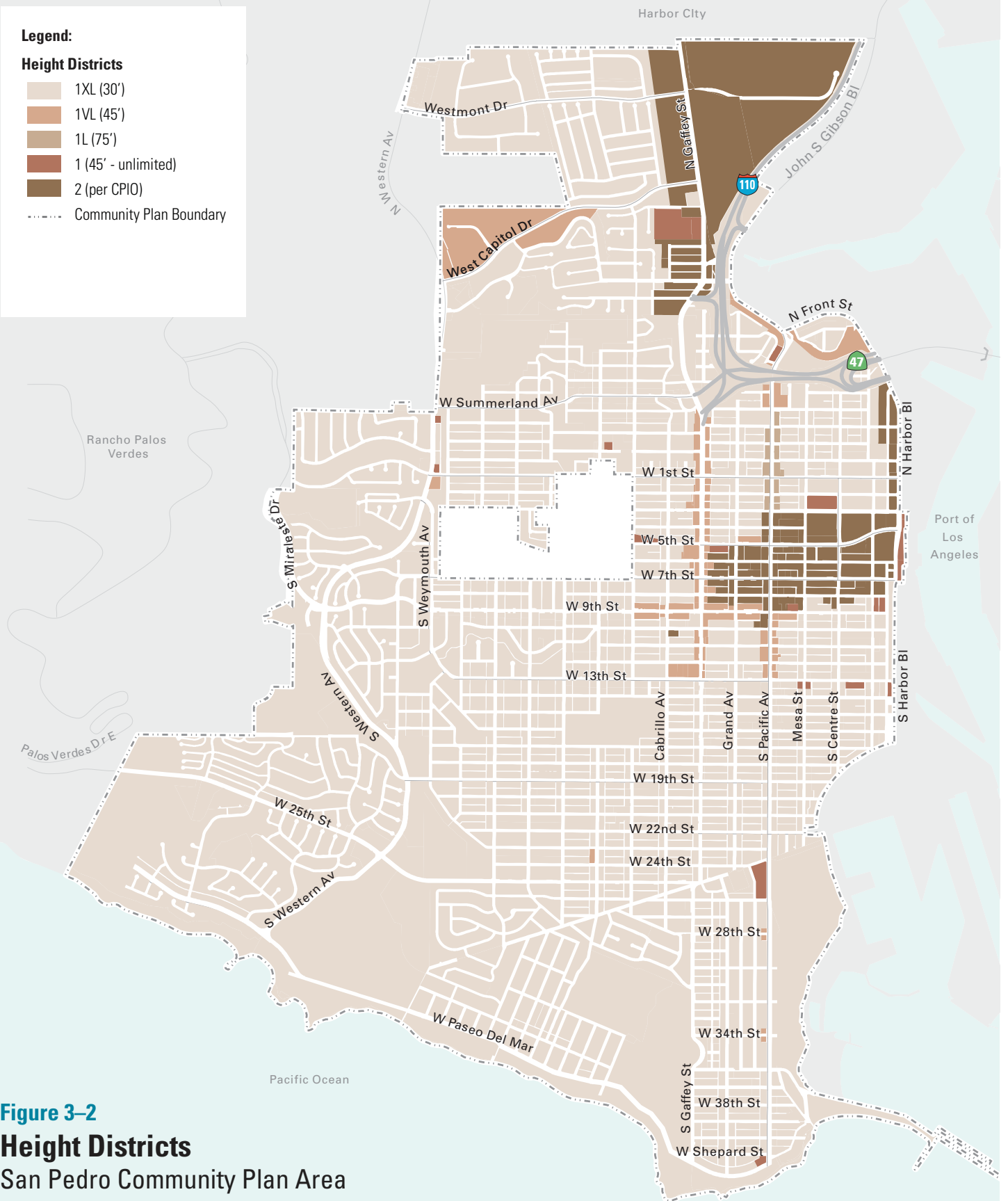
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale   
**DRAFT**

**Legend:**

**Height Districts**

- 1XL (30')
- 1VL (45')
- 1L (75')
- 1 (45' - unlimited)
- 2 (per CPIO)
- Community Plan Boundary



**Figure 3-2**  
**Height Districts**  
San Pedro Community Plan Area

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

## Community Themes

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

### Enhance Distinct Neighborhoods, Districts, and Centers

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

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



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



*The Bank Lofts, 7th Street in downtown San Pedro*



*San Pedro Public Library on Gaffey Street*

## Promote Downtown as the Commercial “Heart” of San Pedro

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

## Expand Housing Opportunities

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

## Strengthen the Community’s Connection to the Waterfront

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

## Expand Recreational Amenities and Opportunities

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



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





### Preserve Industrial Areas for Local Jobs

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



### Develop a Sustainable Community

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



### Foster a Healthy Community

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



First Thursdays Farmer's Market, downtown 6th Street

## *Sustainable Development*

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

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



## *Healthy Communities*

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

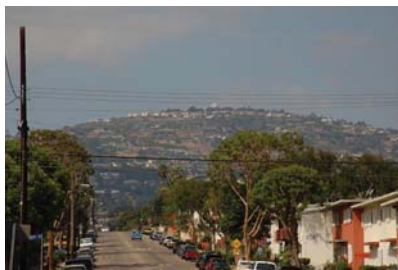




## Residential Neighborhoods

### Issues and Opportunities

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



*View of the Palos Verdes Peninsula*



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



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



## Residential Areas

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

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

### Policies

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



**Legend:**

**Single Family**

Low II

**Multi-Family**

Low Medium I

Low Medium II

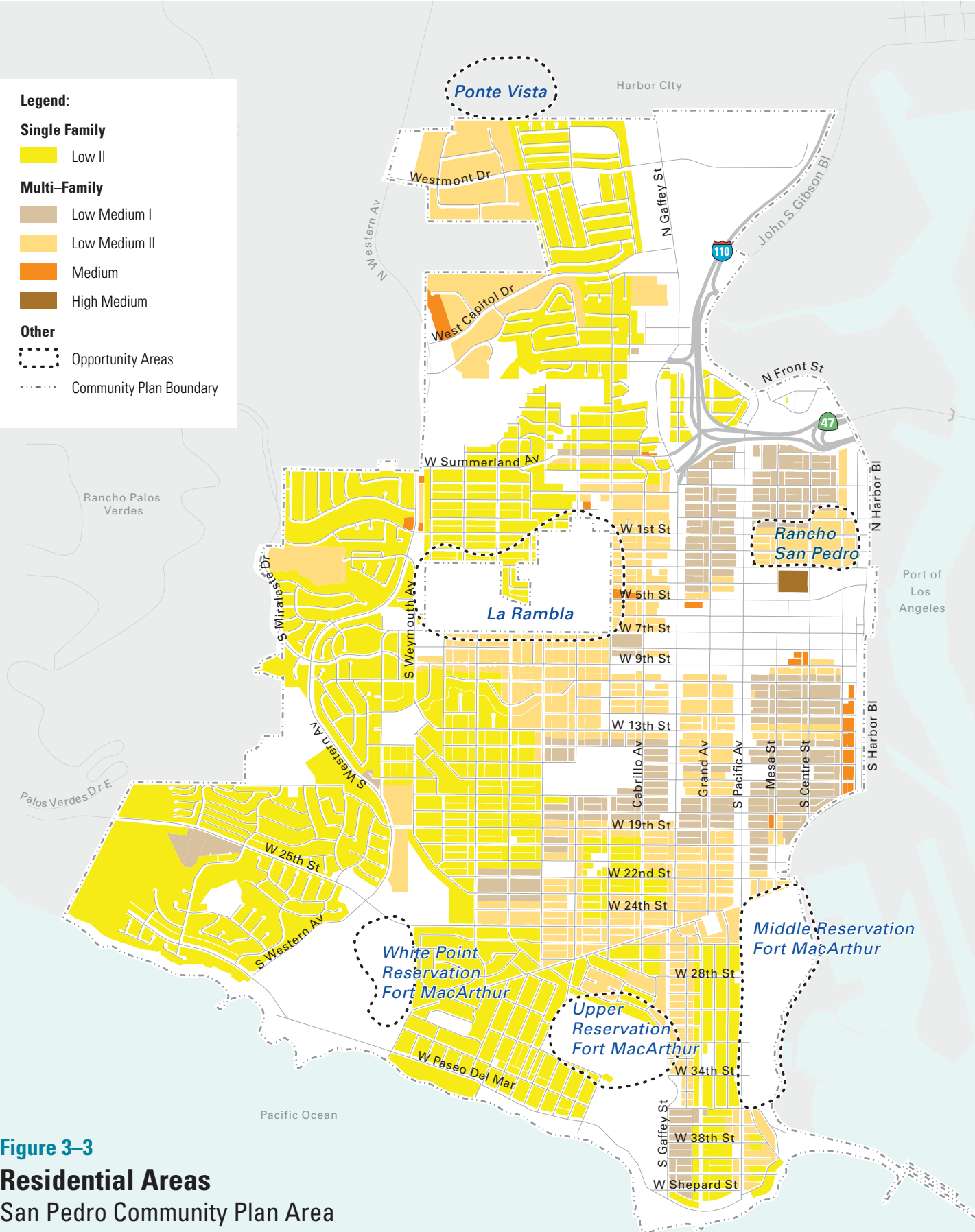
Medium

High Medium

**Other**

Opportunity Areas

Community Plan Boundary



**Figure 3-3**  
**Residential Areas**  
San Pedro Community Plan Area

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

## Single-Family Residential

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

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

### Policies

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



## Multi-Family Residential

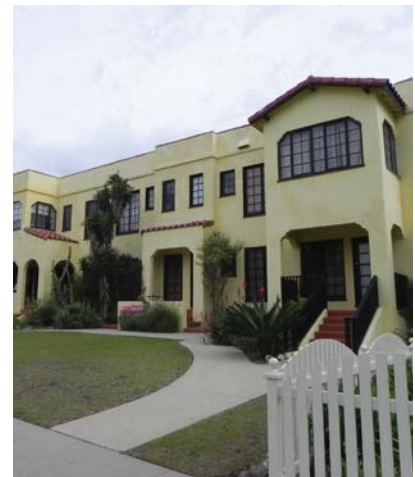
Neighborhoods designated for multi-family use are predominantly located in the central and eastern portions of San Pedro and contain duplexes, bungalow apartments, 3 to 4 story apartment buildings, and condominium complexes, as well as single-family homes. These neighborhoods are also among the oldest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

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

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

### Policies

- LU3.1 **Neighborhood stability.** Stabilize and improve existing multi-family residential neighborhoods, allowing for growth in areas where there are sufficient public infrastructure and services and where quality of life can be maintained or improved. (P7, P8)
- LU3.2 **Key locations.** Incorporate multi-family housing in areas targeted for mixed use and in the Regional Center. (P12)





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

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

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



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

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



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

\*LU3.9 **Small lot development.** Small lot subdivisions 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)

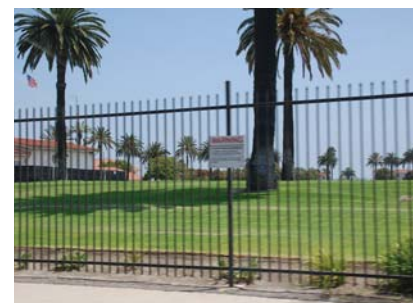
The historic military reservation at Fort MacArthur was transferred to the Air Force in 1982, and now serves as a supportive housing and administrative facility for the United States Air Force (USAF) Los Angeles Air Force Base (AFB) located in El Segundo. Additional housing sites were later developed 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 at the former site of Bogdonovich Park, and Pacific Heights II, located south of 25th Street



*Example of townhome development in an urban neighborhood*



*Rancho San Pedro housing*



in the northwest corner of the White Point reservation.

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

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

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

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

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

### La Rambla (County of Los Angeles)

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

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



### **Ponte Vista (former Naval Housing Site on Western Avenue)**

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

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

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



*San Pedro Café & Deli on Pacific Avenue*



## Commercial

### Issues and Opportunities

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

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



## Commercial Land Use

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

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

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

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

## Redevelopment in San Pedro

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



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

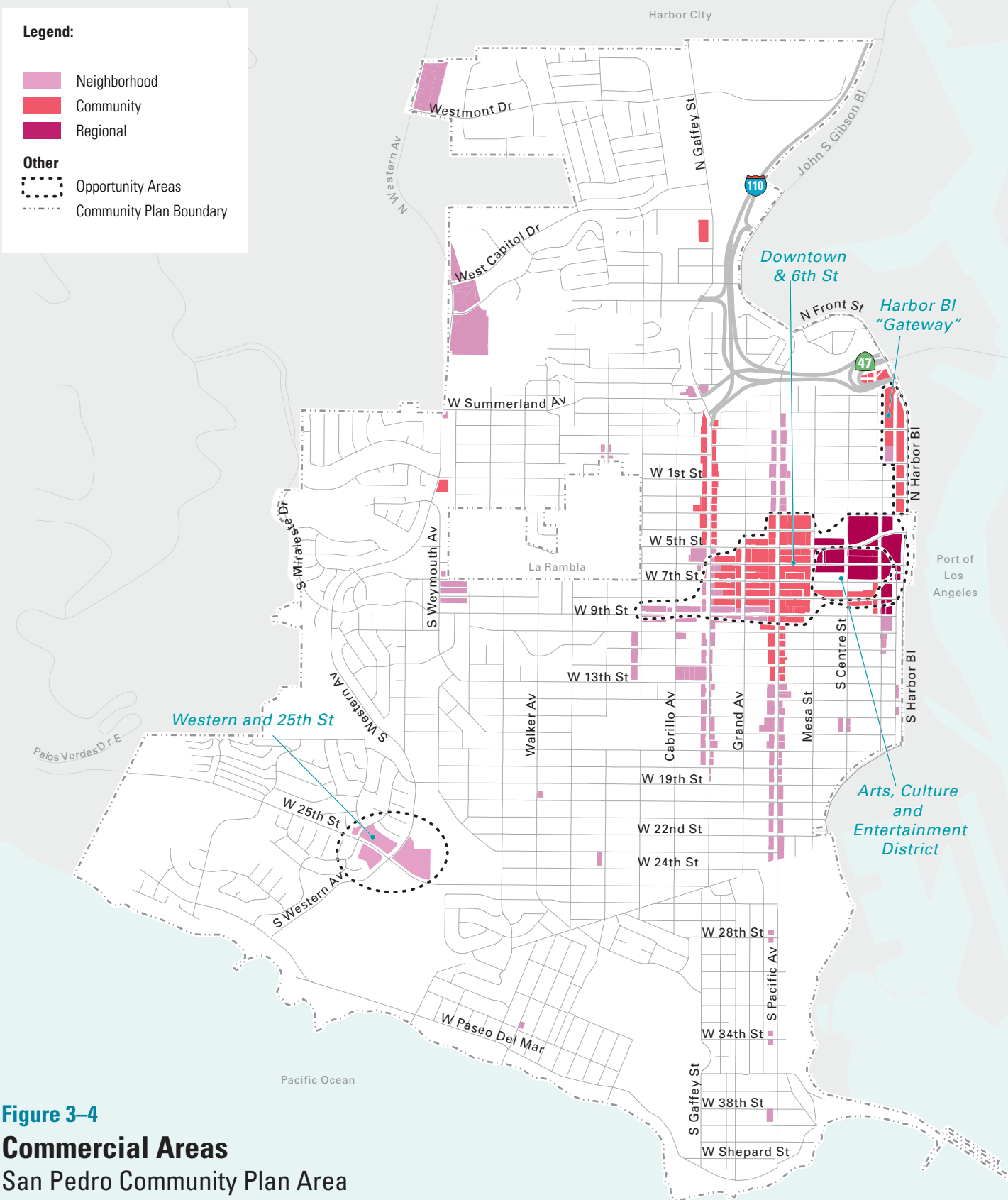


**Legend:**

- Neighborhood
- Community
- Regional

**Other**

- Opportunity Areas
- Community Plan Boundary



**Figure 3-4**  
**Commercial Areas**  
 San Pedro Community Plan Area

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

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

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

## Downtown San Pedro Community Design Overlay

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

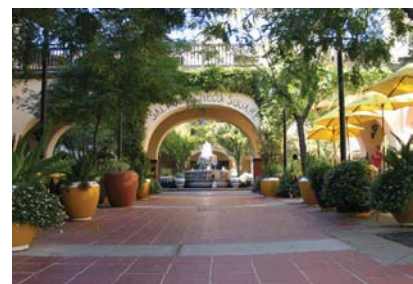
## Commercial Districts

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

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

### Policies

- LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro's existing commercial districts. (P13)
- LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.(P1)
- \*LU5.3 **Limit specific uses.** Discourage the following types of uses in all neighborhood commercial districts, and 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)
- LU5.4 **Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing



Examples of articulated design



Examples of pedestrian-scaled commercial districts

residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)

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

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



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

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



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

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

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

## Neighborhood Commercial Districts

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

- Gaffey Street between 5<sup>th</sup> and 19<sup>th</sup> Streets
- 9<sup>th</sup> Street between Meyler Street and Pacific Avenue
- Pacific Avenue and “Welcome Gateway”
- Western Avenue and 25th Street
- Weymouth Corners
- Park Plaza and Harbor Cove





### Gaffey Street between 5th and 19th Streets

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

### 9th Street between Meyler Street and Pacific Avenue

A four block length of 9<sup>th</sup> 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 25<sup>th</sup> Street and Moray Avenue. Two of these centers are anchored by a supermarket and bank, while the other two are corner shopping center style commercial developments that include restaurants, stationery, apparel, gift retailers, and gas stations, as well as services such as animal hospitals, dry cleaners, hair salons and shoe repair. Other than one three-story building on the northwest corner of Western Avenue and 25th Street and the medical office building, all other buildings in this district are single-story.

## Weymouth Corners

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



## Park Plaza and Harbor Cove

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

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

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

### Policies

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



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

### Neighborhood Commercial Opportunity Area - Western Avenue and 25th Street

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

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

#### Policies

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

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

### Community Commercial Centers

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

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

#### Gaffey Street “Welcome Gateway” from Harbor (I-110) Freeway to 5th Street

The plan designates Gaffey Street north of 5<sup>th</sup> 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.



Gaffey Street Pedestrian Bridge



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



## Downtown San Pedro and Harbor Boulevard “Welcome Gateway”

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



*Harbor Boulevard looking north, an entryway into San Pedro.*

## 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)



*Example of a walkable commercial district*



*Locally-owned shop on 7th Street in downtown*



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

## Harbor Boulevard “Welcome Gateway”

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

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

### Policies

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

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

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

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





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

## Regional Commercial

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



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



### Policies

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

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

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

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



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

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

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

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

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



## Special Districts

### Arts Culture and Entertainment District

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

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

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





Warner Grand Theatre, 6th Street



Vincent Thomas Bridge



Upland view from San Pedro harbor

### Policies

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

## Port of Los Angeles

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

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

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

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

### Policies

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

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

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

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

## Industrial

### Issues and Opportunities

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

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



*7th Street galleries*

## Industrial Areas

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

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

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



## Industrial Land Use

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

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

### Policies

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

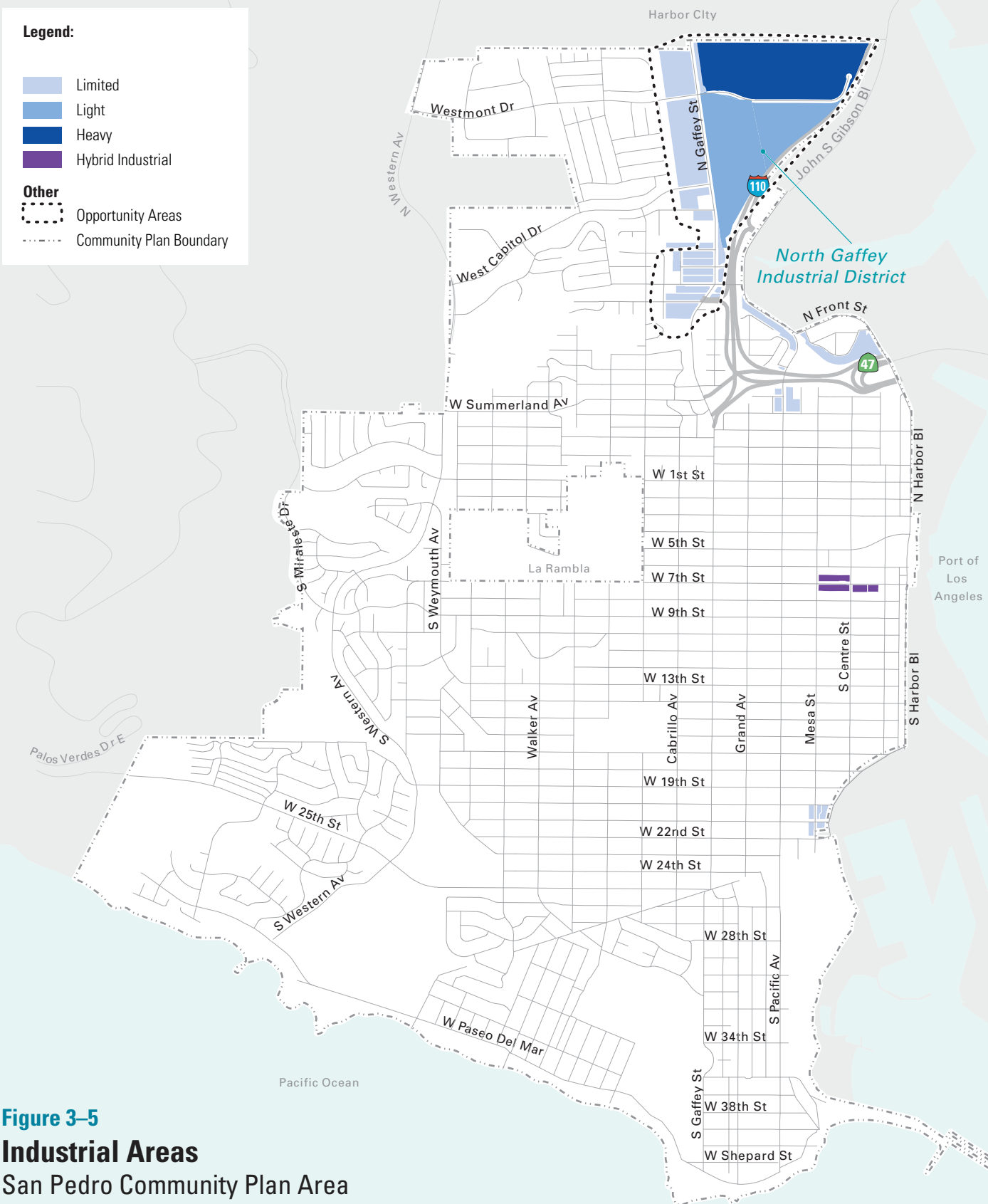


**Legend:**

- Limited
- Light
- Heavy
- Hybrid Industrial

**Other**

- Opportunity Areas
- Community Plan Boundary



**Figure 3-5**  
**Industrial Areas**  
 San Pedro Community Plan Area

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

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

**Policies**

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



## Industrial Opportunity Area

### North Gaffey Street Industrial District

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



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





### Policies

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

## Historic and Cultural Resources

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

### Vinegar Hill Historic Preservation Overlay Zone

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

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

#### Policies

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



*The Arcade Building on 6th Street, built in 1925*



*Historic home characteristic of Vinegar Hill neighborhood*



*Monument signage for Historic Muller home on South Beacon Street*

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

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



*San Pedro's coastal bluffs*



*South Shores residential area*



*Paseo del Mar in the San Pedro Specific Plan area*

## San Pedro Local Coastal Program Specific Plan

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

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

### Policies

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

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

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

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

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

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

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

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

### **Policies**

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

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

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

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



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

- LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissible.
- LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.
- LU19.7 **Utilize Parking Resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas. (P26, P44)





NO STOPPING  
ANY TIME

BIKE LANE

LANE  
BIKE

## *Mobility and Public Health*

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

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

# Mobility

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

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

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

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

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

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

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

## Streets

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

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

## Street Designations and Standards

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

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

### *Complete Streets*

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

- Legend:**
- Major Highway Class II
  - - - - Modified Major Highway Class II
  - · · · Major Scenic Highway
  - Secondary Highway
  - - - - Modified Secondary Highway
  - · · · Secondary Scenic Highway
  - Collector Streets
  - Local Streets
  - Freeway
  - POLA
  - - - - Community Plan Boundary

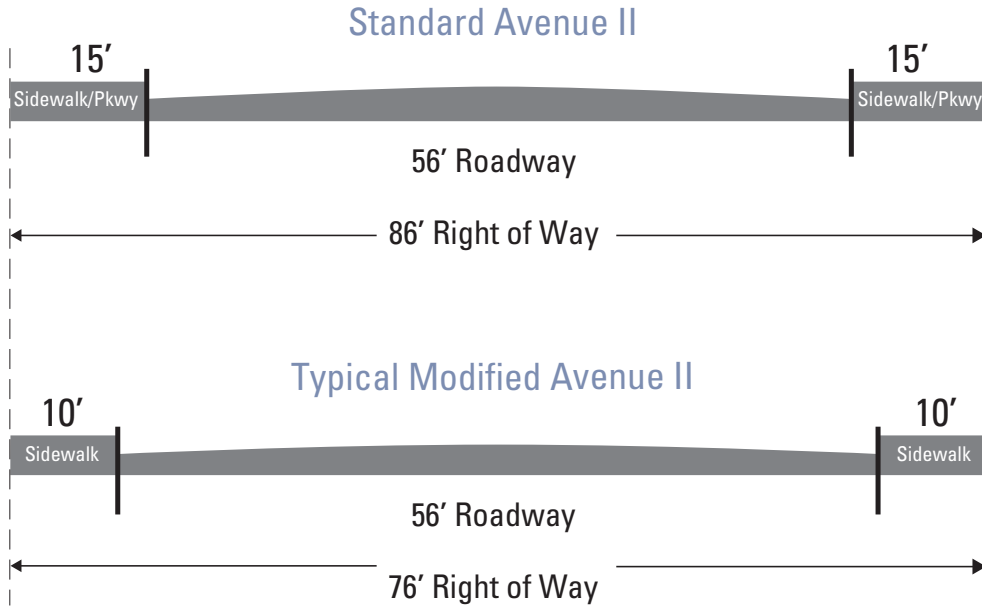


**Figure 4-1**  
**Circulation System**  
 San Pedro Community Plan Area

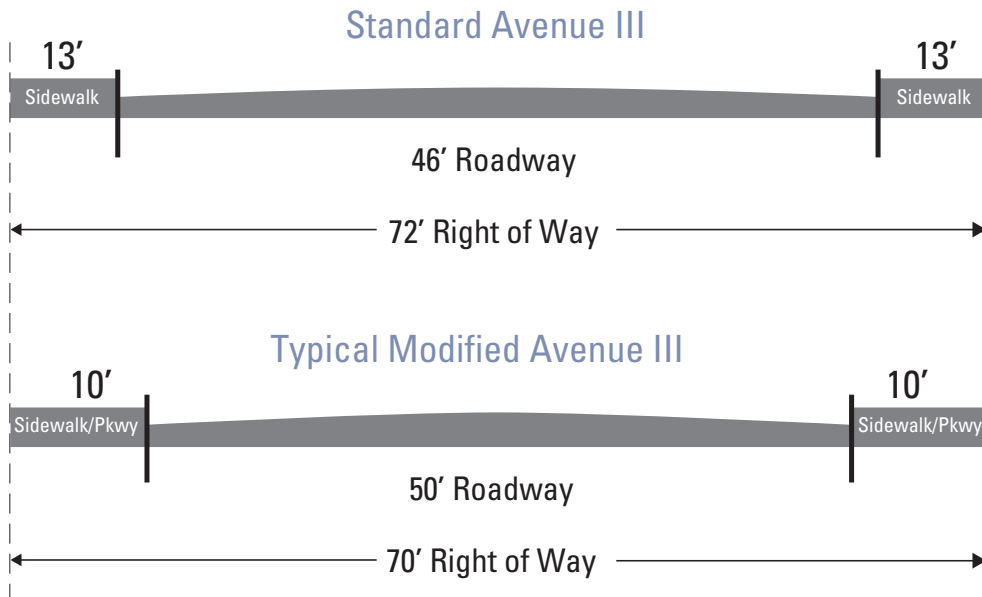
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Not To Scale   
**DRAFT**

## Avenue II Street Designation Standards



## Avenue III Street Designation Standards



**Figure 4-2**  
San Pedro  
**Standard and Modified Street Standards**

City of Los Angeles Planning Department • June 2013

Not To Scale 

## *Street Classification*

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

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

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

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

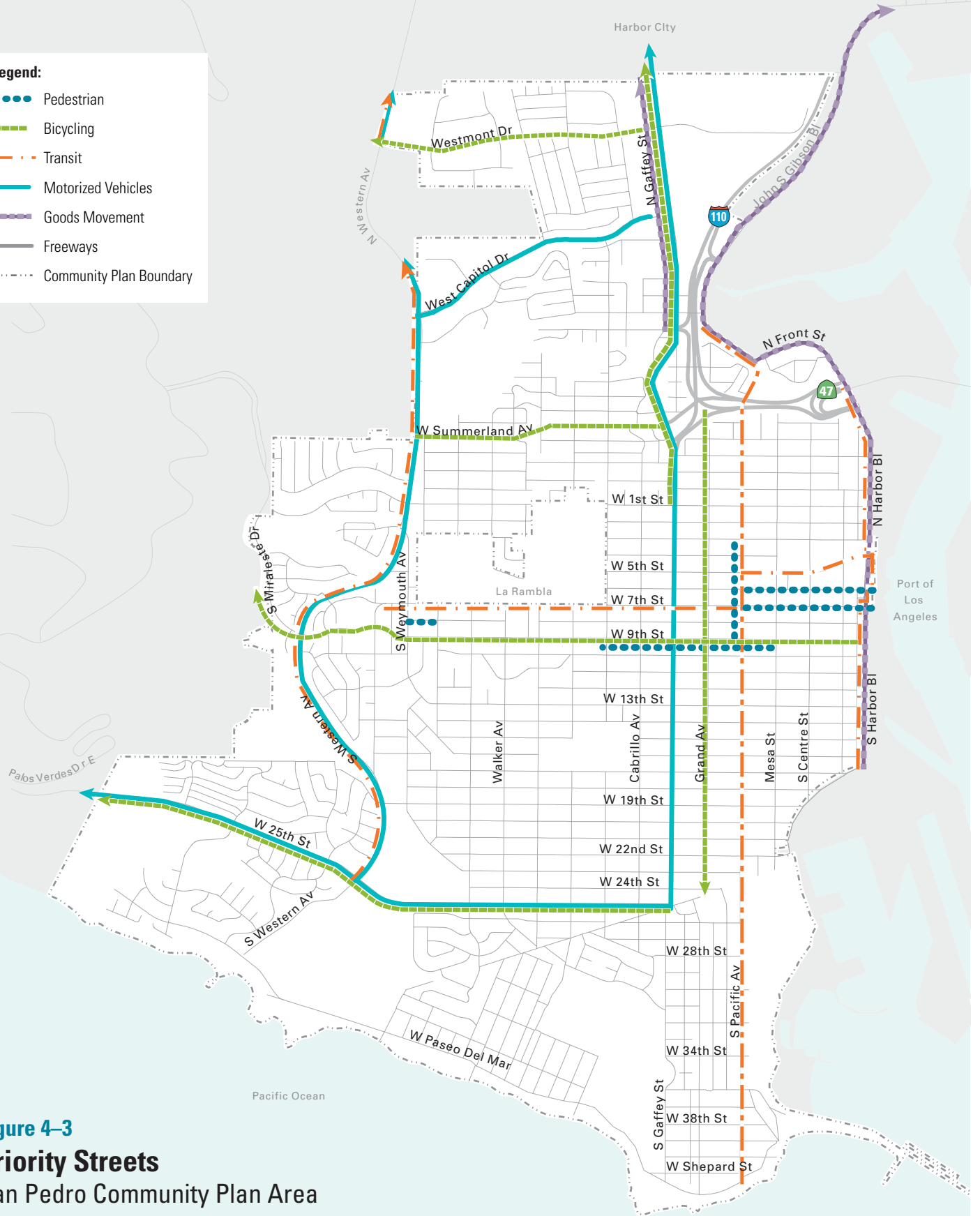
**Local Streets (standard, industrial, and hillside).** Local Streets are designed to allow local traffic access to individual properties and/or destinations.

## Priority Streets

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

**Legend:**

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



**Figure 4-3**  
**Priority Streets**  
San Pedro Community Plan Area

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

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)



## Walking

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

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

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



## *Pedestrian Priority Streets*

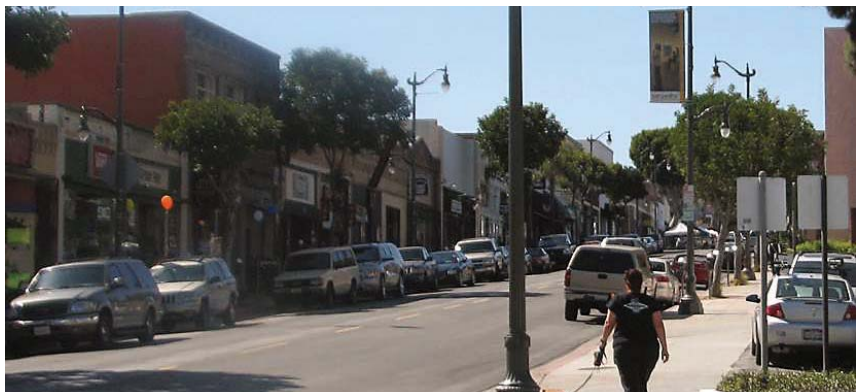
Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including neighborhood centers, community and regional commercial centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough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



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

### Policies

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



## Bicycling

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

The City's Bicycle Plan, a part of the 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 Mobility Plan 2035, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.

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

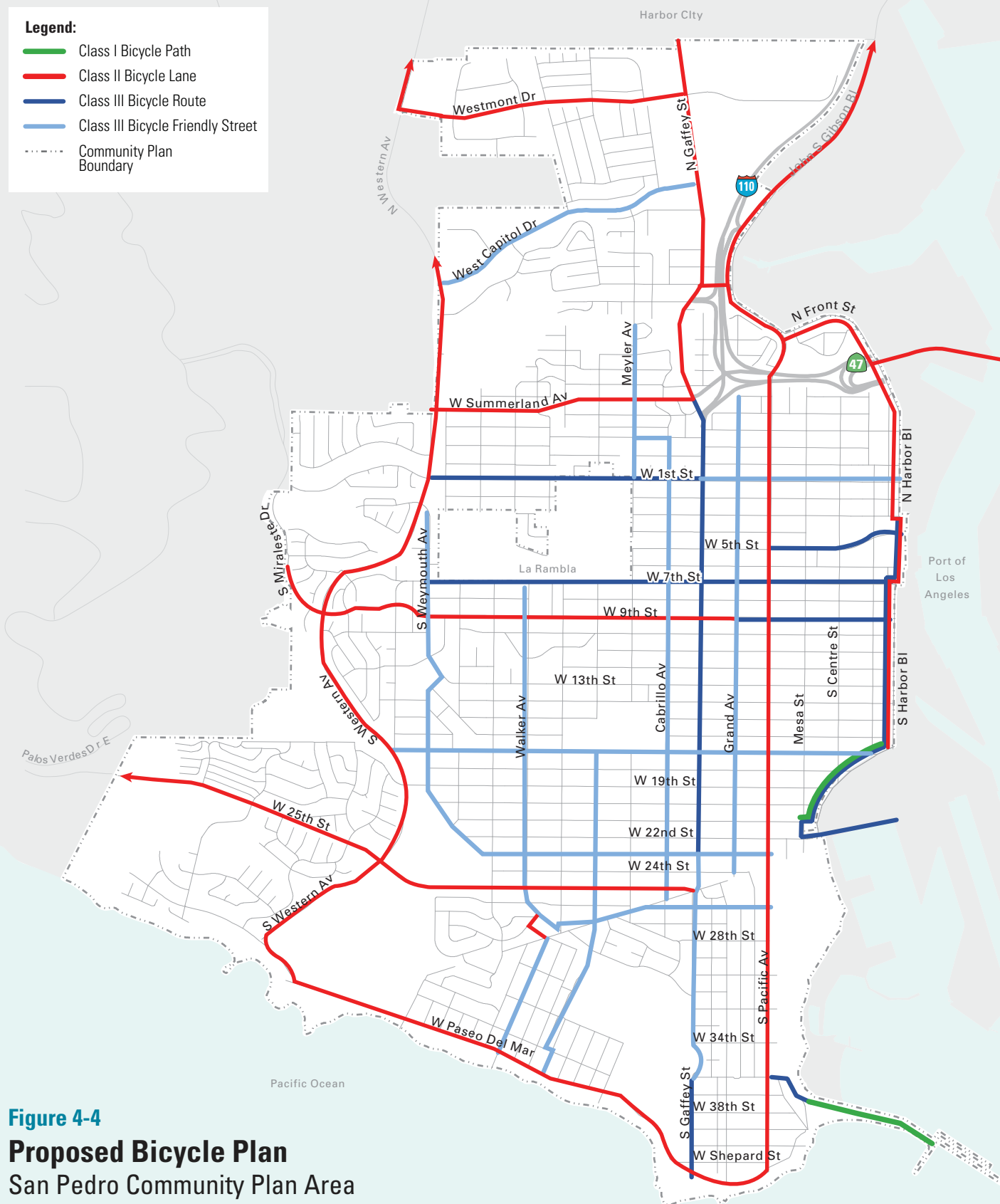
### Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, downtown/regional center, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)
- M4.3 **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)



**Legend:**

- Class I Bicycle Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Friendly Street
- Community Plan Boundary



**Figure 4-4**  
**Proposed Bicycle Plan**  
**San Pedro Community Plan Area**

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

## *Bikeway Standards*

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

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

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

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

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

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



Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



## 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.



## Motorized Vehicles

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

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

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

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

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

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

**Policies**

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

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

**Policies**

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

*Neighborhood Traffic Control*

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

*Motorized Vehicles and Greenhouse Gas Emissions*

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

## *Transportation System Management*

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

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

### **Policies**

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

## *Transportation Demand Management*

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

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

## Goods Movement

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

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

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

### Policies

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

### *Truck Routes*

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





## 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.



*Green roof of a parking structure*



*Solar panels on top of parking structure*

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

## Recreation and Scenic Highways

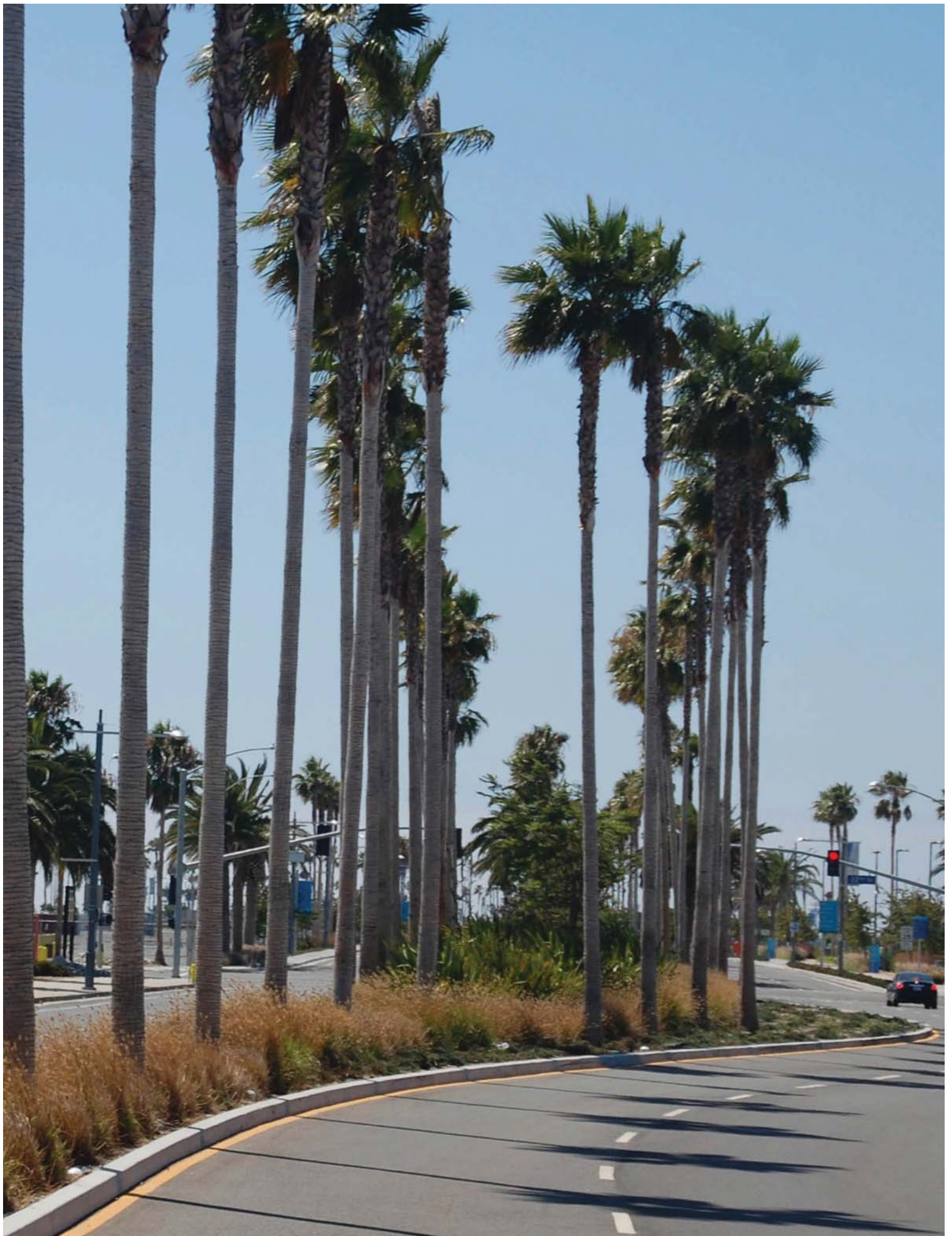
Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and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

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

### Policies

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









# 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.<sup>1</sup> Infrastructure improvements and new public facilities may be required to support population growth and to replace facilities that have deteriorated or become obsolete. This chapter identifies both existing facilities and future needs where applicable. The chapter is organized into three general topic areas:

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







## *General Plan Framework*

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

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

**Legend:**

**Public Facilities & Services**

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




**California Coastal Trail**

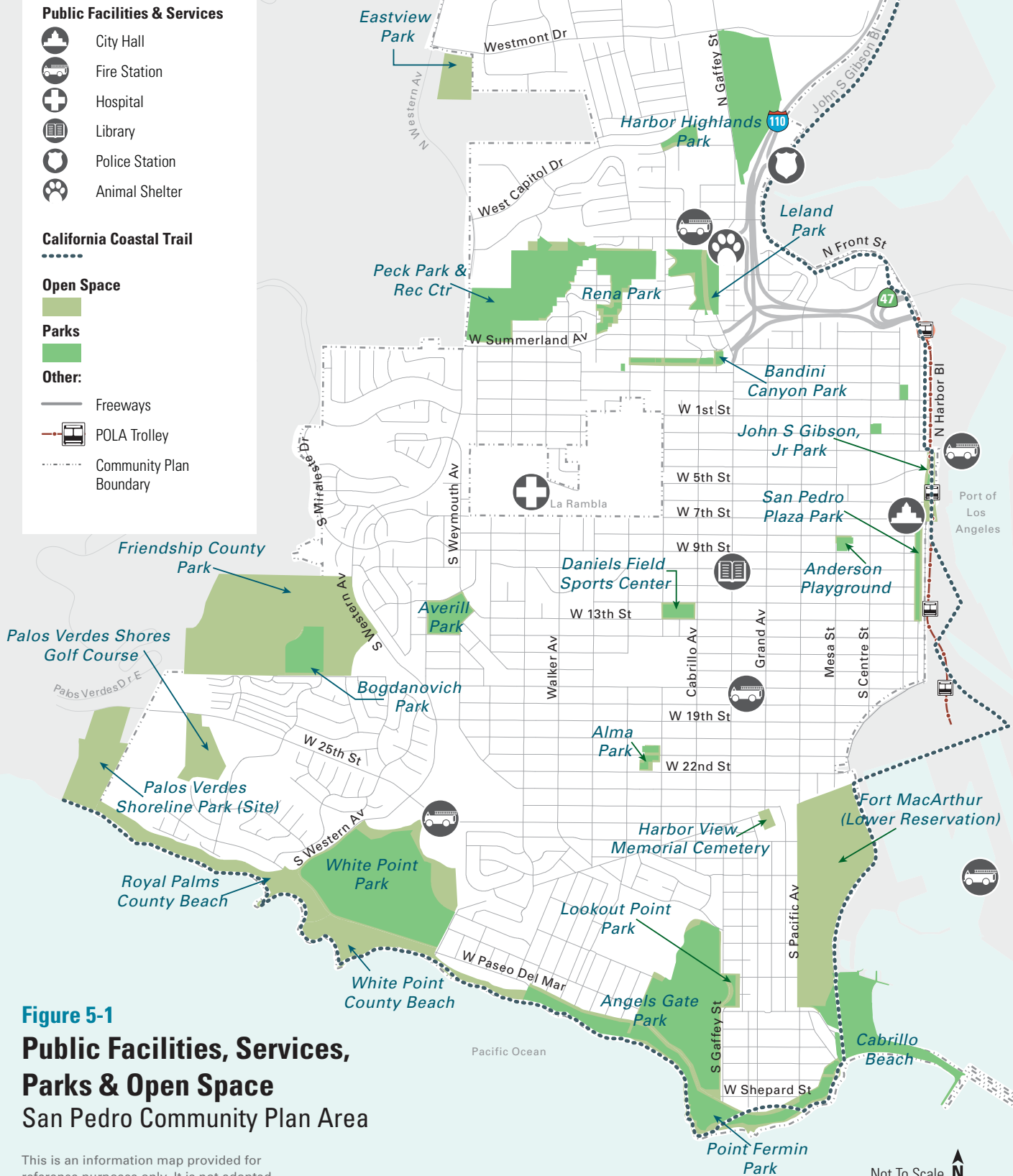
-  Open Space

**Parks**

- 

**Other:**

-  Freeways
-  POLA Trolley
-  Community Plan Boundary



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

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



*San Pedro City Hall*



*Cabrillo Beach*



*Cabrillo Marine Aquarium*

## Overview

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

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

## Citywide Goals

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

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

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

## Facilities for Police, Fire, Libraries and Schools

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

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

### Police

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



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

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

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

**Policies**

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



*Los Angeles Police Department Harbor station, serving San Pedro*

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



Fire Station 48 on S. Grand Avenue

## Fire And Emergency Services

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

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



Fire Station 101 on W. 25th Street

Table 5-1:

### Fire Stations in the San Pedro CPA

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

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



*Los Angeles Fire Boat at Port of Los Angeles*

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

**Policies**

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

**Libraries**

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



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

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



*San Pedro Branch Library on Gaffey Street*

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



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

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

**Policies**

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

## Public Schools

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

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





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

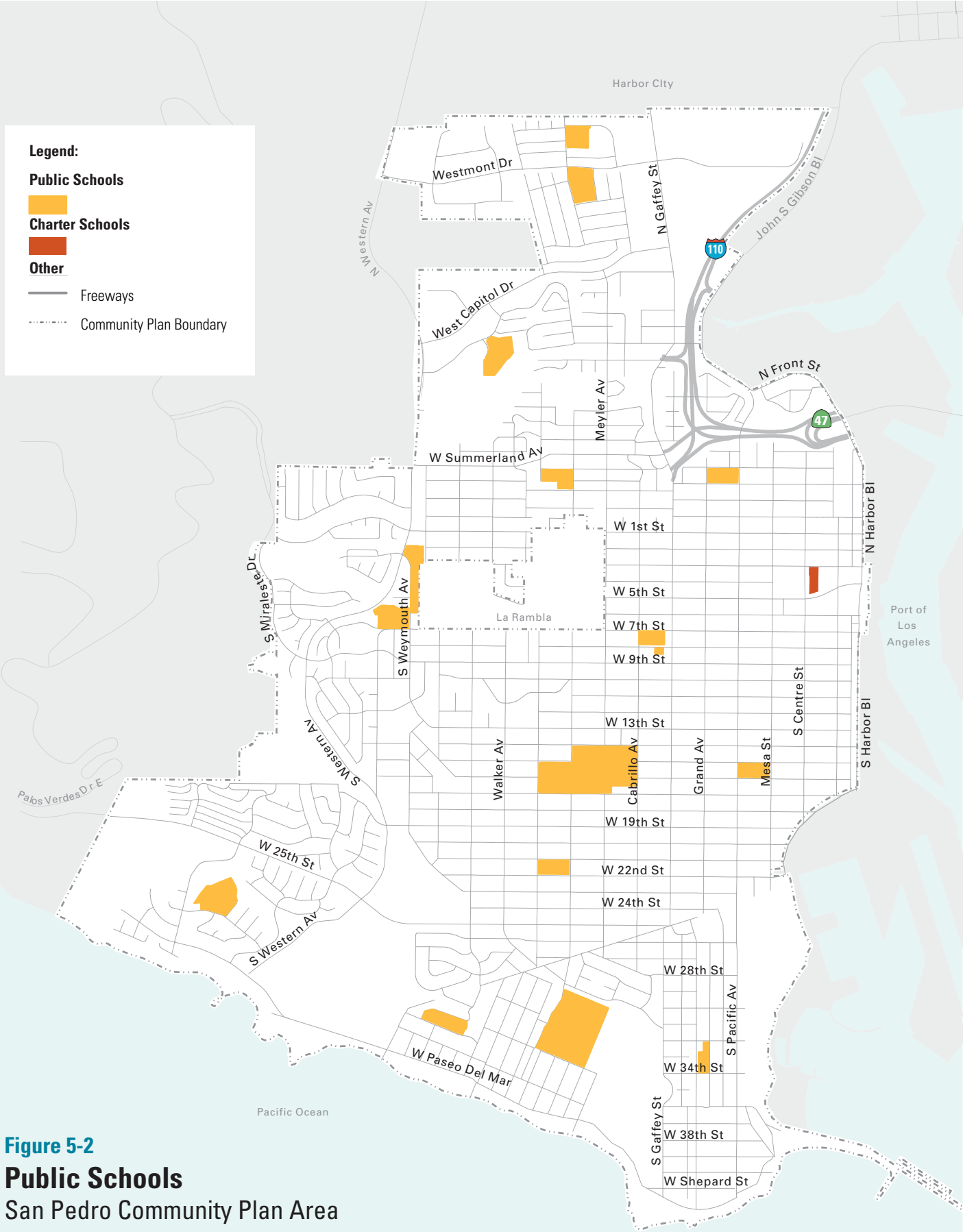


**LAUSD Enrollment projections are based on a set of assumptions, including:**

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

**Legend:**

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



**Figure 5-2**  
**Public Schools**  
 San Pedro Community Plan Area

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

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

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

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

**Policies**

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



*Fifteenth Street Elementary School*



*Port of Los Angeles High School, opened in 2005*



*Barton Hill Elementary School*



Anderson Park near downtown San Pedro



Field of Dreams active open space

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

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

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

## Parks, Open Space and the Urban Forest

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

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

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

### Parks

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

Table 5-2:

**Public Parks in the San Pedro CPA**

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

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

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

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

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

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



*View of Point Fermin Park and the Pacific Ocean*

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

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



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

**Policies**

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



**Open space may include**

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

## Open Space

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

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

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

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

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





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

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

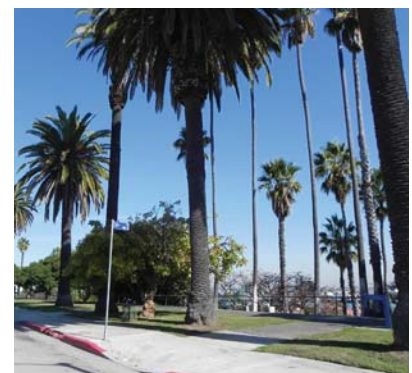
- CF6.1 **Protect wildlife habitat.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and a balance to the urban development of the community. (P124, P125)
- CF6.2 **Protect open space.** Protect significant open space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



*Averill Park*



*Examples of Pocket Parks, which provide smaller green spaces*



## Tree Canopy

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

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

Average tree cover counting all zones: 25%

Suburban residential zones: 35%

Urban residential zones: 18%

Central business Districts: 9%

## Urban Forest

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

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

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

### Policies

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

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

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

## Infrastructure

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

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

## 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.



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

### *Terminal Island Renewable Energy (T.I.R.E.) Project*

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

### *Water Supply*

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

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

### **Supply and Demand**

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

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

### **Improvements**

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

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

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

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

**Policies**

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

Table 5-3  
**Wastewater Treatment Facilities and Existing Capacity**

Millions of Gallons per Day (mgd)

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

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



## Wastewater

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

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

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

### Wastewater Treatment Facilities

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

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



### Wastewater Collection System (Sewers)

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

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

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

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

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

### Policies

- 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 city-wide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

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

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

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

### **Policies**

- CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities. (P133)
- CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P134)
- CF10.3 **Adequate sites for facilities.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in the San Pedro CPA if necessary, addressing environmental justice issues. (P157)



## Stormwater

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

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

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

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

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

### **Policies**

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

## Energy

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

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

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

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a “belt line” extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving

stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

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

**Policies**

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

*By the Numbers*

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



## Street Lighting

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

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

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

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

### Policies

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



# Implementation

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

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

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

## The Implementation Process

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

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

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

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

## Amendments to the Community Plan

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

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

## Specific Implementation Programs

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

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

Case File CPC-2009-1557-CPU

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

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

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

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

## Sources of Funding

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

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



Table 6-2:

**Potential Funding Sources for Policies and Programs**

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

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

## Implementation Programs

Table 6-1:

### San Pedro Implementation Programs – Land Use and Urban Design

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
<b>Near Term Programs</b>			
P1	<b>CPIO Design and Development Standards.</b> 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	<b>Preserve Neighborhood Character, Small Lot Development.</b> Guidelines that encourage infill residential development to complement existing scale, massing, setbacks and character and are compatible with architectural styles in stable single-family neighborhood are included in community plan.	LU1.1, LU1.3, LU2.1, LU2.2, LU3.5, LU.3.9	DCP, LADBS
P3	<b>Baseline Mansionization Ordinance, Hillside Development and Slope Density.</b> 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	<b>Build Green.</b> 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	<b>Front Yard Character.</b> LAMC prohibits parking in front yard setback.	LU1.8	LADBS
P6	<b>Preserve Neighborhood Character.</b> 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	<b>Neighborhood Stability.</b> 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	<b>Neighborhood Stability and Housing.</b> 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	<b>Housing- Distribution, Affordability, Seniors.</b> The Plan encourages mixed-use development in transit served and pedestrian oriented areas which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community. Consistent with the goals and policies of the City's Housing Element, the plan refines allowable heights as well as establishes and identifies future design guidelines and standards as a means to maintain and enhance quality, affordable existing housing stock.	LU3.3, LU3.4, LU3.5, LU3.7	LADBS, DCP, HCIDLA
P10	<b>Special Needs.</b> 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	<b>Affordable Housing and Displacement.</b> Mello Act requires relocation and replacement of dwelling units within the Coastal Zone/Specific Plan Area. In discretionary actions involving displacement of existing affordable units, consider adoption of a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	LU3.4	DCP, LADBS
P11-B	<b>Measure JJJ - Affordable Unit Inventory.</b> 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	<b>Key Locations and Adequate Services.</b> 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	<b>Downtown Revitalization and Investment.</b> 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	<b>Retail Streets.</b> Upon adoption of the plan, the Downtown San Pedro CDO was expanded and incorporated into the CPIO to establish regulations on the size, number, and type of signs and to prohibit the installation of off-site signs. The CPIO provide guidelines to improve the pedestrian environment.	LU5.8, LU5.12, LU5.13	DCP, LADBS
P15	<b>Discourage AGFs.</b> The CPIO incorporates guidelines that prohibit new above ground facilities.	LU7.5, LU9.4, LU11.9, LU18.6	DCP, LADBS
P16	<b>ACE District.</b> 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	<b>Industrial Opportunity Sites.</b> 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	<b>Preserve Employment Base, Industrial Sanctuary and Emerging Industrial Sectors.</b> 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	<b>Future Study – North Gaffey Industrial District.</b> 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	<b>Preserve Historic Neighborhood Character.</b> 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	<b>SurveyLA Findings - Eligible Historic Resources.</b> 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	<b>Retain Historic Elements.</b> 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	<b>Retain Historic Elements.</b> 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	<b>Governmental Coordination/ Emergency Management.</b> Reassign the Tsunami Evacuation Route from 6th Street to 7th Street.	LU1.6, LU13.1, M7.6, CF2.3	DCP, EMD
P24	<b>Preserve Public View Sites.</b> Public view sites are designated on the General Plan Land Use map.	LU18.5	DCP, LADBS
P25	<b>Maintain Visual Resources, Preserve Access to Coastal Views and Public Serving Uses.</b> 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	<b>Utilize Parking Resources.</b> 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
<b>Long Term Programs</b>			
P27	<b>Safety, Minimize Pedestrian Conflicts, Streetscapes.</b> 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	<b>Spaces for people, streetscapes, gateways.</b> 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	<b>Amenities and Public Spaces.</b> 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	<b>Well Designed Parking.</b> Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	LU5.15, LU5.16	LADOT, DCP
P31	<b>Rancho San Pedro Housing Project.</b> 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, HCLDLA, DCP
P32	<b>La Rambla.</b> Should "La Rambla" be proposed for annexation to the City, coordinate with LAFCO (Local Agency Formation Commission) Plan for Service.	LU4.4	DCP
P33	<b>Ponte Vista.</b> Develop Specific Plan to regulate land use and development within the project boundaries, subject to the substantive and procedural requirements of §65460 through §6540 of the California Government Code.	LU4.5	DCP, LADBS
P34	<b>Expand Visitor Serving Opportunities.</b> 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	<b>Active Downtown and Waterfront Connections.</b> 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	<b>Capitalize on Synergies.</b> 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	<b>Downtown and Waterfront Connections; Harbor Boulevard “Welcome Gateway and Attractive design.</b> 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	<b>Regional Center and Expand Visitor-Serving Opportunities.</b> 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	<b>Development Agreements.</b> 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	<b>Historic Resource Preservation.</b> 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	<b>Green the Port.</b> 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	<b>Encourage Industry.</b> 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	<b>Celebrate History.</b> 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	<b>Recreation and Coastal Resources.</b> 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	<b>Utilize Parking Resources.</b> 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
<b>Near Term Programs</b>			
P45	<b>Complete Streets.</b> 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	<b>Mobility for Challenged Users.</b> 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	<b>Mobility Enhancement Coordination.</b> Coordinate with LADOT to develop and implement alternative methods by which to evaluate impacts to the circulation system.	M1.3	DCP, LADOT
P48	<b>Private Investment For off-Site Facilities/Amenities.</b> 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	<b>Private Investment For Multi-Modal Right-of-Way Design.</b> 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	<b>Grants for Off-Site Facilities/Amenities.</b> 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	<b>Modified Street Standards.</b> The San Pedro Community Plan implements modified street standards as noted on Fig. 4-2 and Table 4-1.	M1.5	DCP, LADBS
P52	<b>Watershed Management.</b> 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	<b>Pedestrian Access.</b> The Citywide Urban Design Guidelines provide guidelines and standards that implement this policy.	M3.1	DCP, LADOT
P54	<b>Priority Pedestrian Routes.</b> 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	<b>Pedestrian Amenities in New Development Projects.</b> 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	<b>Minimize pedestrian conflicts.</b> Study safe routes for skateboards and discourage use of skateboards on other streets.	M3.4	DCP, LADOT
P57	<b>Safe school routes.</b> Collaborate with other agencies to implement Caltrans's "Safe Routes to Schools" programs.	M3.5	DCP, LADOT
P58	<b>Easements and public rights-of-way.</b> The Mobility Plan 2035 implements this policy.	M3.6	DCP, LADOT
P59	<b>Priority bikeways.</b> 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	<b>Bikeway connections.</b> 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	<b>Bicycle amenities in transit stations.</b> 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	<b>Bicycle amenities in new developments.</b> Require developments located near transit centers implement amenities such as bicycle lockers, bicycle repair, etc.	M4.3	DCP, LADBS
P63	<b>Bikeway network.</b> 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	<b>Transit connection coordination.</b> 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	<b>DASH route review.</b> Continue to periodically review DASH routes to ensure maximum ridership and optimal bus stop locations.	M5.1	LADOT, METRO
P66	<b>Shuttle bus programs.</b> Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.1	LADOT, METRO
P67	<b>Priority transit routes.</b> 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	<b>Transit service coordination.</b> Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M6.1	LADOT, DOA, DPSS
P69	<b>San Pedro Community Plan Area transit.</b> Integrate regional and local transit serving the San Pedro Community Plan Area.	M6.4, M5.1, M5.3	DCP, LADOT, METRO
P70	<b>Priority motorized vehicle routes.</b> 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	<b>Access management.</b> Encourage new development be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking.	M7.3	LADOT
P72	<b>Drop-off areas.</b> 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	<b>Alley access.</b> Require parking access from alleys only, where adequate alley access is available.	LU 1.6, M7.4	LADBS, LADOT, DCP
P74	<b>Emergency access.</b> Require new developments address emergency access and egress in site planning.	M7.5	DCP, LADBS
P75	<b>Tsunami evacuation route.</b> 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	<b>Emergency service providers.</b> Coordinate with emergency service providers to ensure continued service operations and levels of service.	M7.6	DCP, LADOT, EMD, LAFD, LAPD
P77	<b>Coordinated evacuation routes.</b> 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	<b>New developments and emergency regulations.</b> 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	<b>Traffic calming - overnight parking regulations.</b> Enforce overnight parking regulations for recreational vehicles in residential neighborhoods.	M8.1	LADOT
P80	<b>Traffic mitigations for development.</b> 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	<b>Transportation Management Associations.</b> Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	<b>Efficient truck movement.</b> The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	<b>On-site loading.</b> 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	<b>Efficient truck movement.</b> Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	<b>Convenient parking.</b> 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	<b>Scenic Highways.</b> The Plan and General Plan 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	<b>Development near Scenic Highways.</b> Implement the Scenic Highways Guidelines established by the Mobility Plan 2035 where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	<b>Recreation trails.</b> Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
<b>Long Term Programs</b>			
P91	<b>Transit and sidewalk repairs.</b> Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	<b>Transit amenities.</b> 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	<b>Priorities for capacity enhancement.</b> 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	<b>Parking management districts.</b> Require developers of mixed-use projects to utilize shared parking concepts into the project design.	M11.1	DCP
P95	<b>Regional coordination.</b> 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	<b>Development at transit nodes.</b> 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	<b>Priorities for capacity enhancements - traffic information.</b> 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	<b>Priorities for capacity enhancements - turn lanes and parking restrictions.</b> 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	<b>Industrial center siting.</b> Coordinate with Caltrans to improve direct freeway access to the Port, distribution centers and other industrial districts.	M10.1	LADOT, CALTRANS, DCP
P100	<b>Convert surface lots to structures.</b> Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	M11.3	LADOT, POLA Community
P101	<b>Convenient Parking.</b> 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	<b>Performance based parking supply.</b> 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	<b>Park Once Strategy.</b> 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	<b>Priority parking for alternative fuel vehicles.</b> 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	<b>Recreation trails.</b> 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	<b>Harbor Blvd Welcome Gateway and attractive design.</b> 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	<b>Streetscapes.</b> 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	<b>Special Events.</b> Prepare and implement special traffic management plans to reduce the impact of street closures associated with special events.	M2.2	LADOT, BSS, LAPD
P109	<b>Regional transit connections.</b> 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	<b>Integrate transit.</b> 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	<b>Traffic calming.</b> 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	<b>Alternatives to the automobile.</b> 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	<b>TDM Plans.</b> A TDM program for Downtown San Pedro to be administered by a Transportation Management Association should be implemented.	M9.4	DCP, Community
P114	<b>Reclaimed land and underutilized public rights-of-way for bikeways.</b> 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
<b>Near Term Programs</b>			
P115	<b>Adequate Police Facilities and Service.</b> 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	<b>Design for Security.</b> Implement Design guidelines in CPIO of this Community Plan to address landscaping, lighting, design for multiple-family residential developments.	CF1.2	DCP
P117	<b>Safe Recreational Facilities.</b> Discretionary review can ensure recreational facilities in multiple-family residential developments are designed to provide adequate visibility and security.	CF1.4	DCP
P118	<b>LAFD Project Review.</b> The DCP coordinates with LAFD for new subdivisions and other related development.	CF2.2	FD
P119	<b>Integrated Library Facilities.</b> 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	<b>Compatible School Sites.</b> 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	<b>Joint Use of Facilities with LAUSD.</b> 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	<b>Recreational Amenities.</b> Implement standards for trails as outlined by the Department of Recreation and Parks and Recreational Trails Design Guidelines.	CF5.7	RAP
P123	<b>Natural Terrain.</b> 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	<b>Protect Wildlife Habitat, Protect Open Space.</b> 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	<b>Protect Open Space and Public Views.</b> 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	<b>Dedication of Open Space.</b> 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	<b>Sustainable Design.</b> 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	<b>Street Trees.</b> Continue tree planting efforts along Pacific Avenue to place new shade trees between Oliver and 23rd Streets.	CF7.3, CF7.4	UF
P129	<b>Conserve Water.</b> 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	<b>Water distribution, recycling, recharge.</b> 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	<b>Wastewater Output.</b> 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	<b>Wastewater Treatment.</b> 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	<b>Recycling and Waste Reduction.</b> 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	<b>Recycling of Construction Materials.</b> 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	<b>Reuse of Stormwater.</b> 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	<b>Undergrounding of Electrical Facilities.</b> 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	<b>Efficient and Safe Street Lighting.</b> 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	<b>Enhanced Pedestrian Lighting.</b> See CPIO for guidelines regarding special pedestrian lighting in commercial centers or neighborhood districts.	CF13.2	BSL, BID
<b>Long Term Programs</b>			
139	<b>Adequate Library Facilities.</b> Coordinate with LAPL to identify an appropriate site and study the construction of a new library in western San Pedro, as identified in the 2007 LAPL Branch Facilities Plan's Proposed Project List.	CF3.1	LAPL
140	<b>Joint-Use Libraries.</b> Support the incorporation of such facilities when the LAPL and private property owners develop joint development projects.	CF3.3	LAPL
141	<b>Accessible Schools, (Bikeway Connections).</b> Encourage the location of new schools in areas where established and/or planned walkways, bicycle paths, or greenways link the schools with the surrounding uses. Develop design criteria that will help ensure compatibility between the public schools and the surrounding neighborhood character.	CF4.1, CF4.2, M4.1	LAUSD, DCP
142	<b>Joint Use of Facilities with LAUSD.</b> Encourage LAUSD to incorporate recreational elements in the design of school facilities where appropriate, such as children's play areas, rooftop courts, pocket/mini parks and usable public plazas. Develop school-specific agreements with LAUSD, to enable communities to jointly use schools for recreational purposes that are accessible to surrounding neighborhoods.	CF4.4	LAUSD
143	<b>Neighborhood Schools, Joint Use of Facilities with LAUSD.</b> Develop plans to address issues of siting and joint use of facilities including strategies for expansion in areas served by transit.	CF4.3, CF4.4	LAUSD
144	<b>Joint Use of Facilities.</b> Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in San Pedro.	CF5.3	LAPL
145	<b>Increase Open Space and Parks.</b> Construct new neighborhood parks, as land and funding become available in the northeast and southeast portions of the community. Identify and prioritize sites for new parks and submit applications for federal and state grants.	CF5.2	RAP, DCP
146	<b>Illumination for Safety.</b> Identify parks in San Pedro that are inadequately illuminated so that they can be used safely by residents. Develop a budget and schedule to install or improve proper lighting. Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.	CF5.10, CF1.3	RAP, DCP
147	<b>Identify Surplus Properties.</b> Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks, and recreational facilities.	CF5.4	GSD, DCP
148	<b>Dedication of Open Space, Integrate Reservation Sites.</b> Include provision for public open space in future discretionary developments where feasible in Downtown, the Fort MacArthur Reservation sites, Rancho San Pedro and Northeast San Pedro.	CF5.5, LU4.3	DCP

Table 6-1:

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



## LIST OF TERMS

### **ACE**

Arts, Cultural and Entertainment District

### **AFB**

Air Force Base Authority

### **AGF**

Above Ground Facilities

### **ATCS**

Advanced Traffic Control System

### **BID**

Business Improvement District

### **BOE**

Bureau of Engineering (Public Works)

### **BOS**

Bureau of Sanitation

### **BSL**

Bureau of Street Lighting (Public Works)

### **BSS**

Bureau of Street Services (Public Works)

### **CALTRANS**

State of California Department of Transportation

### **CARB**

California Air Resources Board

### **CC**

City Council

### **CD**

Council District

### **CDO**

Community Design Overlay

### **COC**

Chamber of Commerce

### **CLARTS**

Central Los Angeles Recycling and Transfer Station

### **CoDRP**

Los Angeles County Department of Regional Planning

### **CPA**

Community Plan Area

### **CPIO**

Community Plan Implementation Overlay

### **CRA/LA**

Community Redevelopment Agency/Los Angeles

### **CSSA**

Collection System Settlement Agreement

### **DCP**

Department of City Planning

### **DOA**

Department of Aging

### **DOD**

Department on Disabilities

### **DPSS**

Los Angeles County Department of Social Services

### **DPW**

Department of Public Works

### **EIR**

Environmental Impact Report

### **EMD**

Emergency Management Department

### **EMS**

Emergency Medical Service

### **WFEMA**

Federal Emergency Management Association

### **HACLA**

City of Los Angeles Housing Authority

### **HAS**

Hyperion Service Area

### **HCIDLA**

Los Angeles Housing + Community Investment Department

### **HOV**

High Occupancy Vehicle

### **HPOZ**

Historic Preservation Overlay Zone

### **GSD**

General Services Department

### **ILWU**

International Longshore and Warehouse Union

### **IRP**

Integrated Resources Plan

### **LABS**

Los Angeles Bureau of Sanitation

### **LACFCD**

Los Angeles County Flood Control District

### **LADBS**

Los Angeles Department of Building and Safety

### **LADOT**

Los Angeles Department of Transportation

### **LADWP**

Los Angeles Department of Water and Power

### **LAFCO**

Local Agency Formation Commission

### **LAFD**

Los Angeles Fire Department

**LAMC**

Los Angeles Municipal Code

**LAPD**

Los Angeles  
Police Department

**LAPL**

Los Angeles Public Library

**LAUSD**

Los Angeles Unified  
School District

**LEED**

Leadership in Energy  
and Environmental Design

**LCP**

Local Coastal Program

**LUP**

Coastal Land Use Plan

**LUV**

Local Use Vehicle

**MAX**

Municipal Area Express

**METRO**

Los Angeles County  
Metropolitan Transit Authority

**MWD**

Metropolitan Water District

**NEV**

Neighborhood Electric Vehicles

**PHEV**

Plug in Electric Vehicle

**POLA**

Port of Los Angeles

**PVPTA**

Palos Verdes Peninsula Transit Authority

**RAP**

Department of  
Recreation and Parks

**RPV**

City of Rancho Palos Verdes

**SAFE**

Solvents, Automotives, Flammables,  
and Electronics

**SBCCOG**

South Bay Cities  
Council of Governments

**SCAG**

Southern California  
Association of Governments

**SRCIP**

Solid Resources  
Capital Improvement Program

**SRI**

Solar Reflective Index

**SRO**

Single Room Occupancy

**SSMP**

Sewer System Management Plan

**SURVEYLA**

Los Angeles Historic Resources Survey

**SUSMP**

Standard Urban Stormwater  
Mitigation Plans

**SWMP**

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

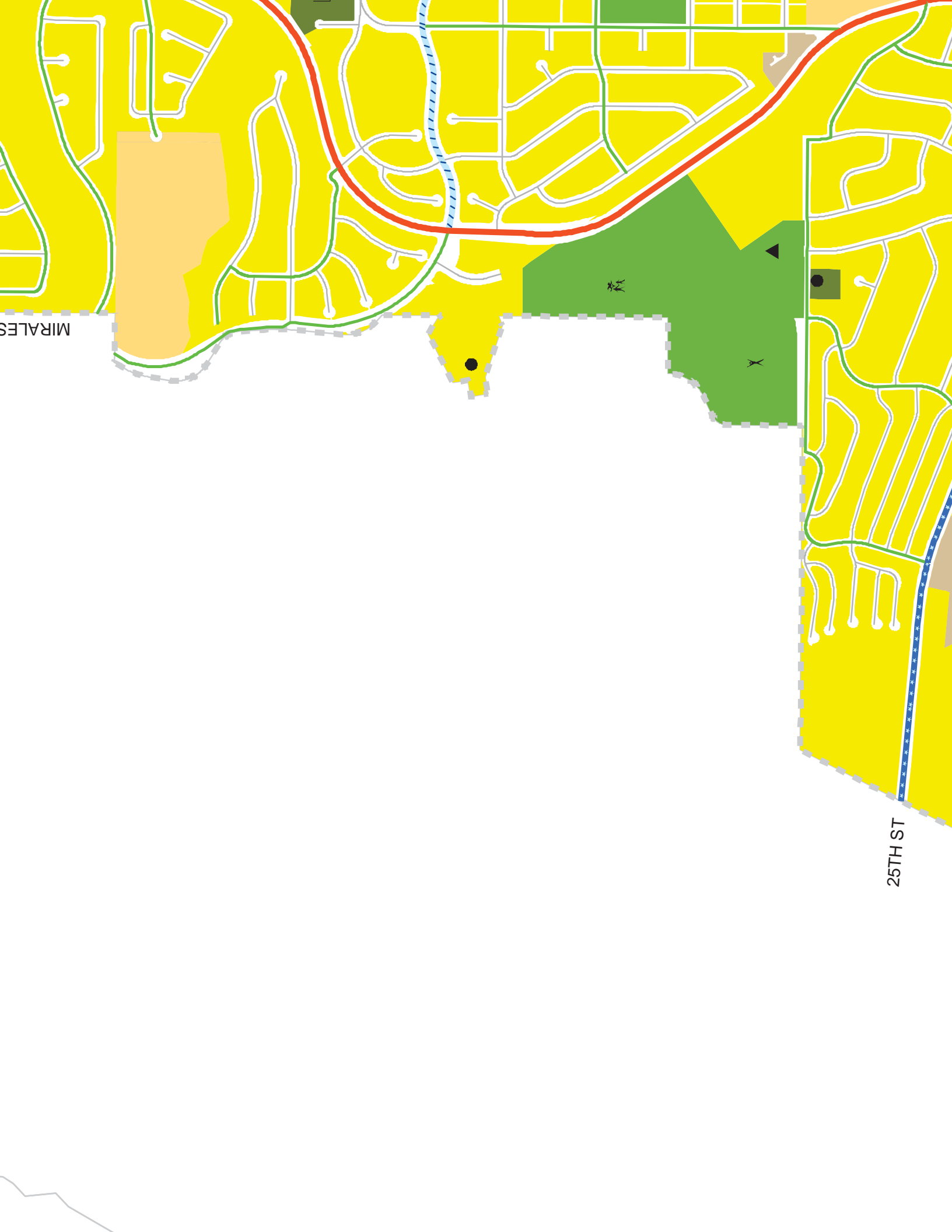
**VMT**

Vehicle Miles of Travel

**ZEV**

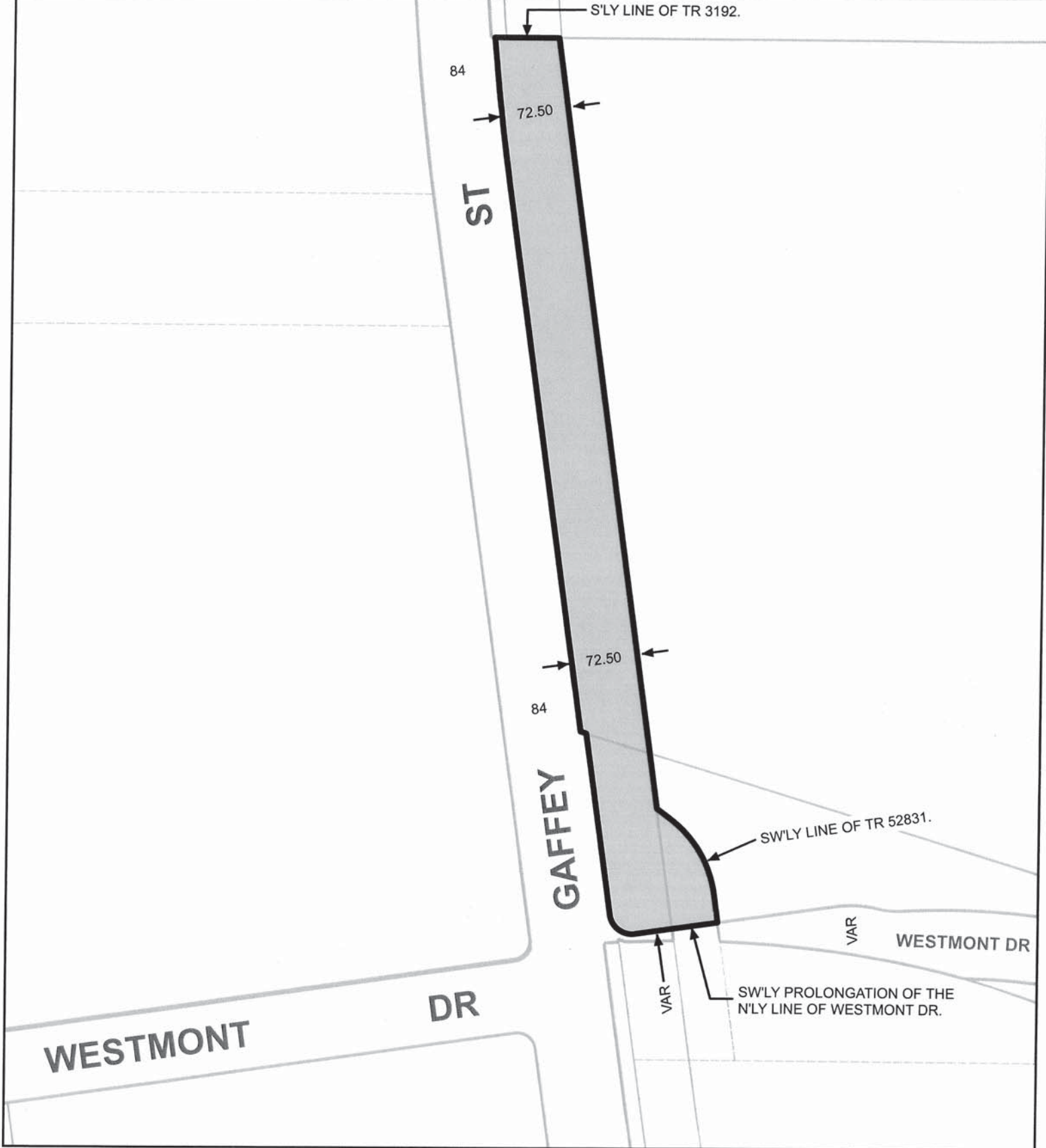
Zero Emission Vehicle



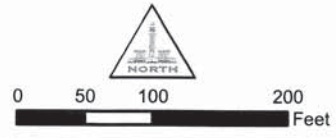


MIRALES

25TH ST



 **LIGHT INDUSTRIAL**



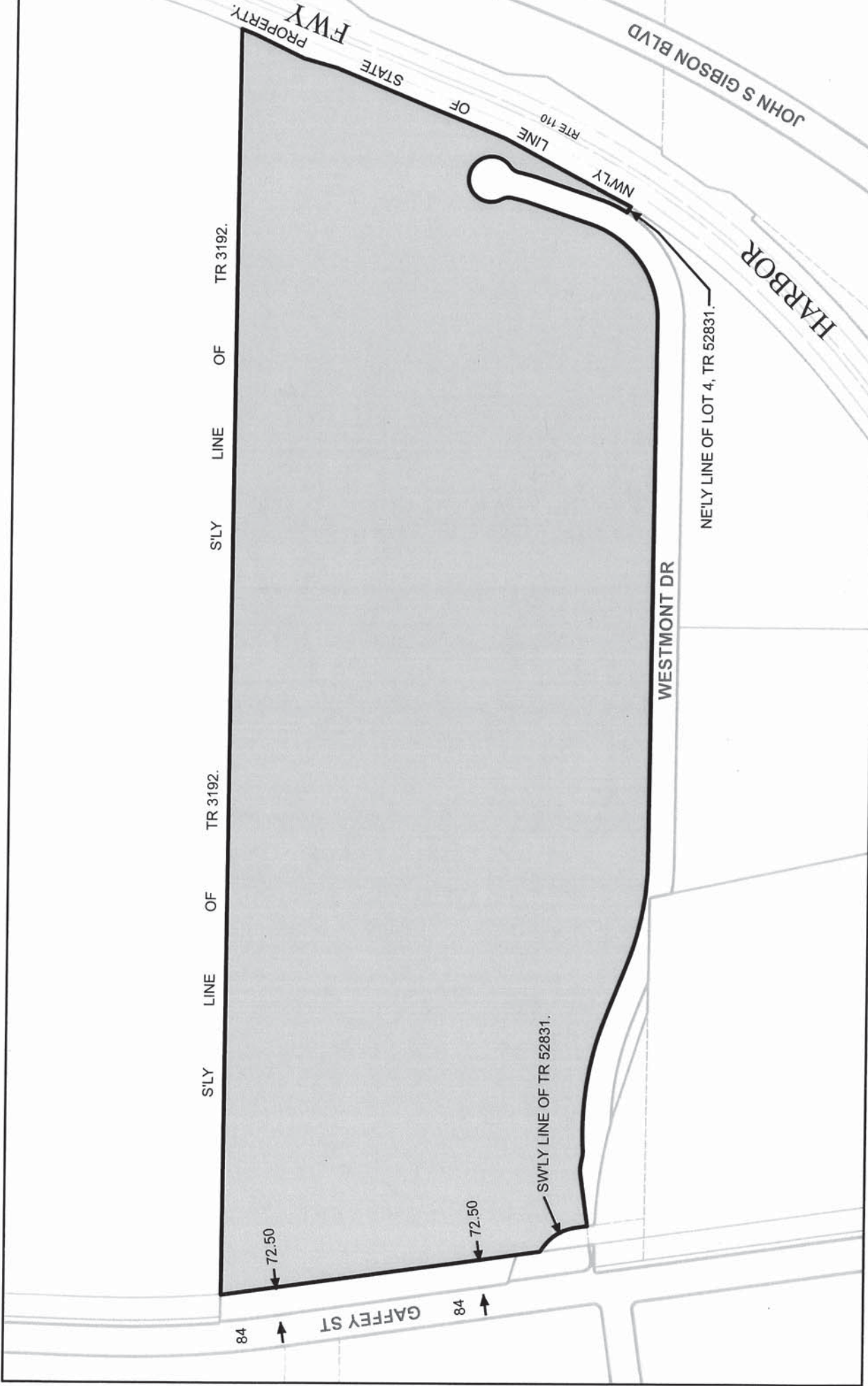
C.M. 024B197, 027B197      CPC-2009-1557-CPU

*AE/C*

**SAN PEDRO CPU, SA 5**

051716





**HEAVY INDUSTRIAL**



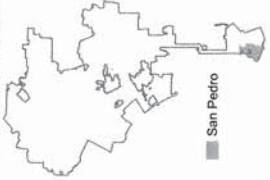
C.M. 24 B 197, 24 B 201,  
 27 B 197, 27 B 201  
 CPC-2009-1557-CPU

AE/cj

**SAN PEDRO CPU, SA 10**

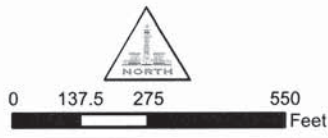
052616

City of Los Angeles





**LIGHT INDUSTRIAL**



C.M. 021 B 197, 024 B 197, 024 B 201 | CPC-2009-1557-CPU

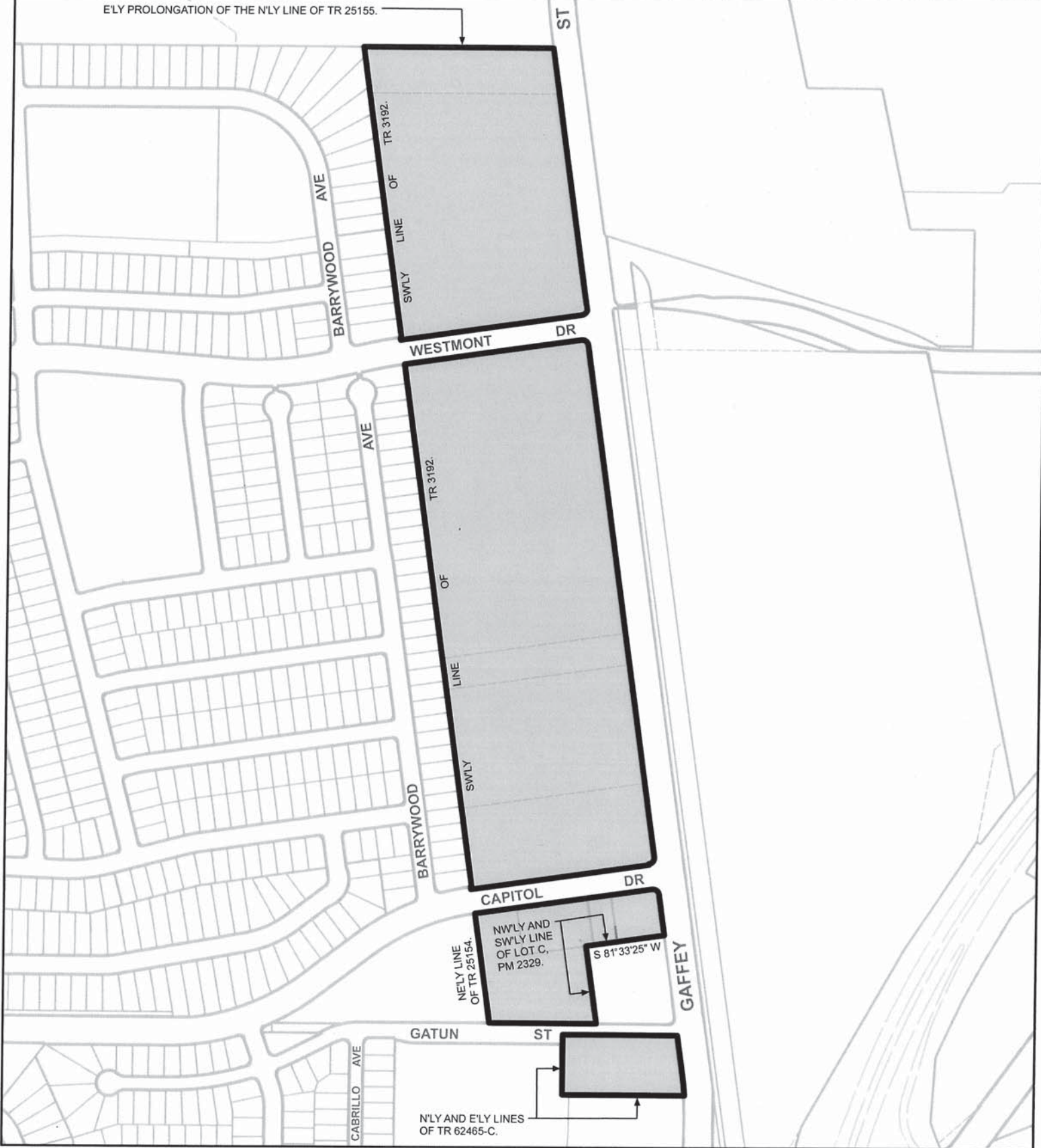
AE/af

**SAN PEDRO CPU, SA 20**

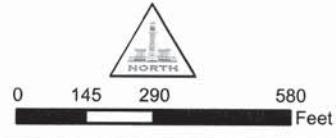
061516



E'LY PROLONGATION OF THE N'LY LINE OF TR 25155.



 **LIMITED INDUSTRIAL**



C.M. 024B197, 027B197      CPC-2009-1557-CPU

AE/cf

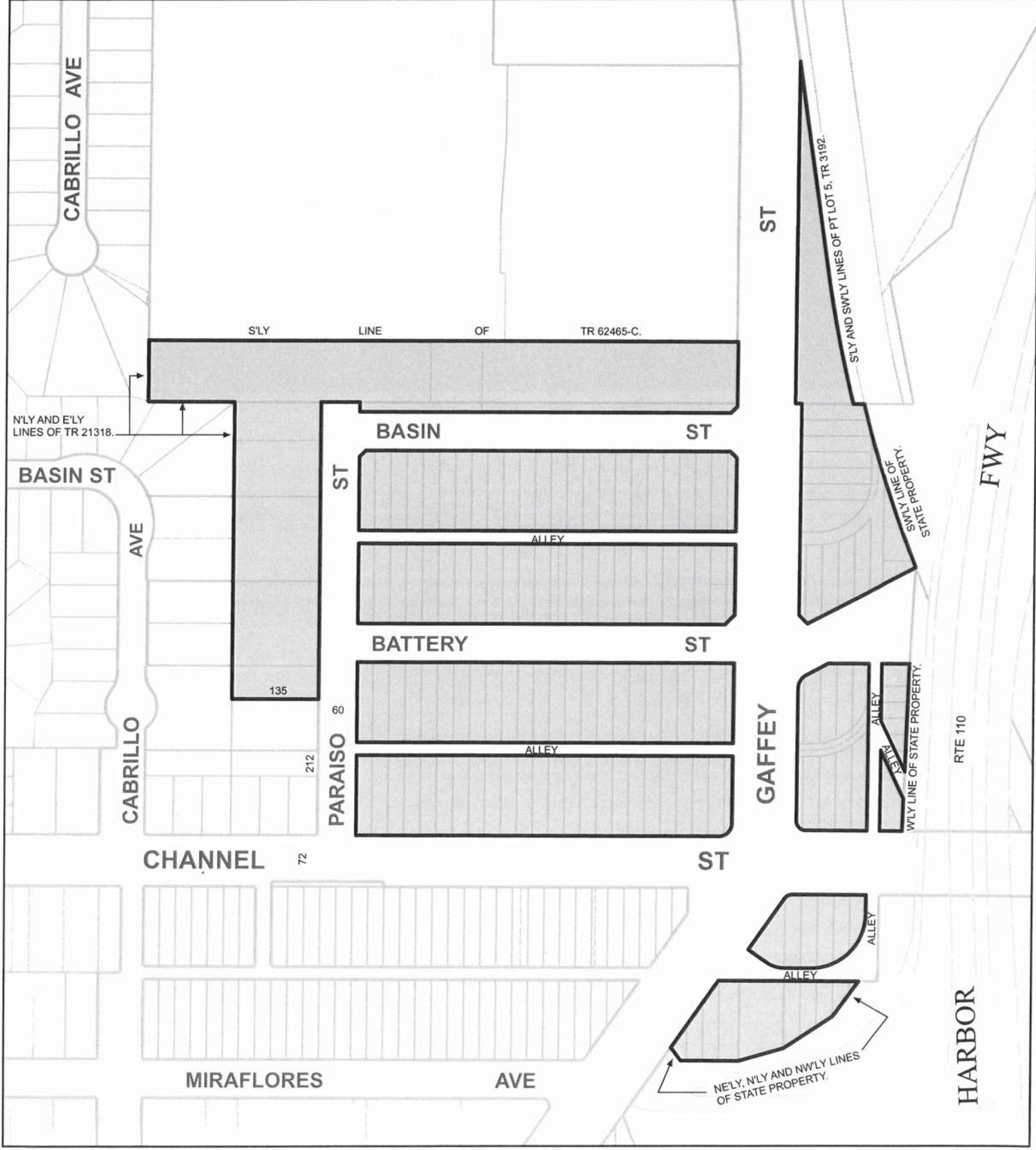
**SAN PEDRO CPU, SA 30**

052616

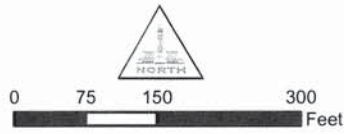
City of Los Angeles







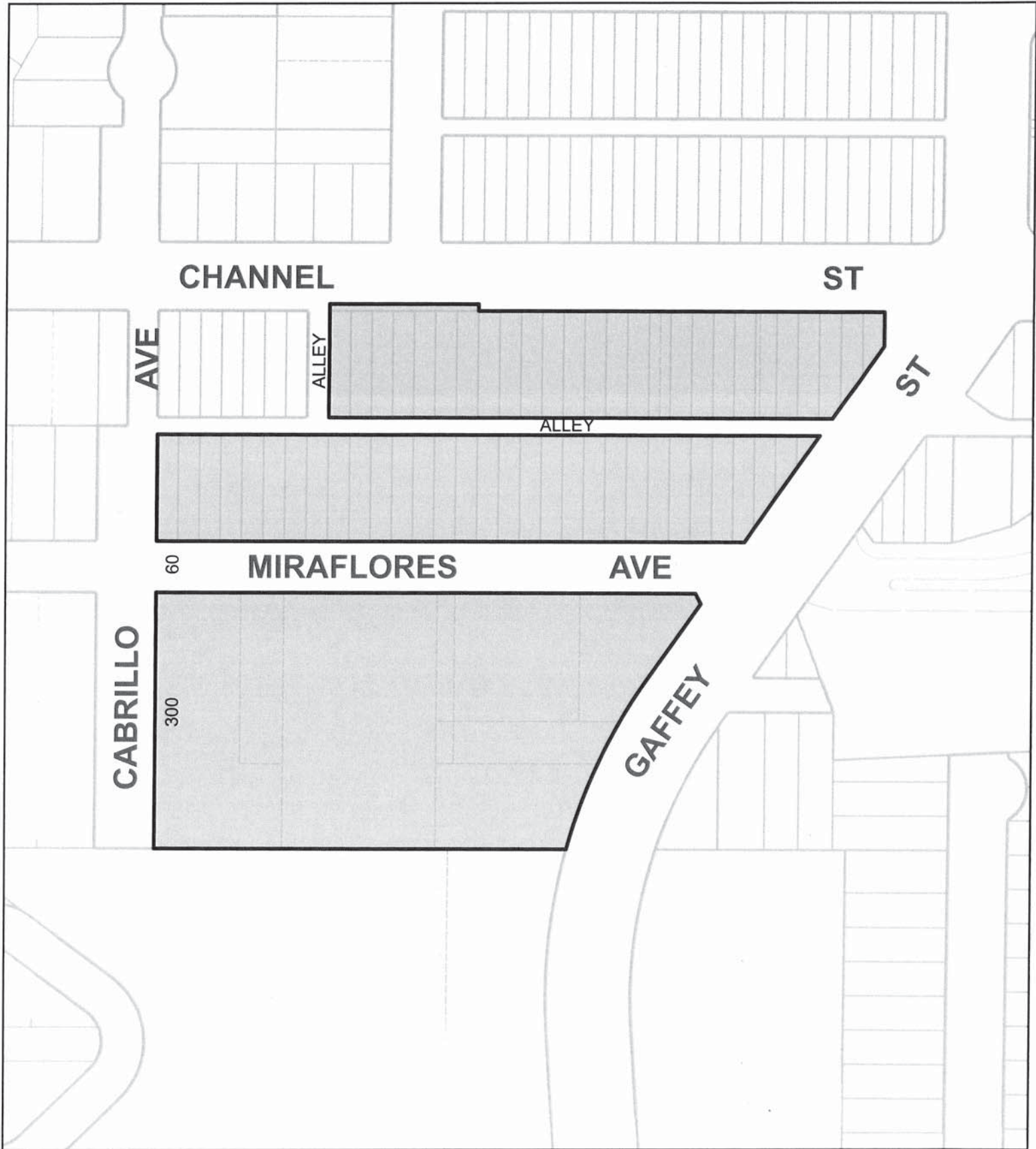
 **LIMITED INDUSTRIAL**



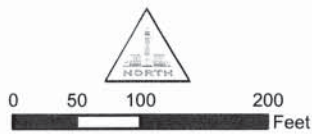
C.M. 021B197, 024B197 | CPC-2009-1557-CPU

AE/af | **SAN PEDRO CPU, SA 40** | 091316





 **LIMITED INDUSTRIAL**



C.M. 021B197	CPC-2009-1557-CPU
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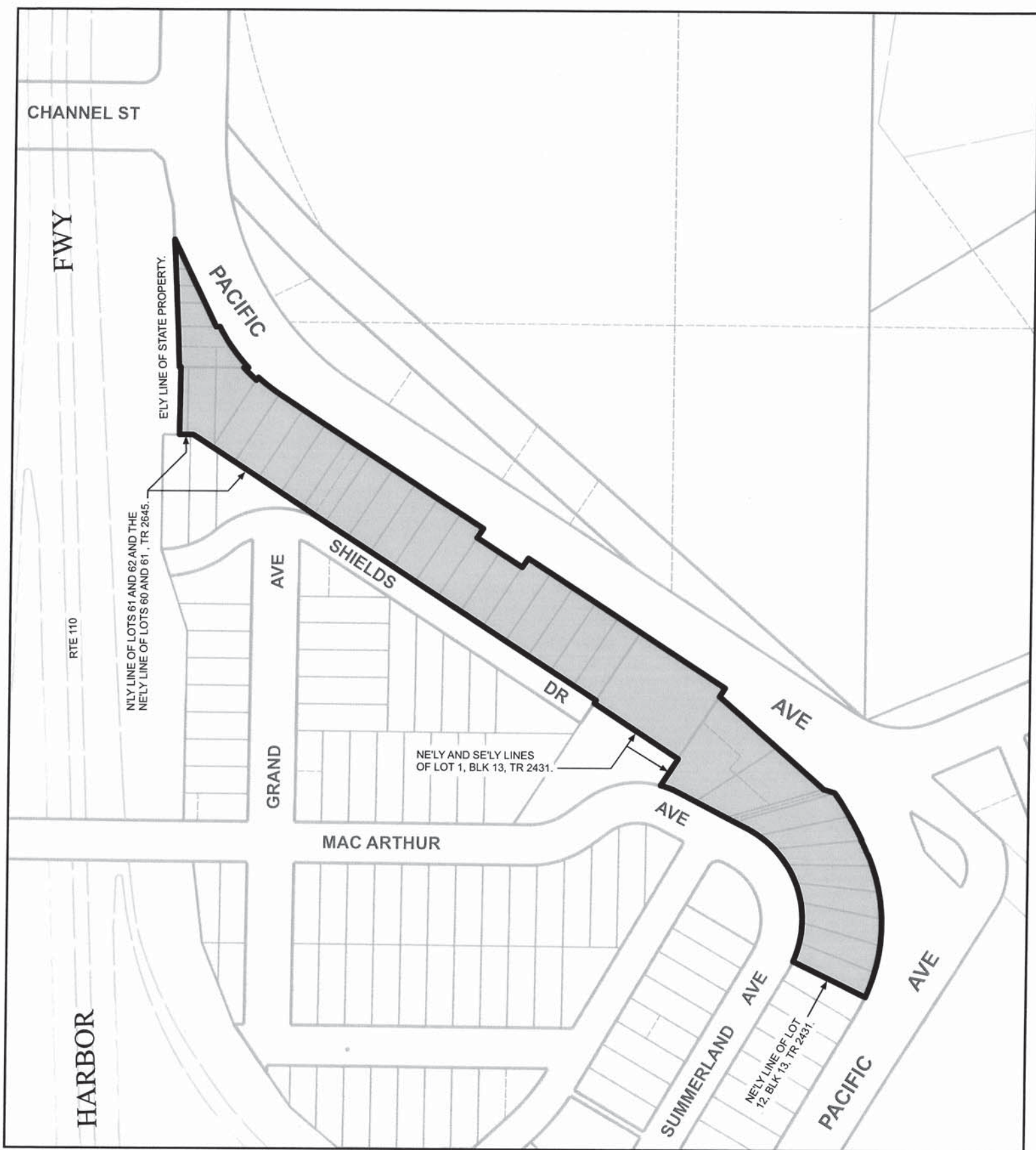
AE/08

**SAN PEDRO CPU, SA 41**

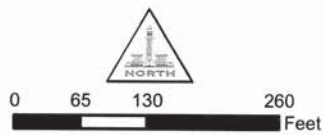
090916

City of Los Angeles





 **LIMITED INDUSTRIAL**



C.M. 021B197, 021B201	CPC-2009-1557-CPU
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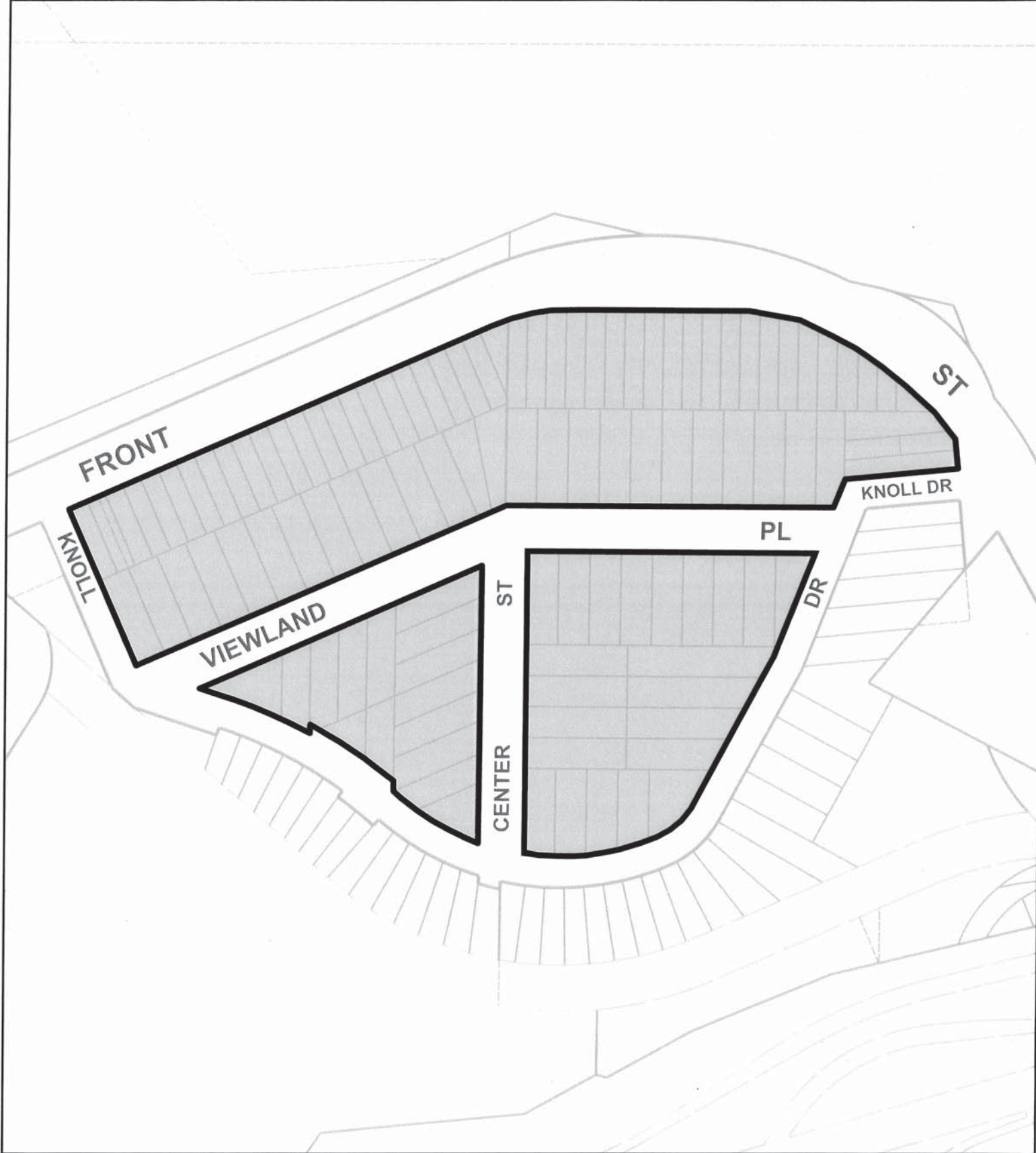
AEI *aei*

**SAN PEDRO CPU, SA 45**

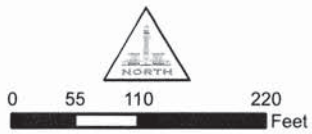
051716

City of Los Angeles





 **OPEN SPACE**



C.M. 021 B 201	CPC-2009-1557-CPU
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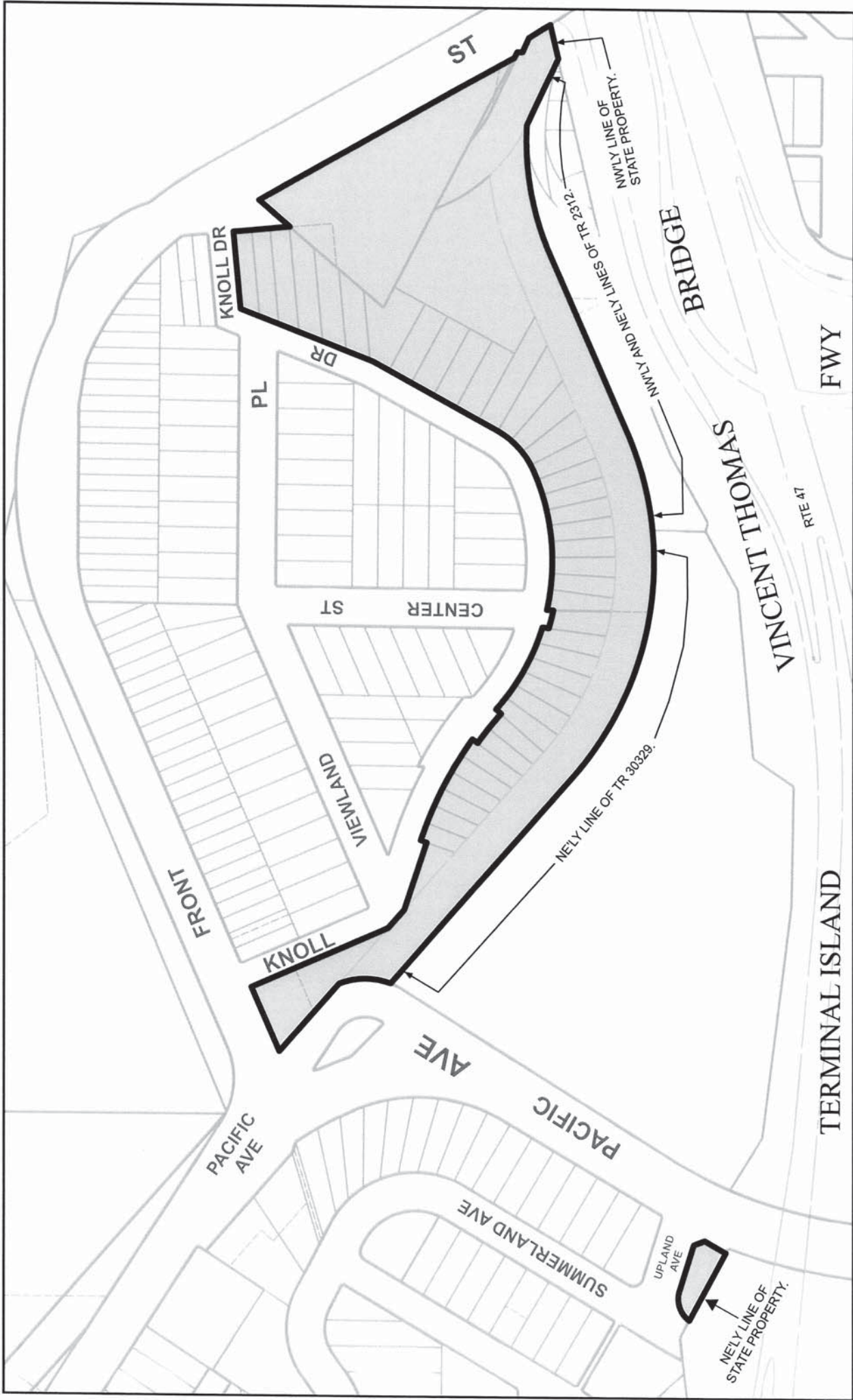
AE/df

**SAN PEDRO CPU, SA 50**

090816

City of Los Angeles





**LIMITED INDUSTRIAL**

C.M. 021B197, 021B201  
 AE/CJ  
**SAN PEDRO CPU, SA 55**  
 CPC-2009-1557-CPU  
 062216

TERMINAL ISLAND

RTE 47

FWY

S'LY AND SW'LY LINES OF STATE PROPERTY.

SW'LY LINE OF STATE PROPERTY.

127.01

AVE

86

ST

BONITA ST

135

60

AVE

TERMINO

PACIFIC

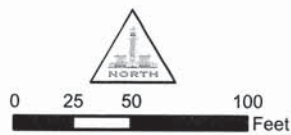
240

HARKER

OLIVER

60 ST

 **LIMITED INDUSTRIAL**



City of Los Angeles



C.M. 018B197, 018B201	CPC-2009-1557-CPU
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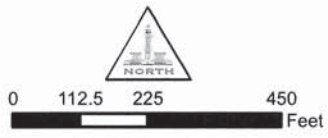
AE/CF

**SAN PEDRO CPU, SA 60**

052616



 **COMMUNITY COMMERCIAL**



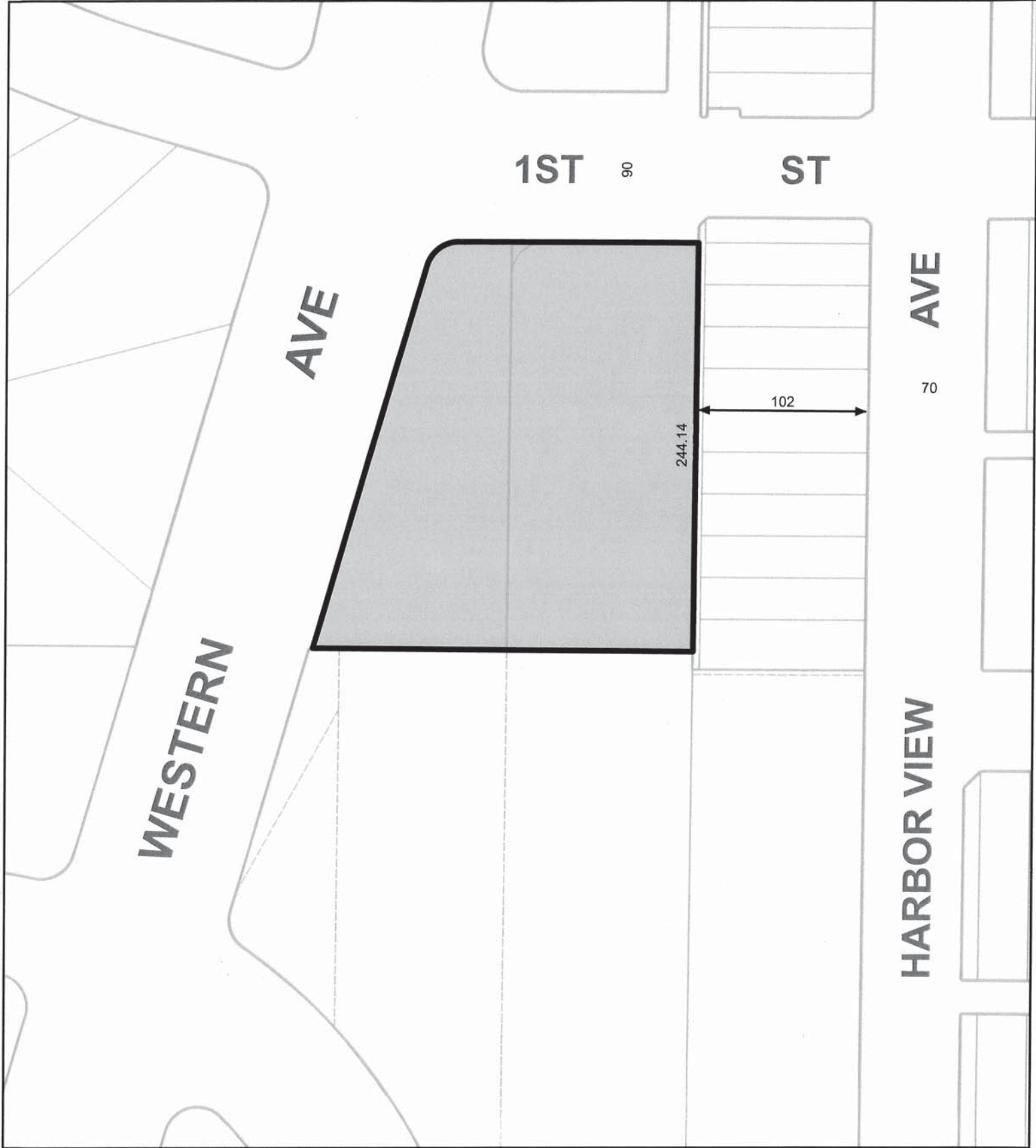
C.M. 015B197, 018B197	CPC-2009-1557-CPU
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AE/cf

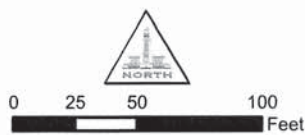
**SAN PEDRO CPU, SA 70**

061616





**COMMUNITY COMMERCIAL**



C.M. 018B193	CPC-2009-1557-CPU
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AE/cj

**SAN PEDRO CPU, SA 75**

061516

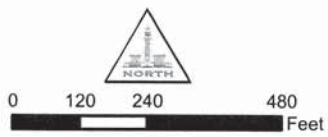
City of Los Angeles







**NEIGHBORHOOD COMMERCIAL**

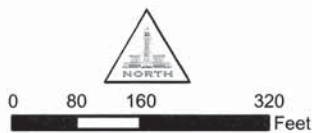


C.M. 015B197	CPC-2009-1557-CPU
AE/cf	052616

**SAN PEDRO CPU, SA 80**



**NEIGHBORHOOD COMMERCIAL**



C.M. 012B197	CPC-2009-1557-CPU
AE/df	061516

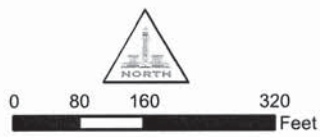
**SAN PEDRO CPU, SA 90**

City of Los Angeles





 **NEIGHBORHOOD COMMERCIAL**



C.M. 018B197, 018B201	CPC-2009-1557-CPU
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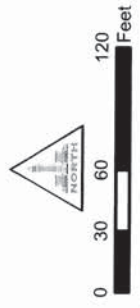
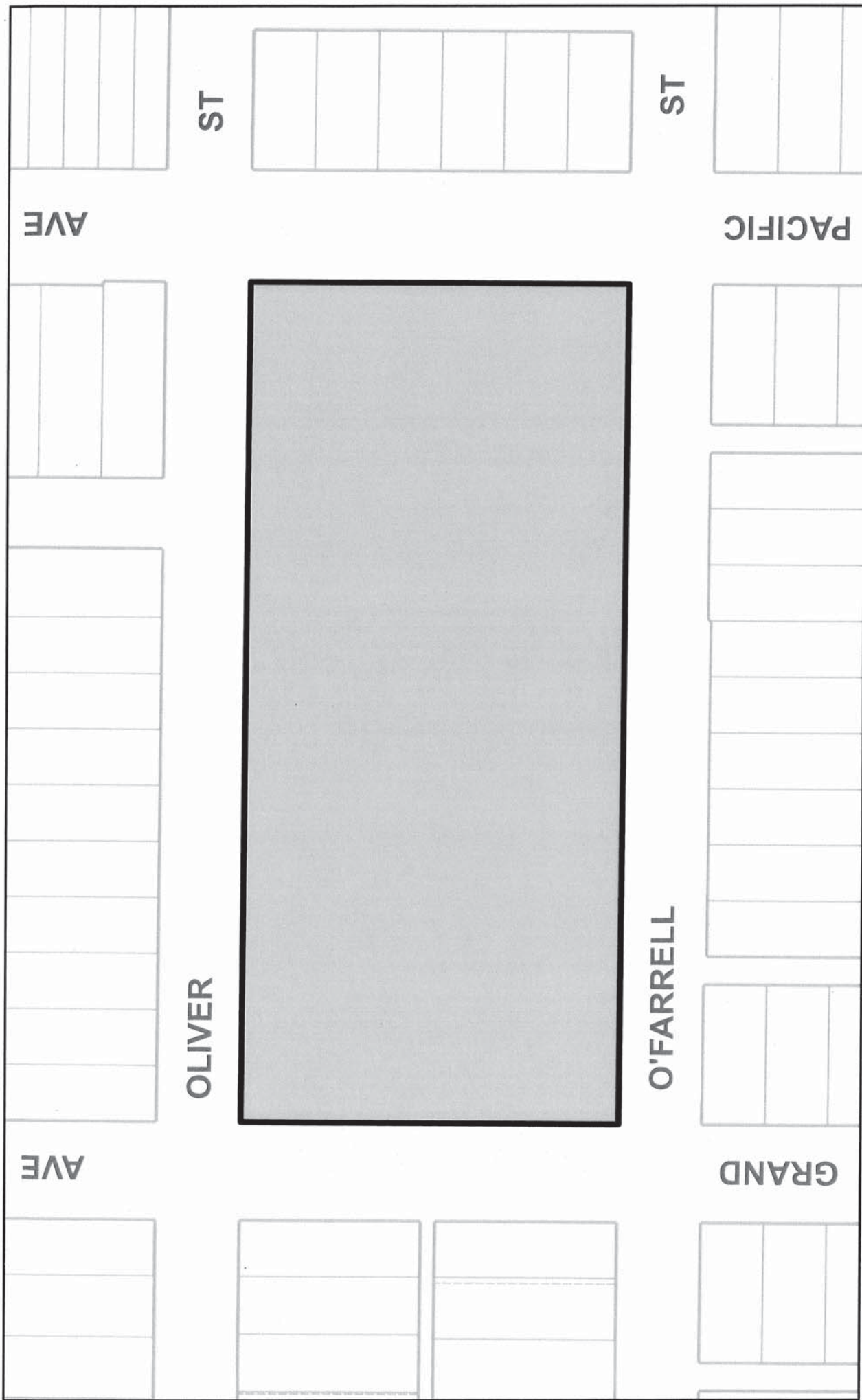
AE/CF

**SAN PEDRO CPU, SA 120**

061516

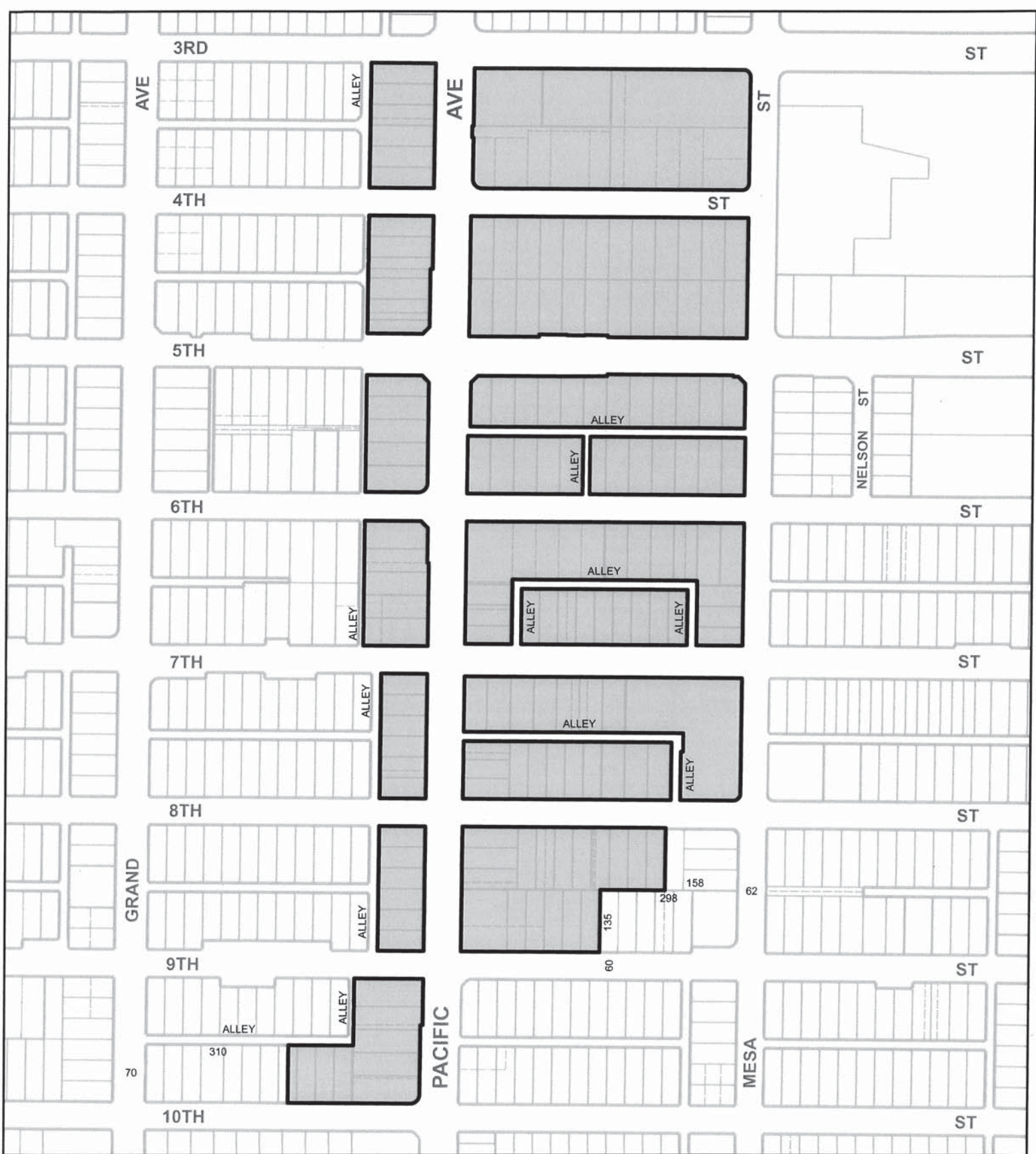
City of Los Angeles



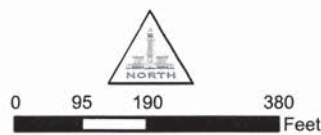


**PUBLIC FACILITIES**

C.M. 018B197      CPC-2009-1557-CPU  
 AE/af      **SAN PEDRO CPU, SA 125**      061516



 **COMMUNITY COMMERCIAL**



C.M. 15 B 197, 18 B 197, 15 B 201, 18 B 201	CPC-2009-1557-CPU
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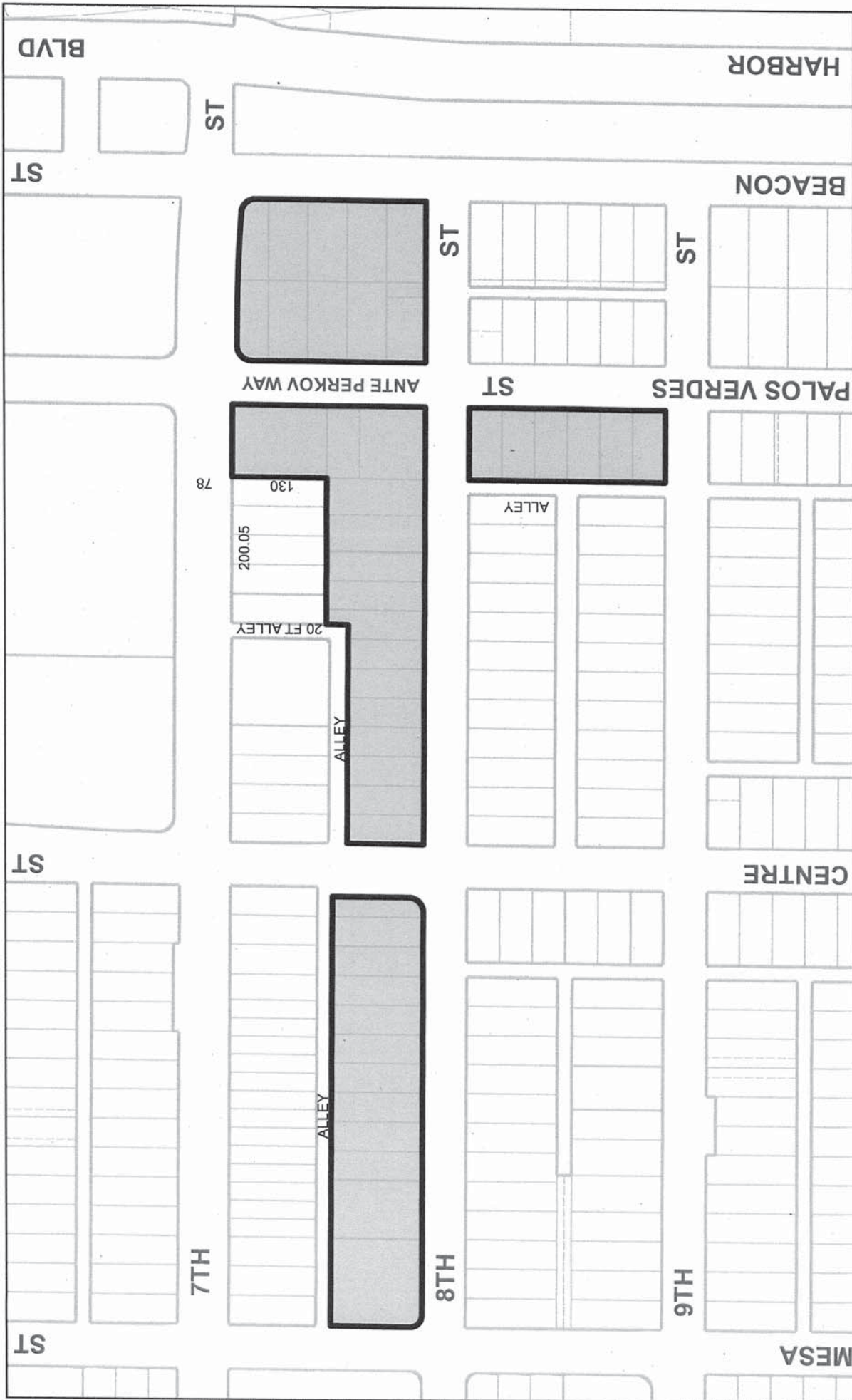
AE/ *cf*

**SAN PEDRO CPU, SA 130**

061516

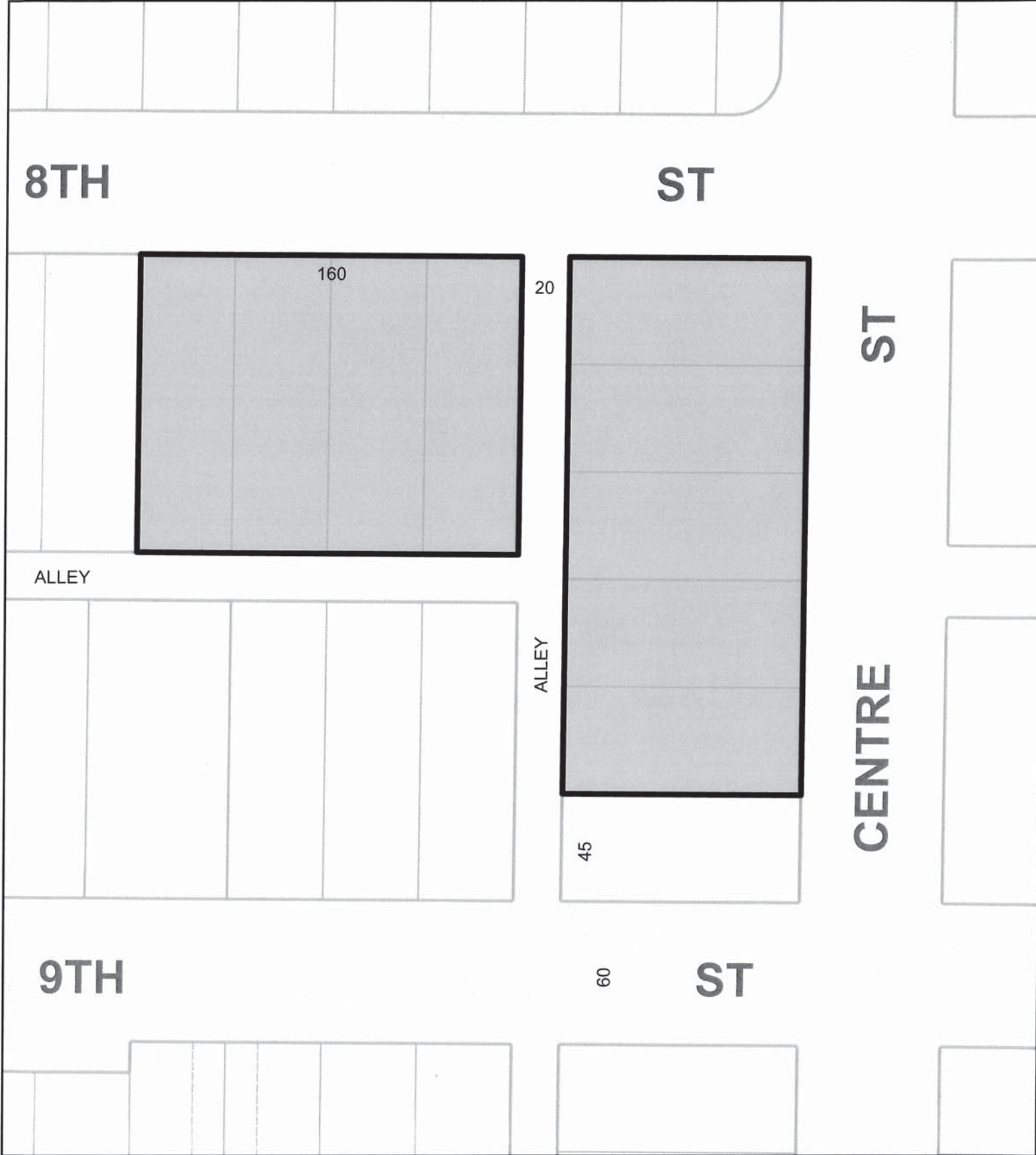
City of Los Angeles



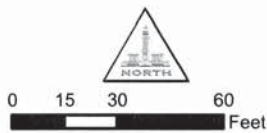


**COMMUNITY  
COMMERCIAL**

C.M. 015B201      CPC-2009-1557-CPU      120116  
 AE/CF      **SAN PEDRO CPU, SA 132**



 **COMMUNITY COMMERCIAL**



C.M. 015B201	CPC-2009-1557-CPU
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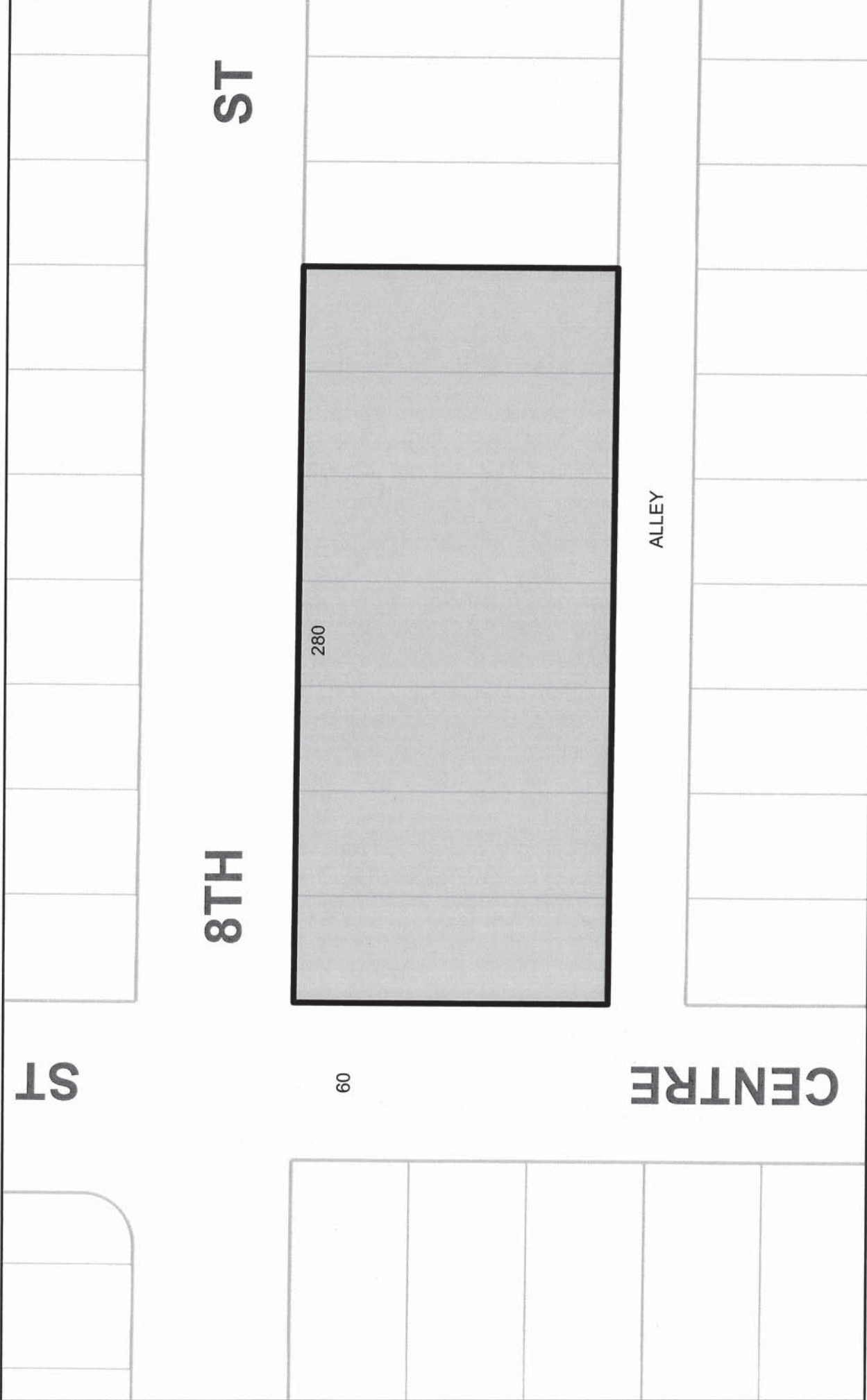
AE/cf

**SAN PEDRO CPU, SA 133**

061516

City of Los Angeles





**COMMUNITY COMMERCIAL**



0 15 30 60 Feet

C.M. 015B201  
 AEI/BA  
 CPC-2009-1557-CPU  
 051716

**SAN PEDRO CPU, SA 134**

City of Los Angeles



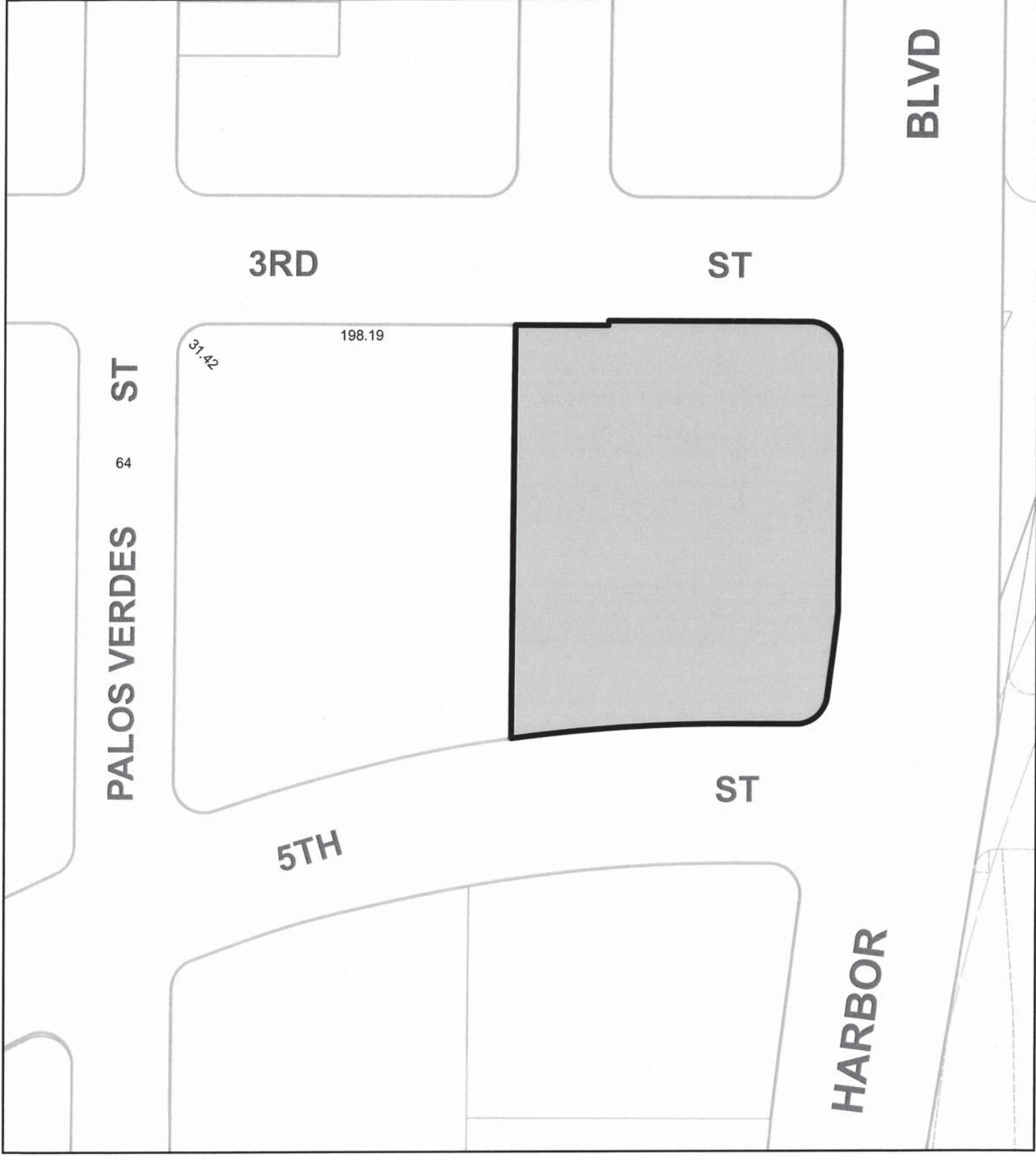




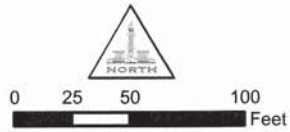
**REGIONAL COMMERCIAL**



C.M. 015B201, 018B201      CPC-2009-1557-CPU      051716  
 AE/CA      **SAN PEDRO CPU, SA 135**



 **PUBLIC FACILITIES**



C.M. 018B201	CPC-2009-1557-CPU
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AE/cf

**SAN PEDRO CPU, SA 136**

061516

City of Los Angeles





**HYBRID INDUSTRIAL**

C.M. 015B201      CPC-2009-1557-CPU      120116  
 AE/af      **SAN PEDRO CPU, SA 140**



 **COMMUNITY COMMERCIAL**



City of Los Angeles

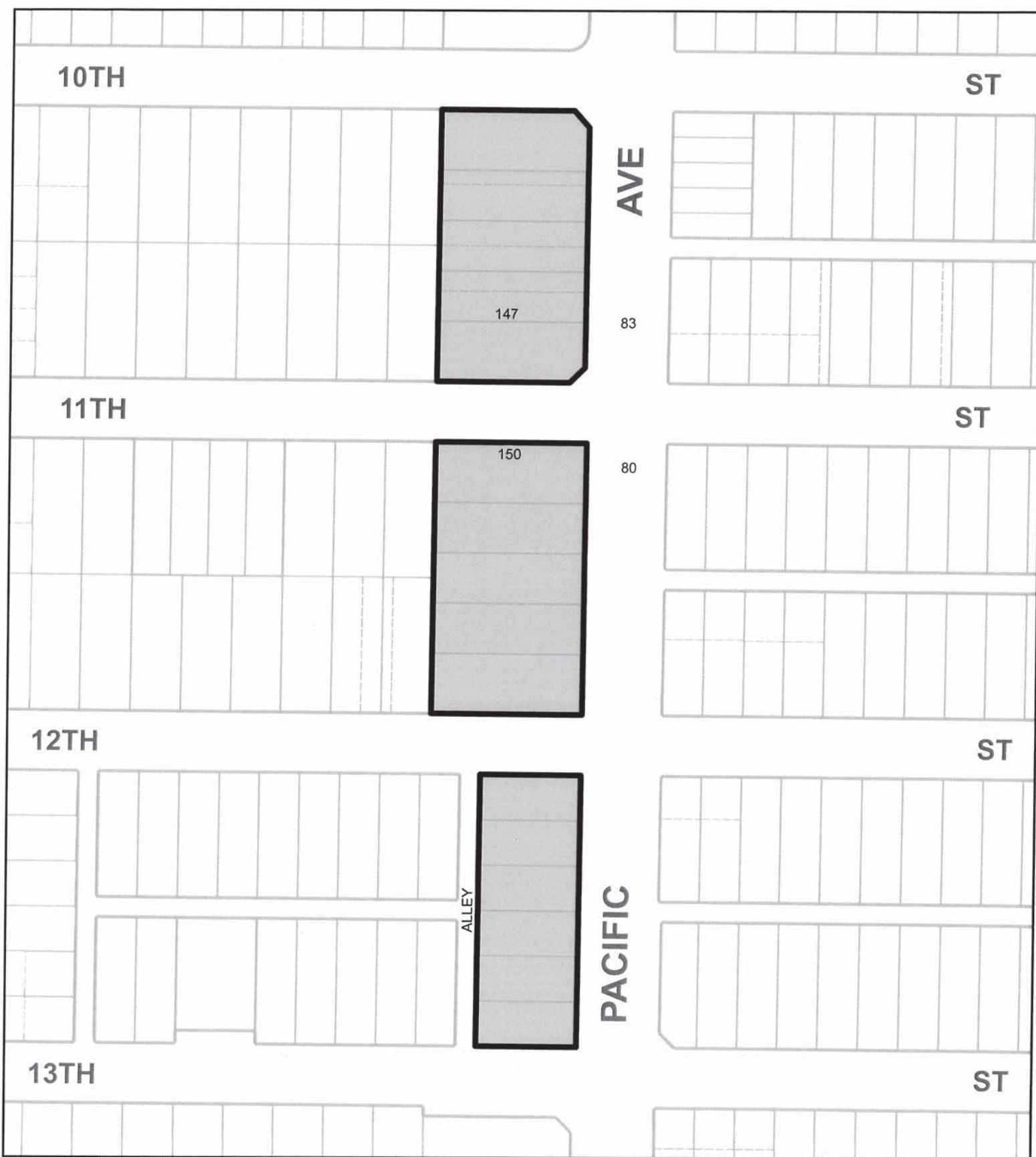


C.M. 015B197	CPC-2009-1557-CPU
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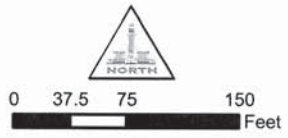
*AE/cb*

**SAN PEDRO CPU, SA 142**

052616



 **COMMUNITY COMMERCIAL**



C.M. 015B197	CPC-2009-1557-CPU
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*AE/cf*

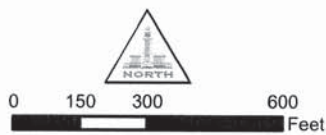
**SAN PEDRO CPU, SA 145**

052616





**NEIGHBORHOOD COMMERCIAL**



City of Los Angeles

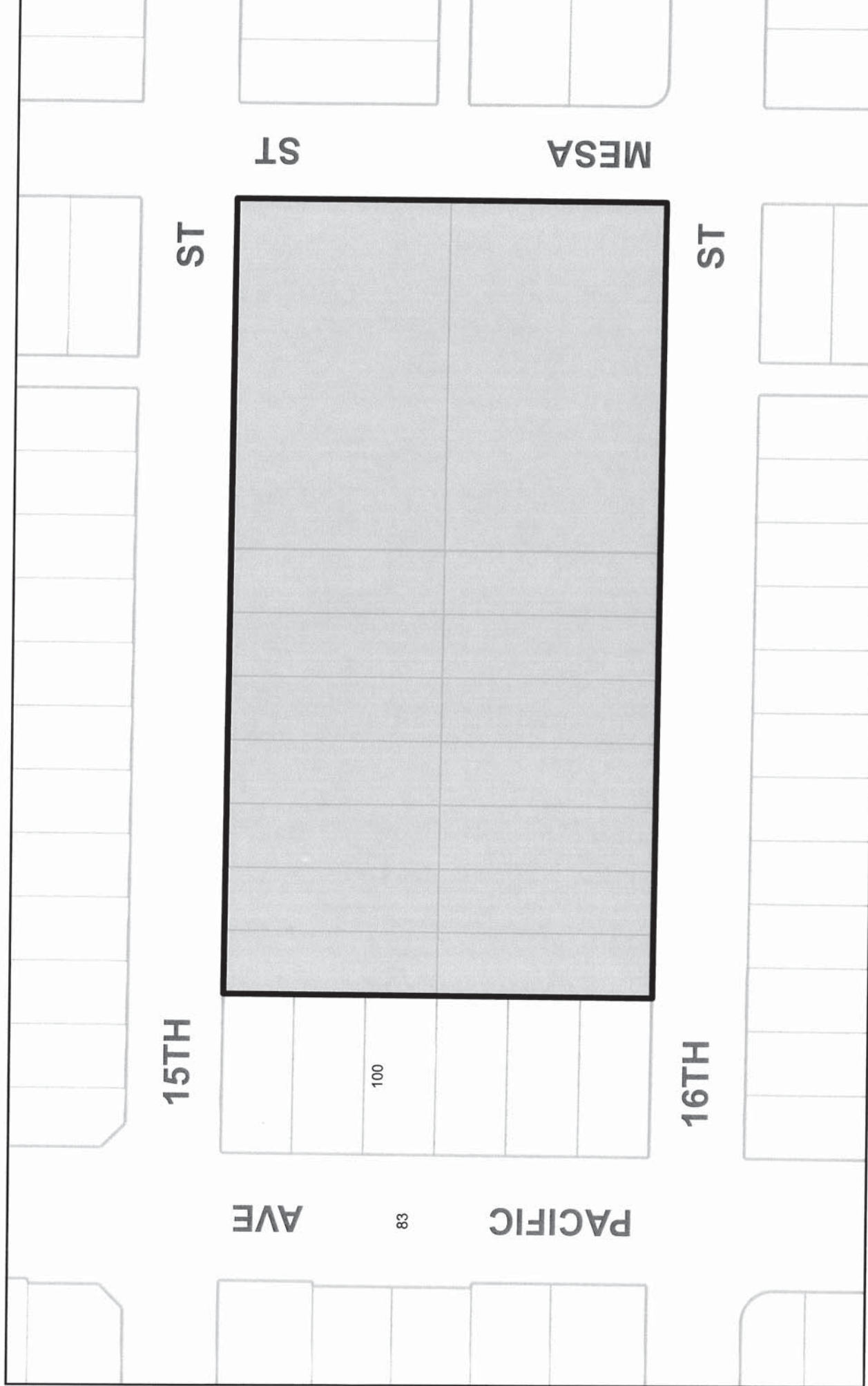


C.M. 9B197, 12B197, 12B201      CPC-2009-1557-CPU

AE/cf

**SAN PEDRO CPU, SA 150**

052616



**PUBLIC FACILITIES**



0 25 50 100 Feet

C.M. 012B197, 012B201      CPC-2009-1557-CPU

AE/

**SAN PEDRO CPU, SA 160**

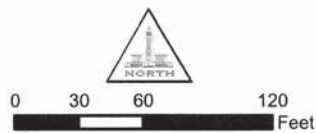
051716

City of Los Angeles





 **LIMITED INDUSTRIAL**



C.M. 012B201	CPC-2009-1557-CPU
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AE/af

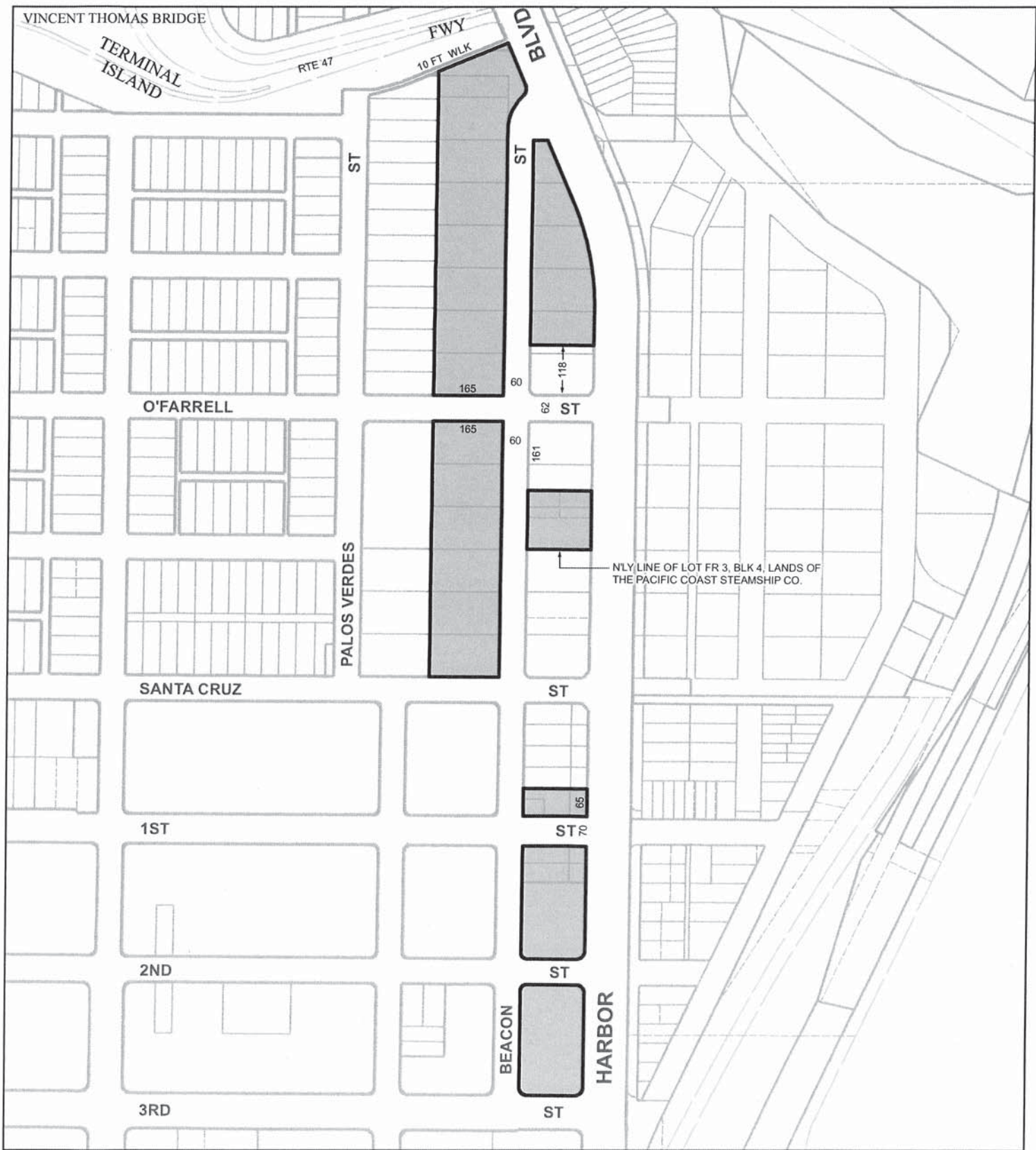
**SAN PEDRO CPU, SA 165**

061516

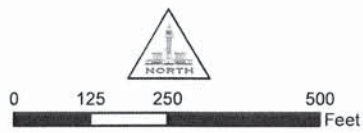
City of Los Angeles







**COMMUNITY COMMERCIAL**



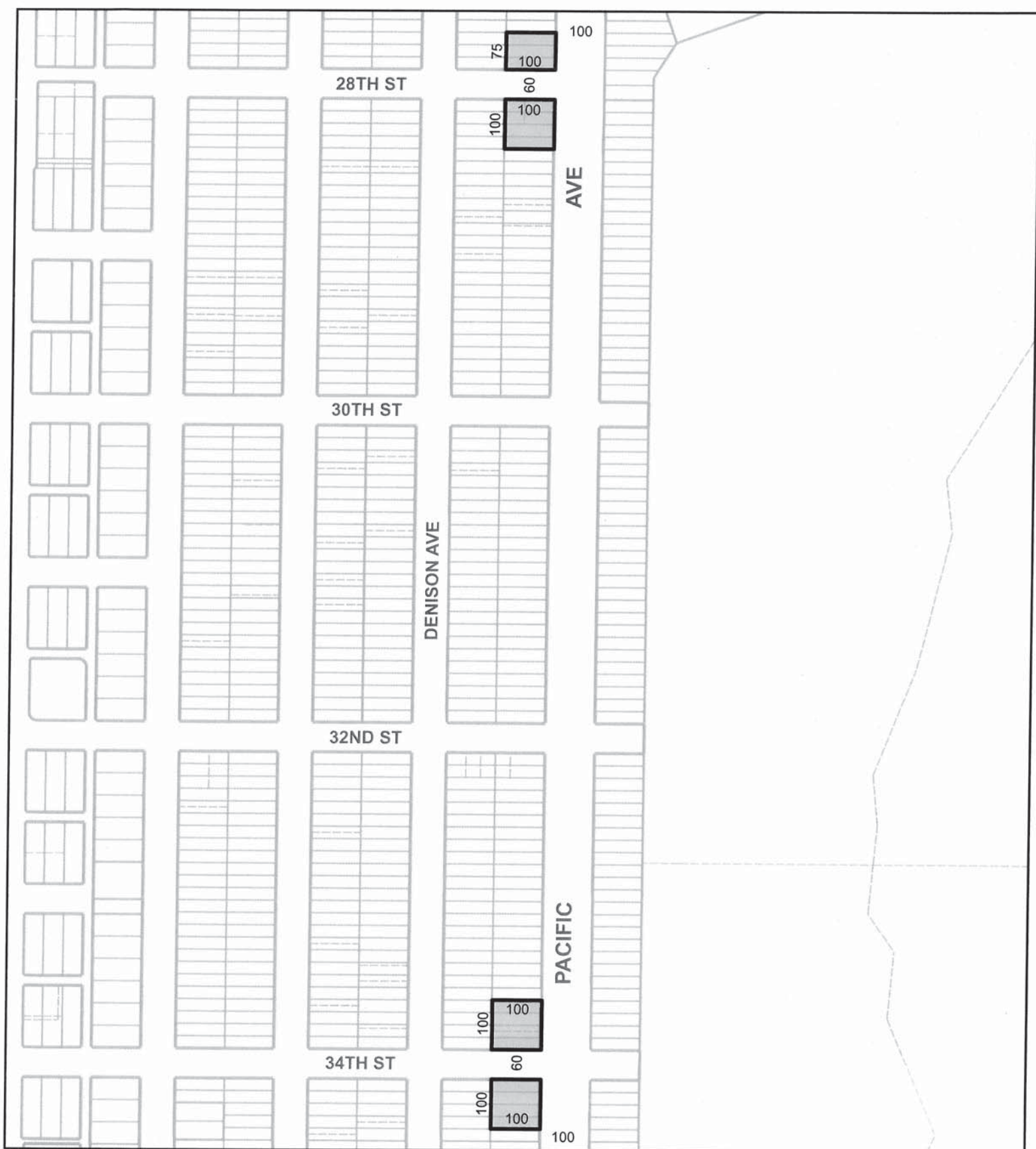
C.M. 018B201      CPC-2009-1557-CPU

AEI/CF

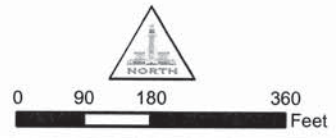
**SAN PEDRO CPU, SA 170**

102016





 **NEIGHBORHOOD COMMERCIAL**



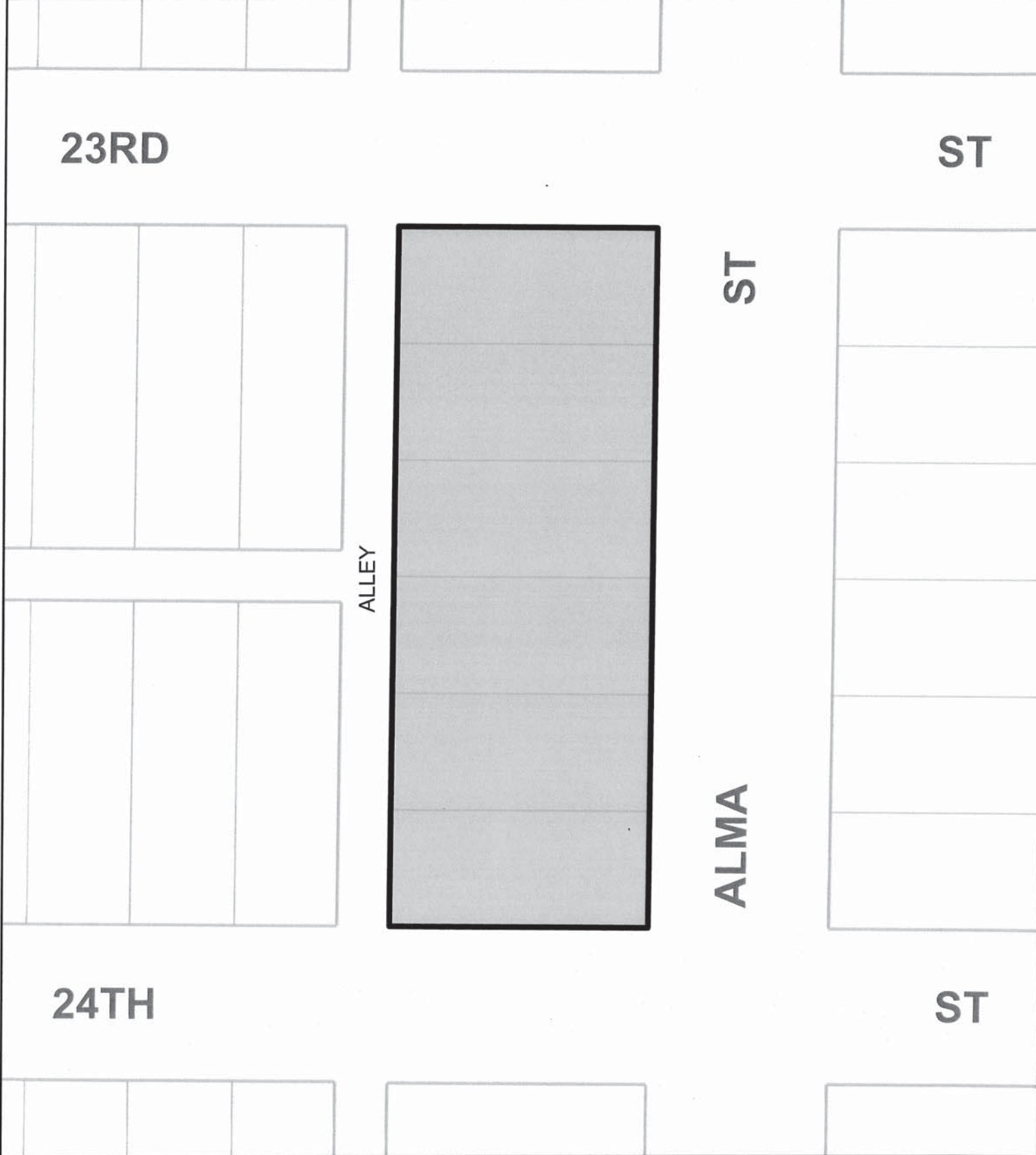
C.M. 006B197, 009B197	CPC-2009-1557-CPU
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*AE/cg*

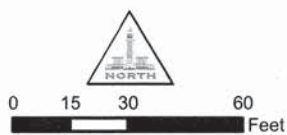
**SAN PEDRO CPU, SA 190**

052616





 **NEIGHBORHOOD COMMERCIAL**



C.M. 009B197	CPC-2009-1557-CPU
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AE/CB

**SAN PEDRO CPU, SA 200**

061516

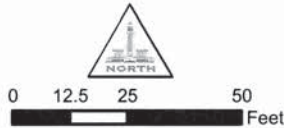
City of Los Angeles



San Pedro



 **NEIGHBORHOOD COMMERCIAL**



City of Los Angeles



C.M. 006B193	CPC-2009-1557-CPU
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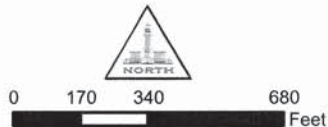
AE/cf

**SAN PEDRO CPU, SA 210**

061516



**PUBLIC FACILITIES**



C.M. 006B197, 006B201, 009B193, 009B197, 009B201, 012B193      CPC-2009-1557-CPU

AE/cf

**SAN PEDRO CPU, SA 220**

070716



PALOS VERDES  
ST

ST

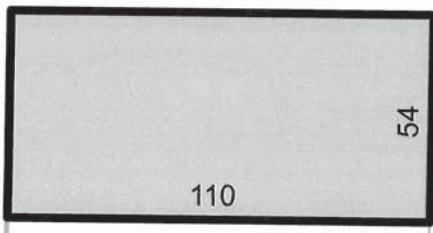
60



11TH ST

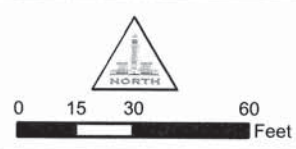
60

60



BEACON

 **NEIGHBORHOOD COMMERCIAL**



C.M. 015B201	CPC-2009-1557-CPU
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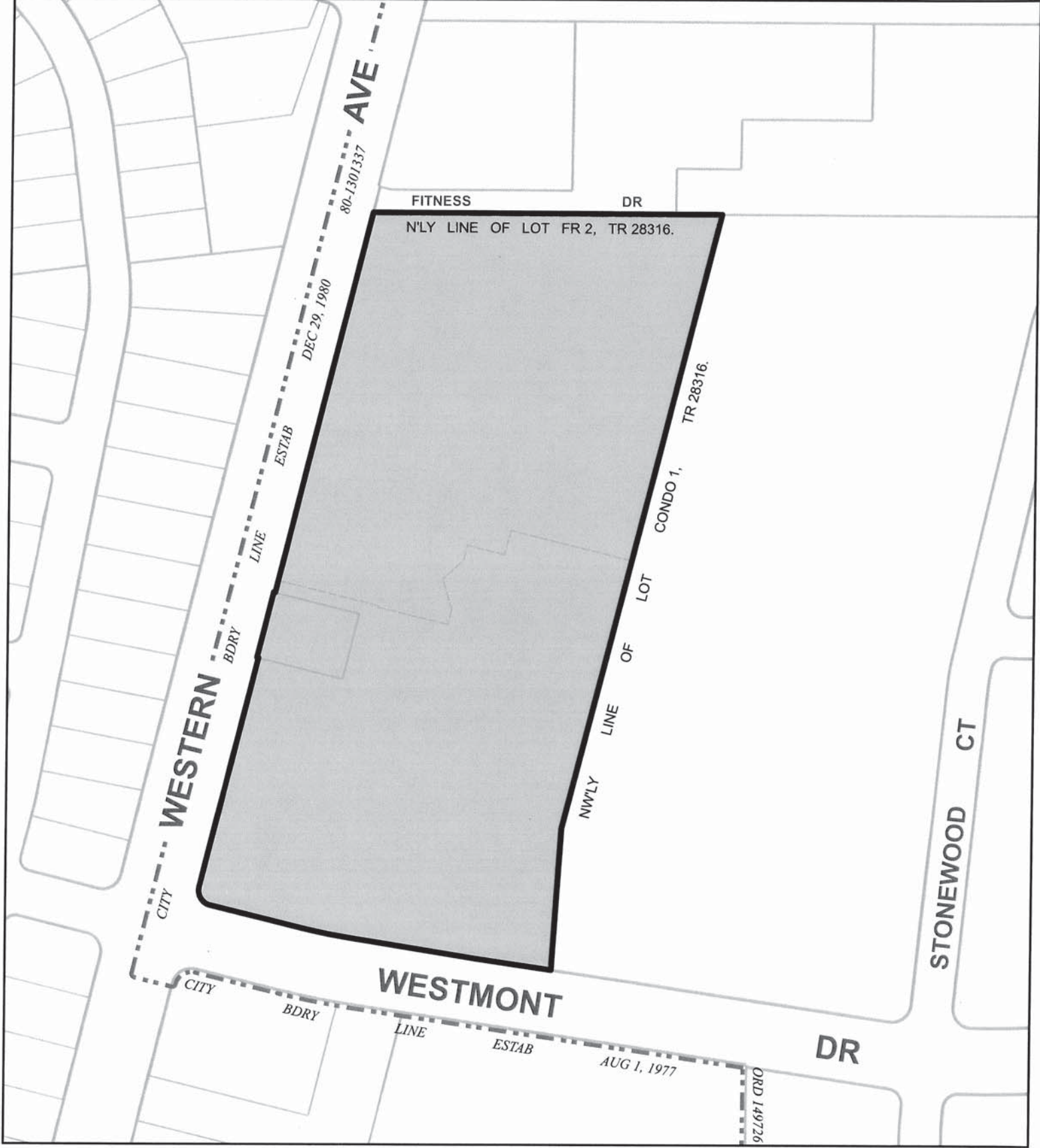
AE/CF

**SAN PEDRO CPU, SA 251**

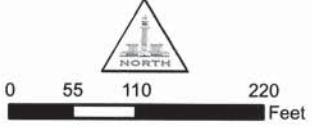
052616

City of Los Angeles





**NEIGHBORHOOD COMMERCIAL**

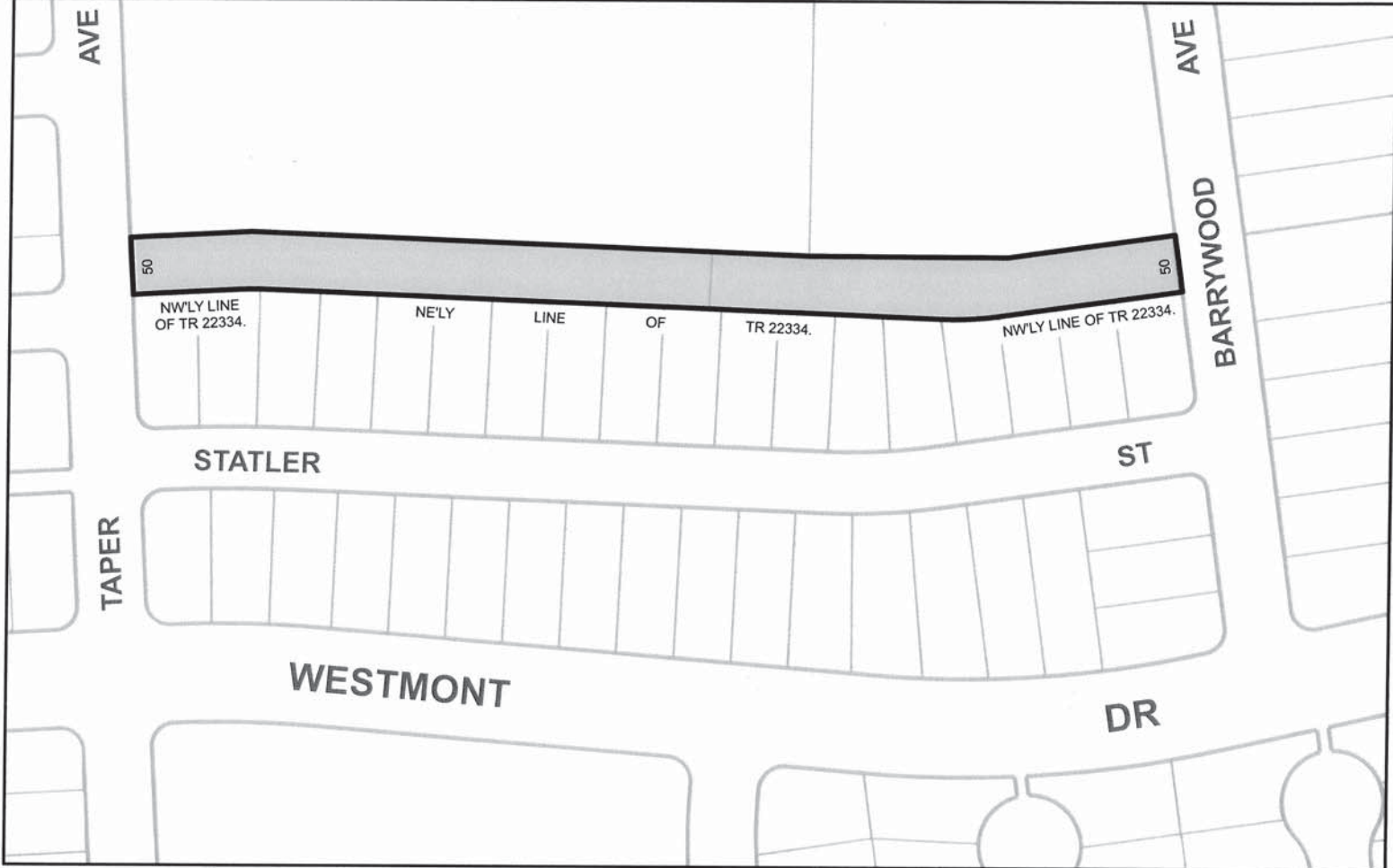


C.M. 024B193, 027B193      CPC-2009-1557-CPU

AEI *[Signature]*

**SAN PEDRO CPU, SA 300**

051716



**PUBLIC FACILITIES**



NOT TO SCALE

C.M. 018B193, 024B197	CPC-2009-1557-CPU
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AEI/CA

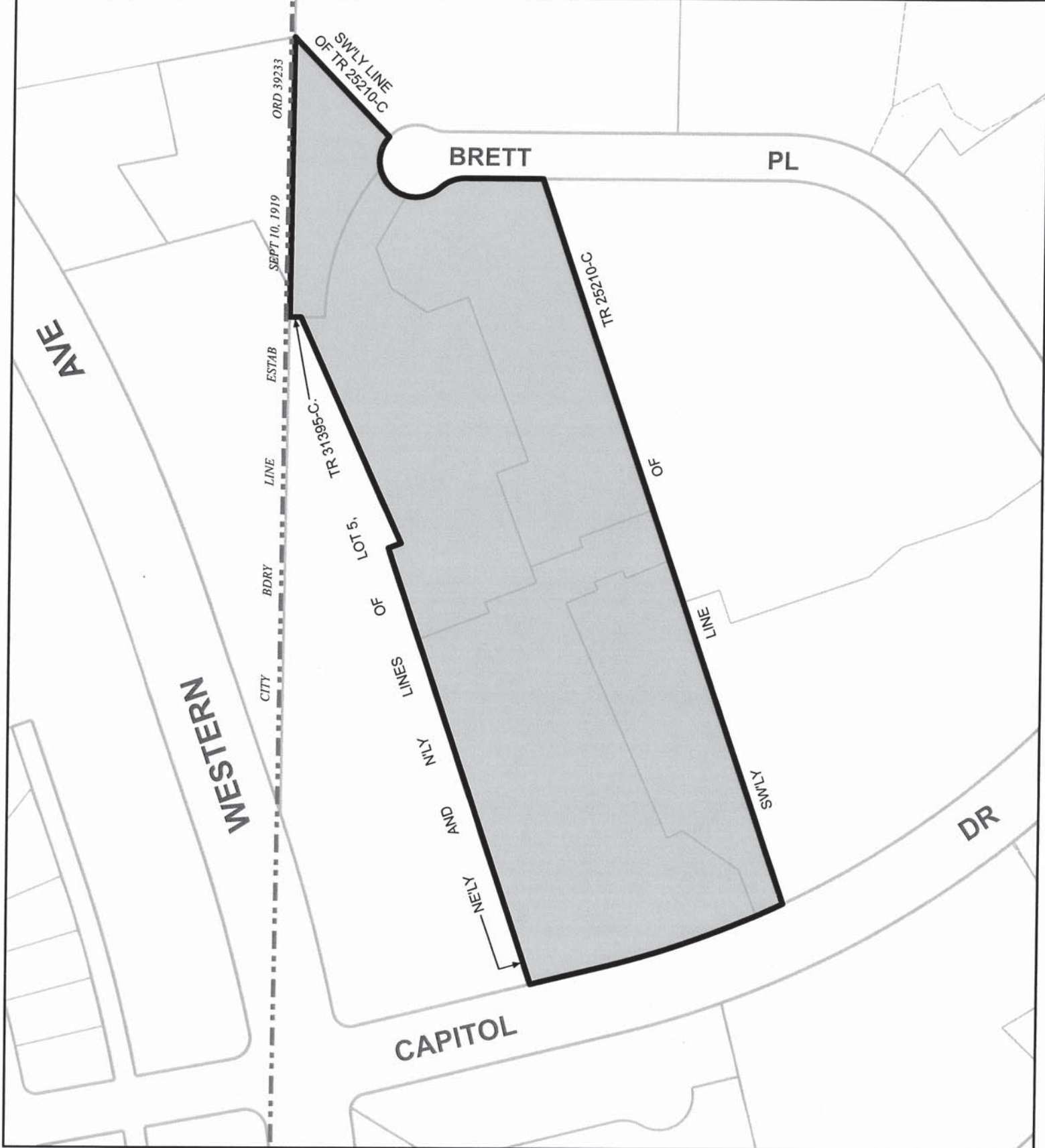
**SAN PEDRO CPU, SA 310**

052416

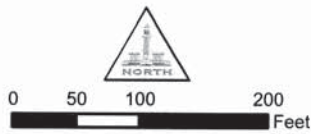
City of Los Angeles







 **MEDIUM**



C.M. 021B193	CPC-2009-1557-CPU
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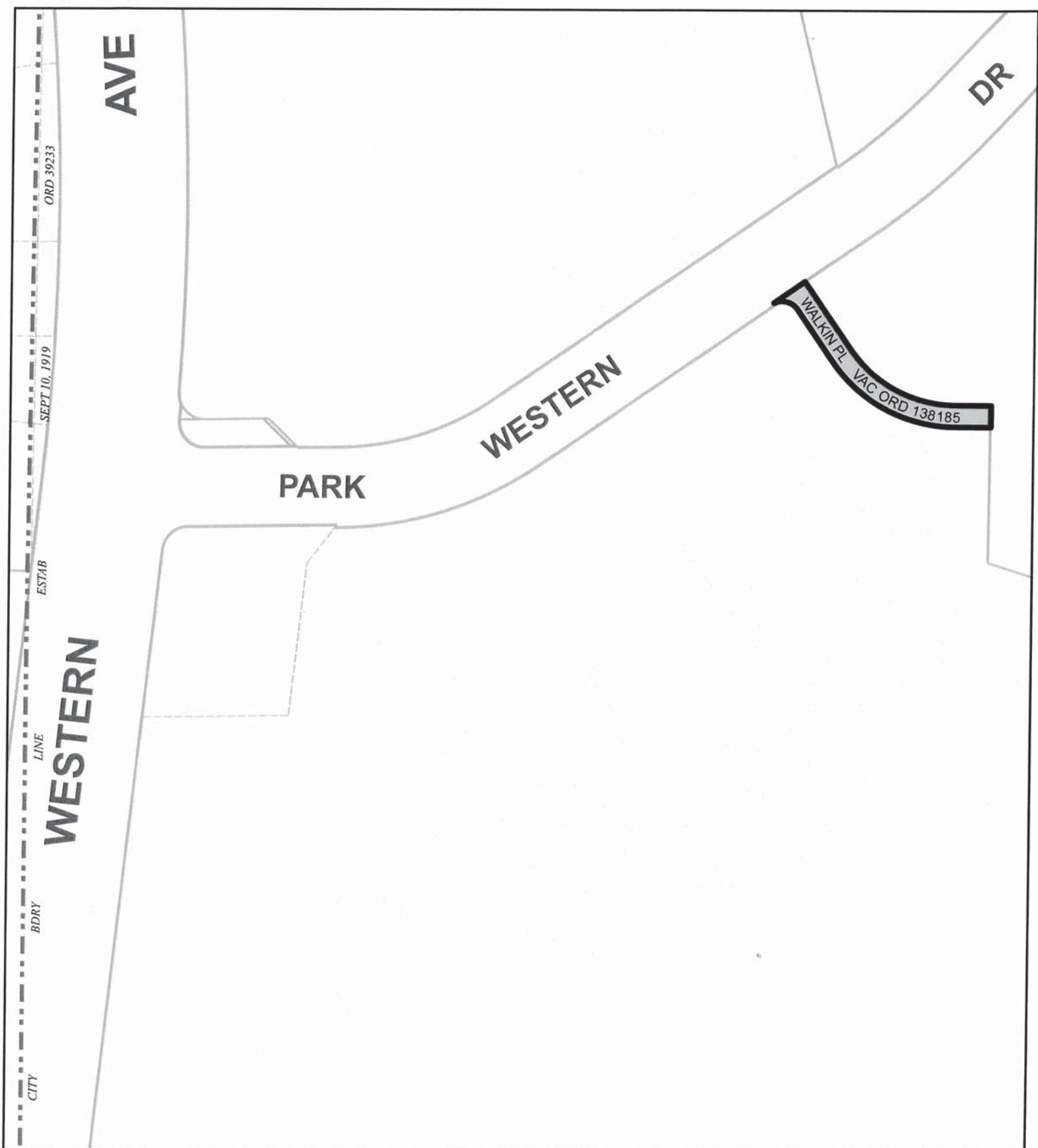
AE/ *[Signature]*

**SAN PEDRO CPU, SA 330**

052416

City of Los Angeles





**NEIGHBORHOOD COMMERCIAL**



C.M. 021B193	CPC-2009-1557-CPU
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AE/FA

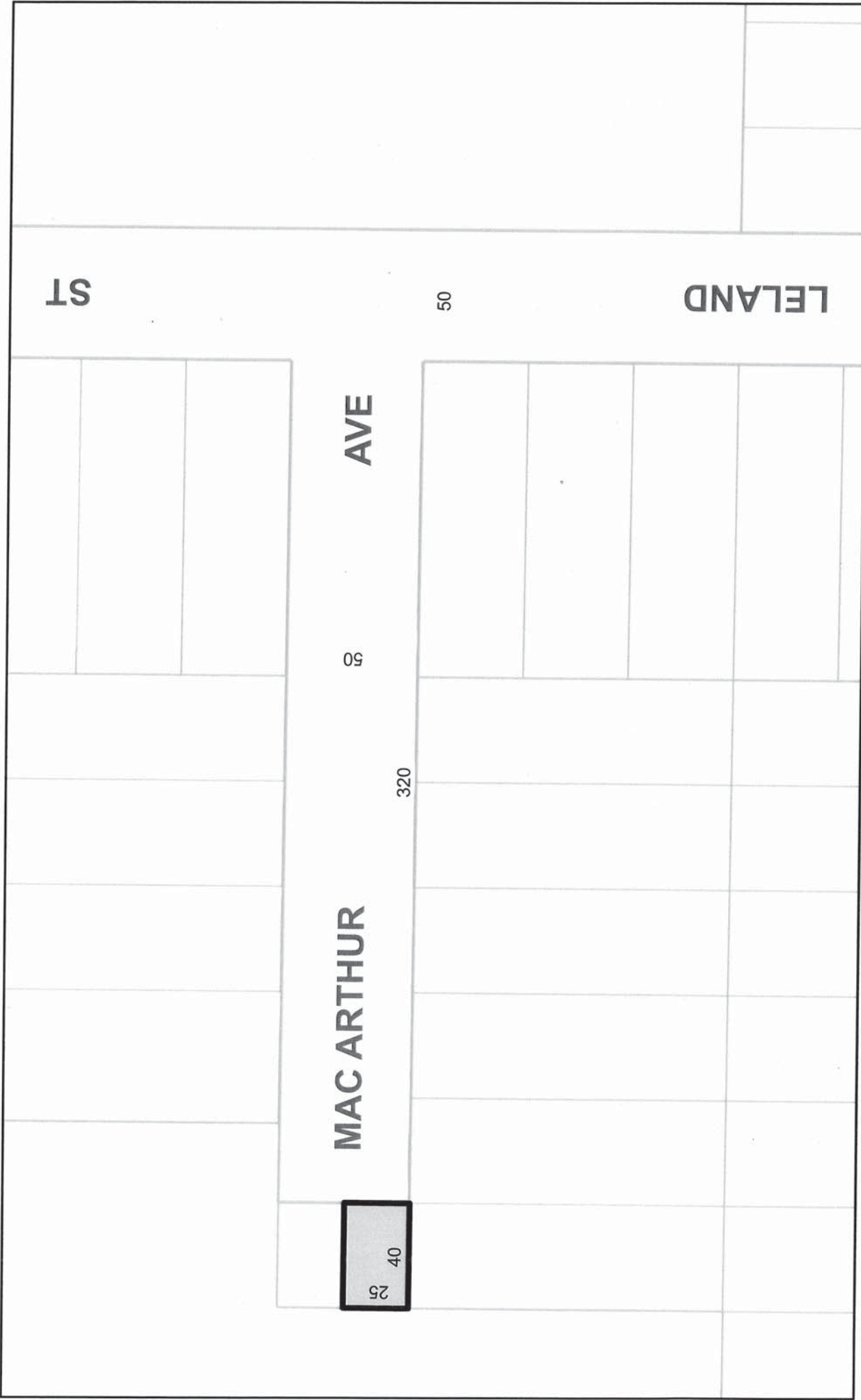
**SAN PEDRO CPU, SA 340**

052416

City of Los Angeles



San Pedro



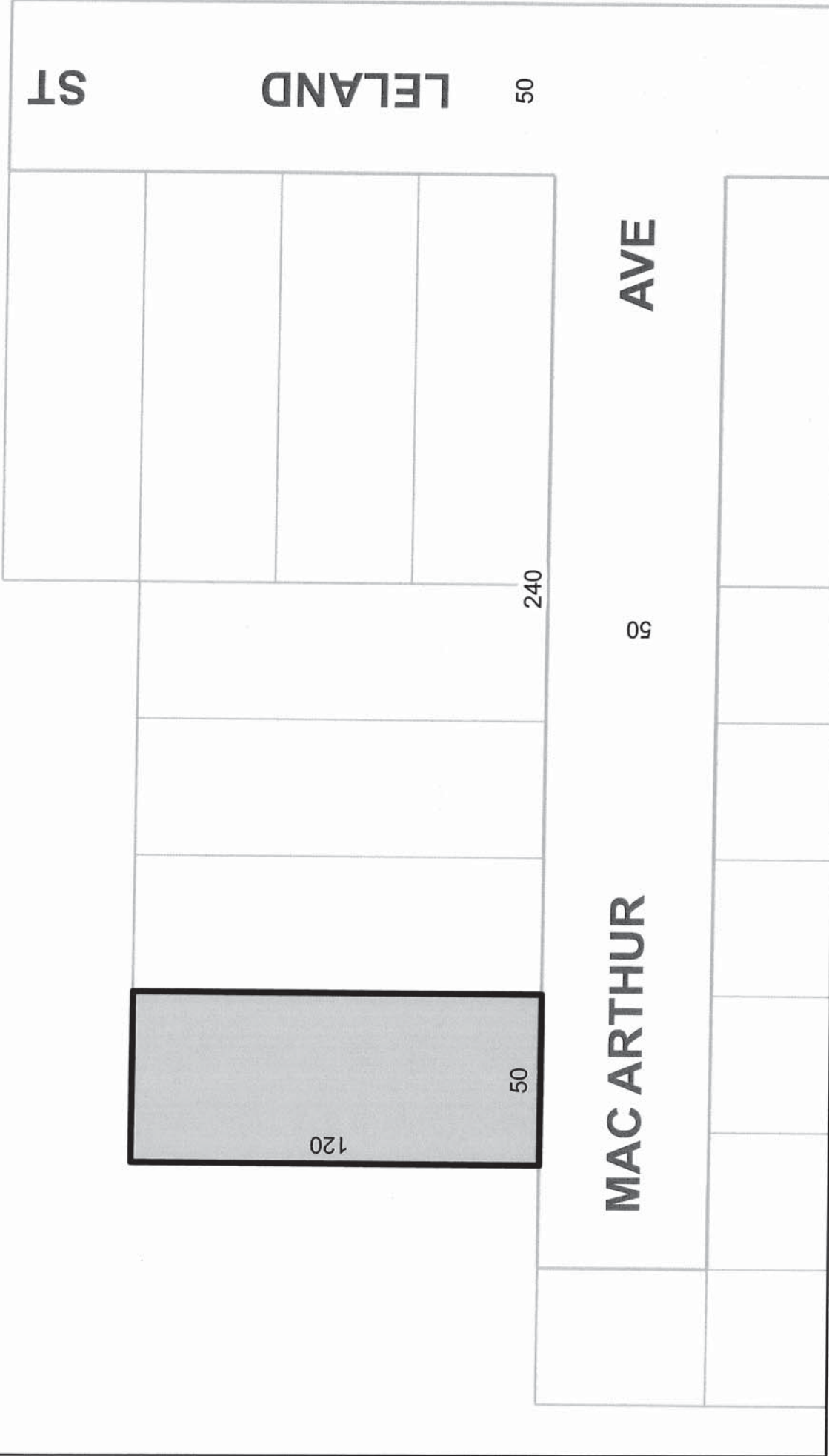
**LOW II**



AE/ *AE* C.M. 021B193 CPC-2009-1557-CPU 050516  
**SAN PEDRO CPU, SA 350**

City of Los Angeles





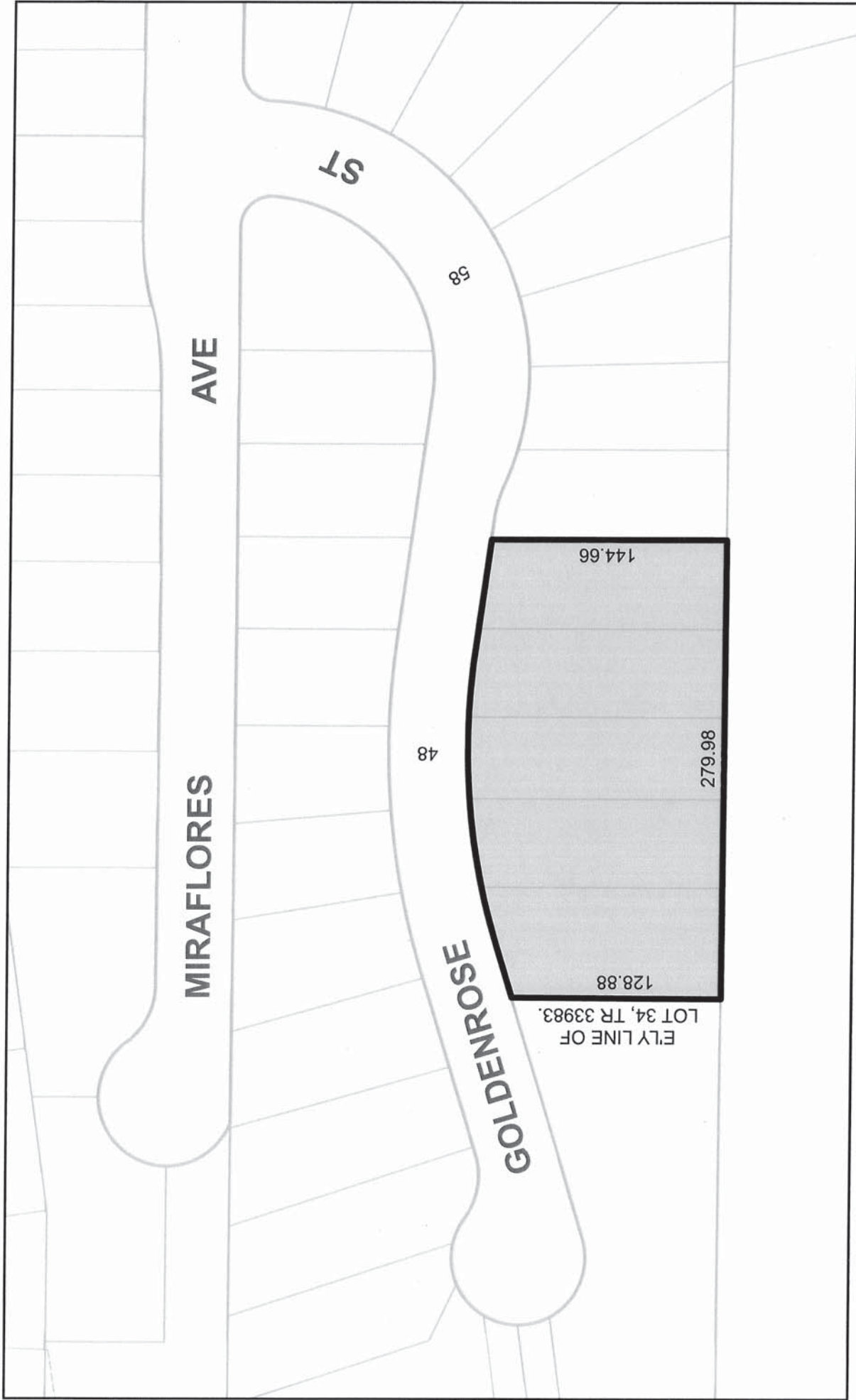
**OPEN SPACE**



AEI *H/B*  
 C.M. 021B193  
 CPC-2009-1557-CPU  
**SAN PEDRO CPU, SA 360**  
 052416

City of Los Angeles





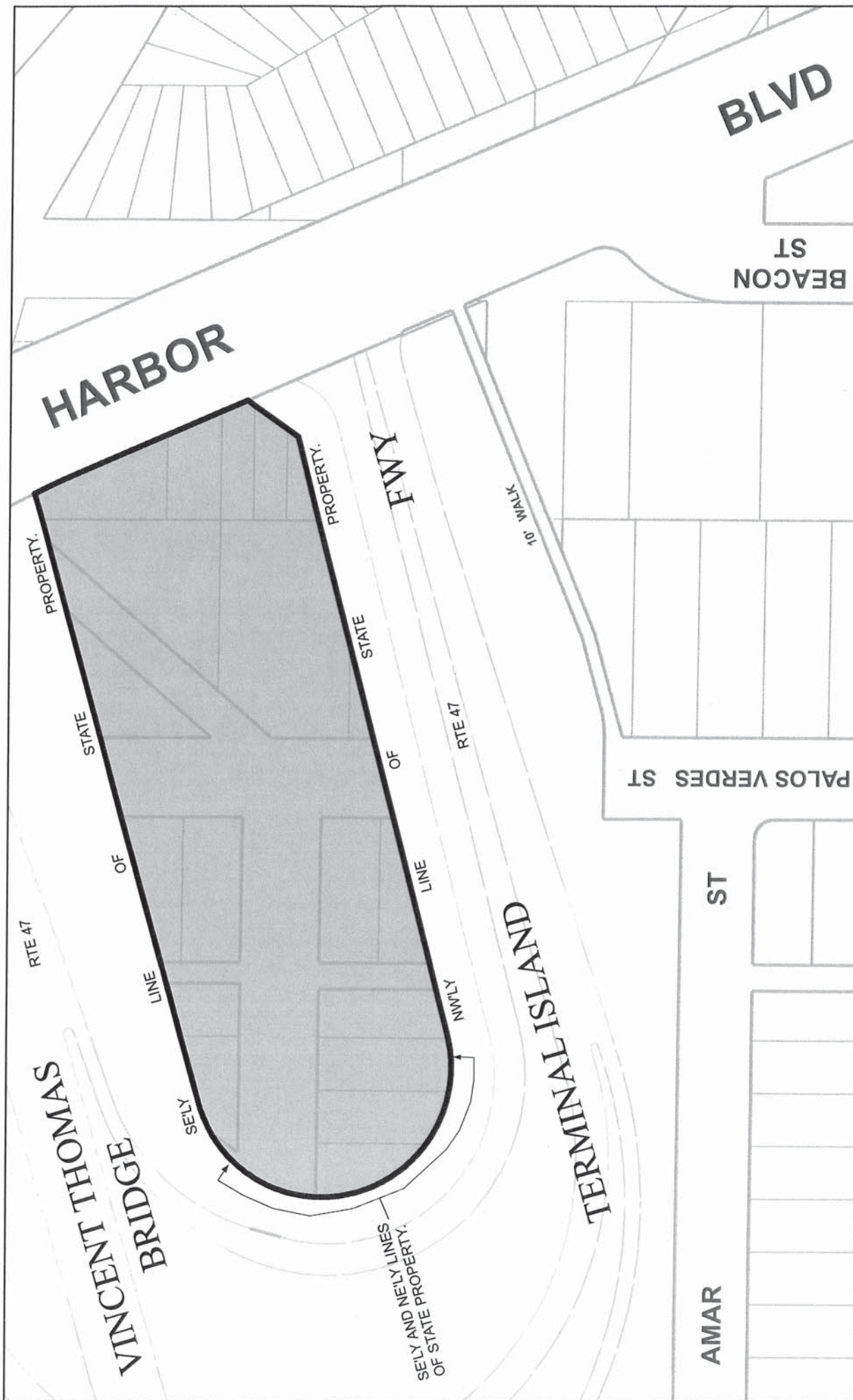
**LOW II**



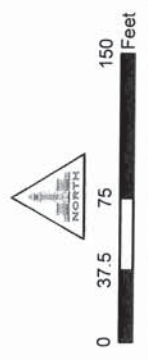
C.M. 021B193, 021B197      CPC-2009-1557-CPU

AE/ *[Signature]*      **SAN PEDRO CPU, SA 370**      050516





**COMMUNITY COMMERCIAL**  
 C.M. 018B201, 021B201  
 AE/CF  
 CPC-2009-1557-CPU  
 110716  
**SAN PEDRO CPU, SA 400**



**GAFFEY**

**ELBERON**

**AVE**

**NEIGHBORHOOD  
COMMERCIAL**

WLY LINE OF STATE PROPERTY.

NW'LY AND NE'LY LINES  
OF STATE PROPERTY.

**HARBOR FWY**

RTE 110

**TERMINAL  
ISLAND  
FWY**

RTE 47

**ST**



0 15 30 60 Feet

C.M. 018B197

CPC-2009-1557-CPU

AE/JP

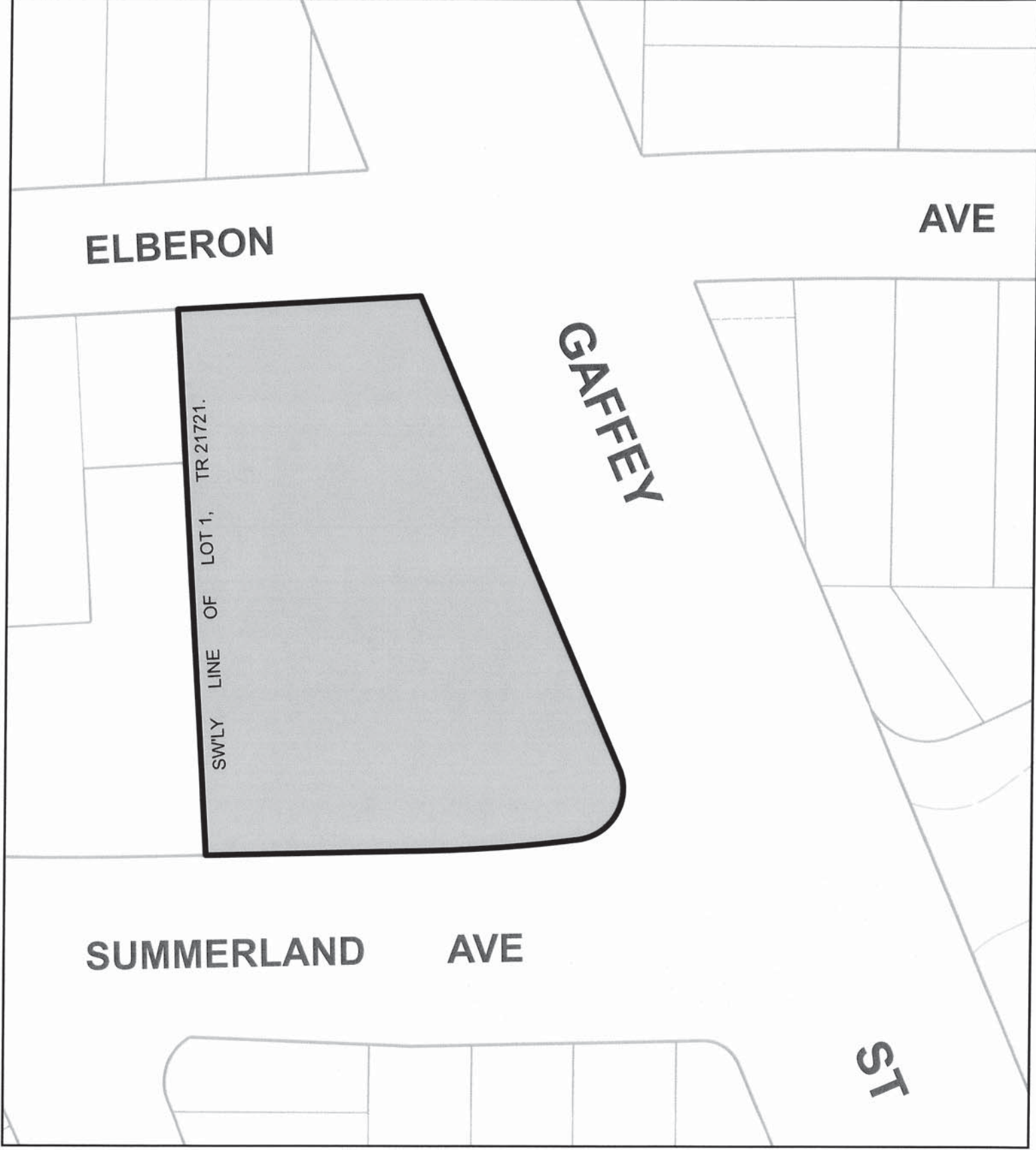
**SAN PEDRO CPU, SA 410**

052416

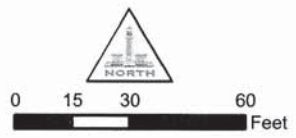
City of Los Angeles



San Pedro



 **NEIGHBORHOOD COMMERCIAL**



C.M. 018B197	CPC-2009-1557-CPU
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*AE/ATY*

**SAN PEDRO CPU, SA 420**

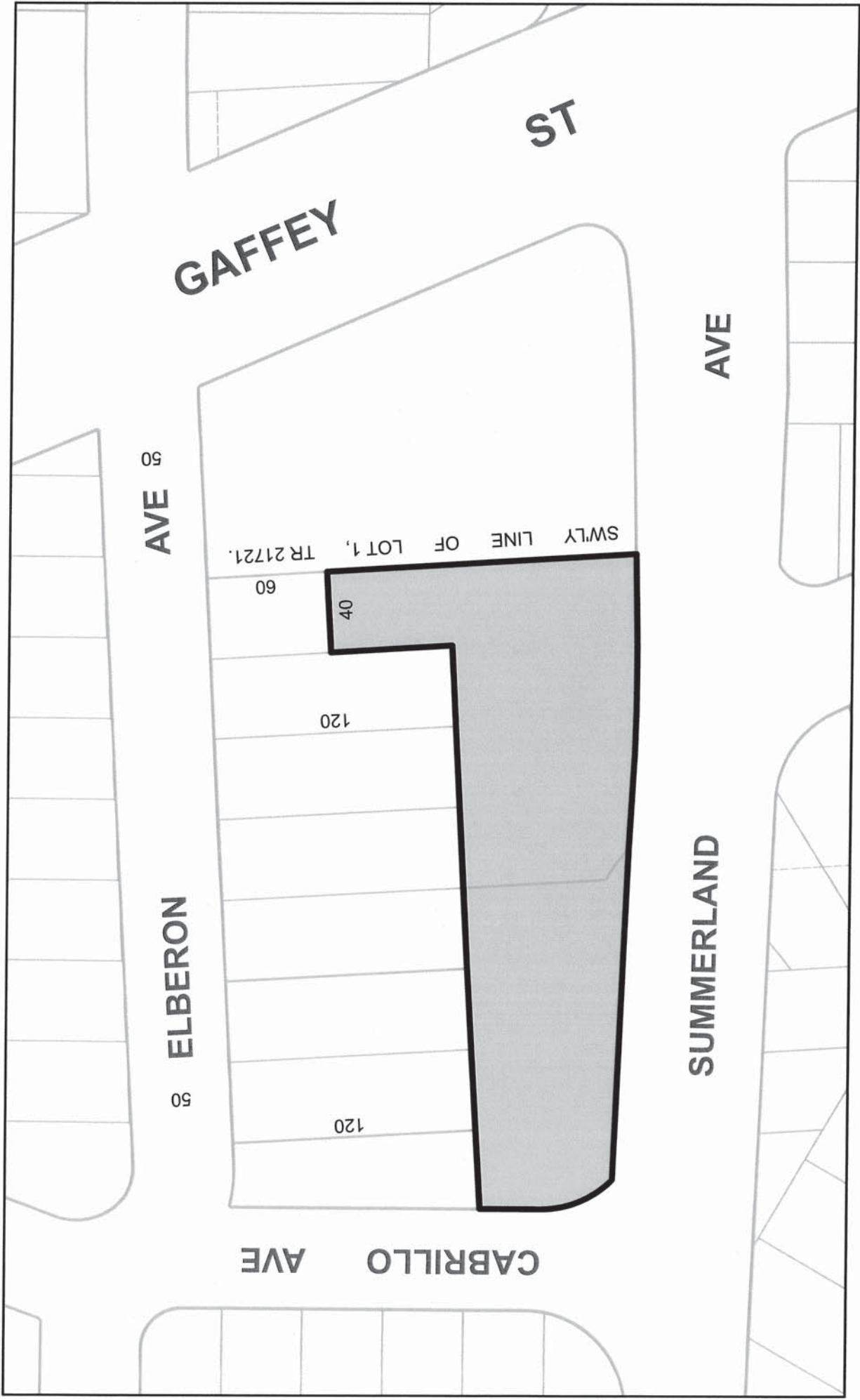
052416

City of Los Angeles



San Pedro





**MEDIUM**

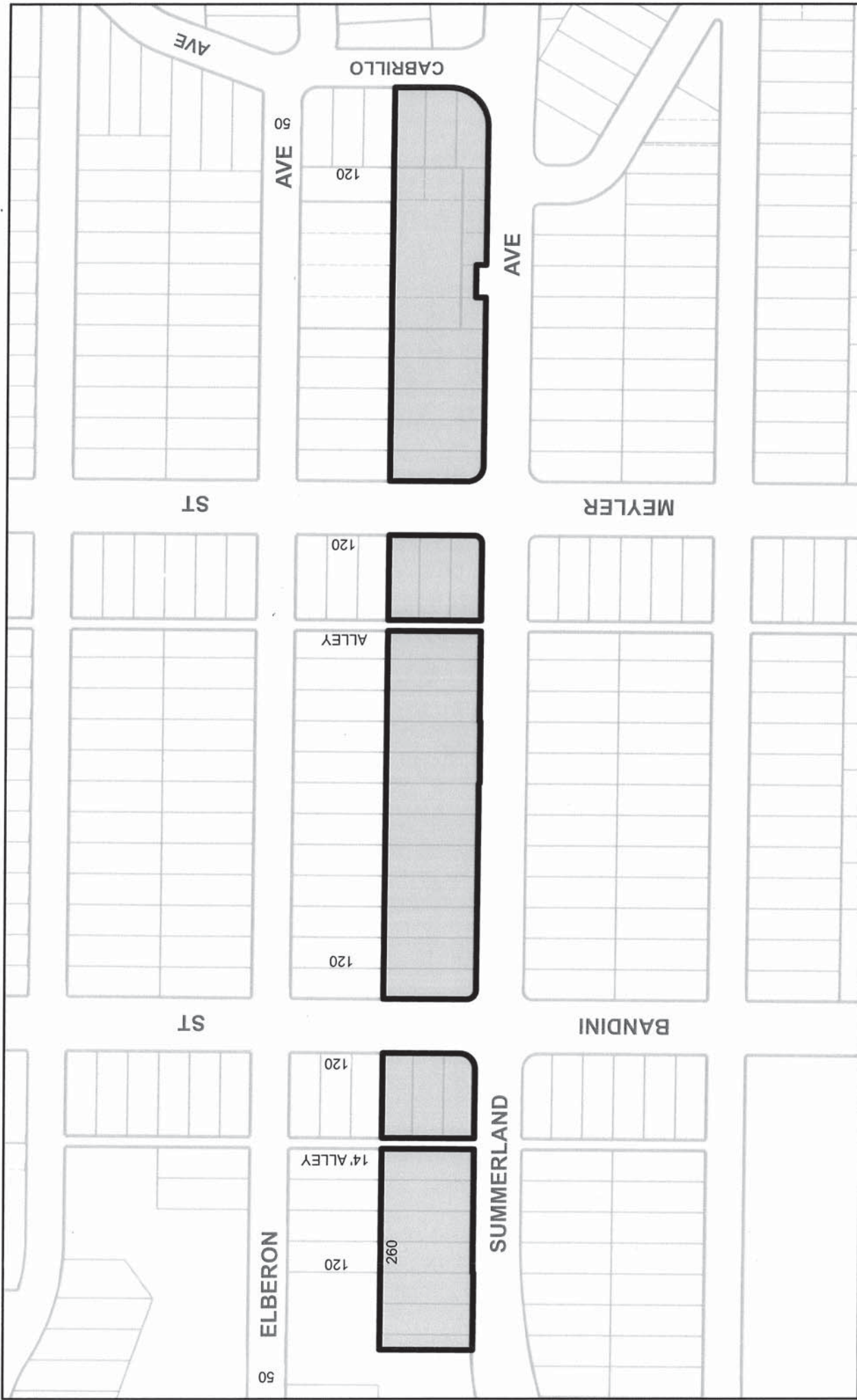


AEI *AEI* C.M. 018B197 CPC-2009-1557-CPU 052416

**SAN PEDRO CPU, SA 430**

City of Los Angeles





City of Los Angeles



**LOW MEDIUM I**



C.M. 018B197      CPC-2009-1557-CPU      050516  
**SAN PEDRO CPU, SA 440**

S'LY LINE OF TR 20974.

**LOW  
MEDIUM II**

E'LY LINE OF TR 33821-C.

LARAINÉ CIR

WEYMOUTH PL

VILLAGE WAY

TR 33821-C.

OF  
LINE

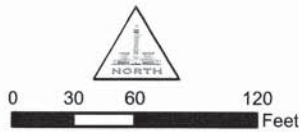
E'LY

CRAIG PL

JOHN WAY

NW'LY LINE OF TR 20491.

 **LOW MEDIUM II**



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AEI *FA*

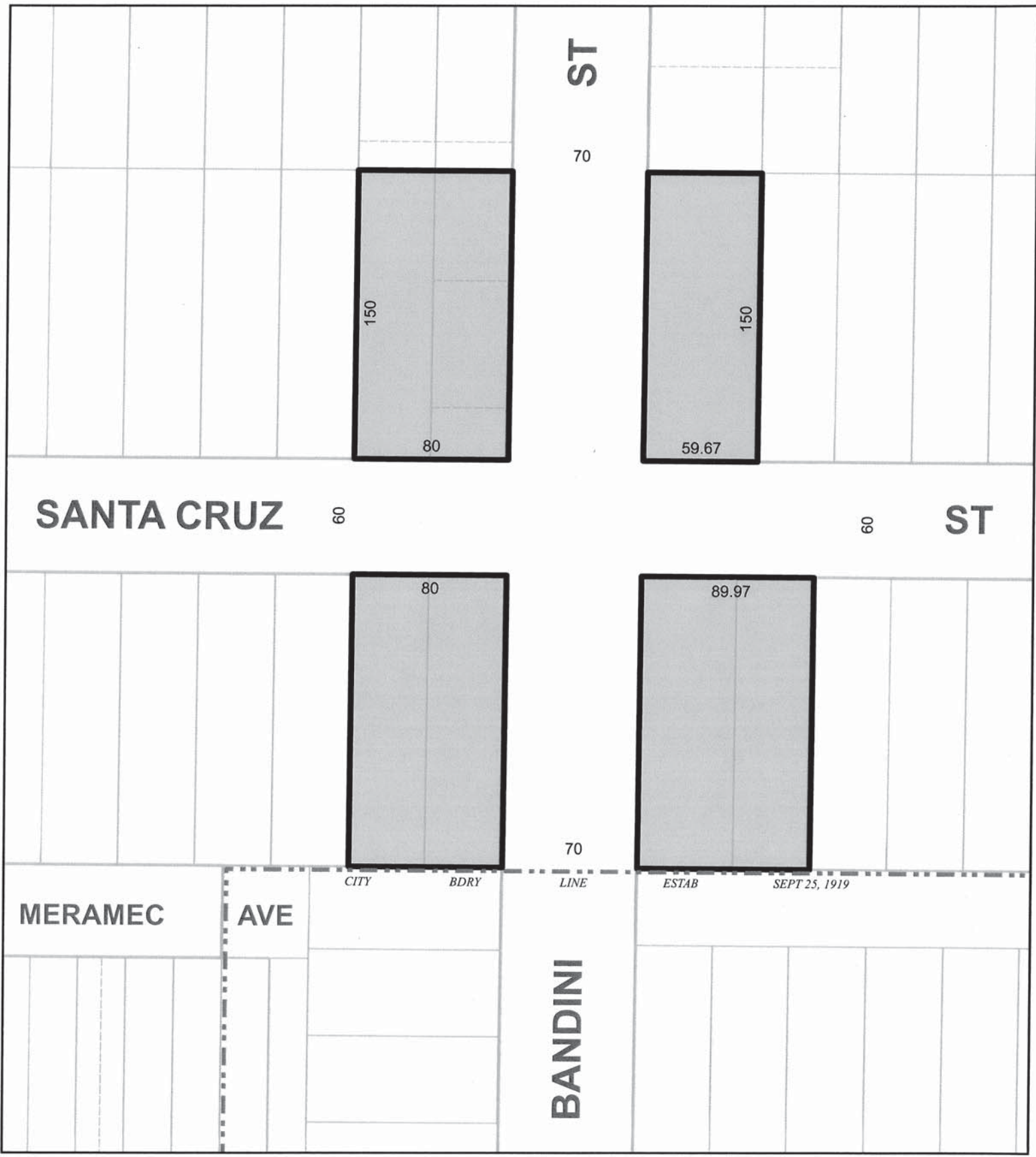
**SAN PEDRO CPU, SA 450**

052416

City of Los Angeles



San Pedro



**SANTA CRUZ**

60

**ST**

60

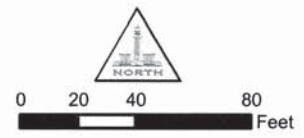
**MERAMEC**

**AVE**

*CITY BDRY LINE ESTAB SEPT 25, 1919*

**BANDINI**

 **NEIGHBORHOOD COMMERCIAL**

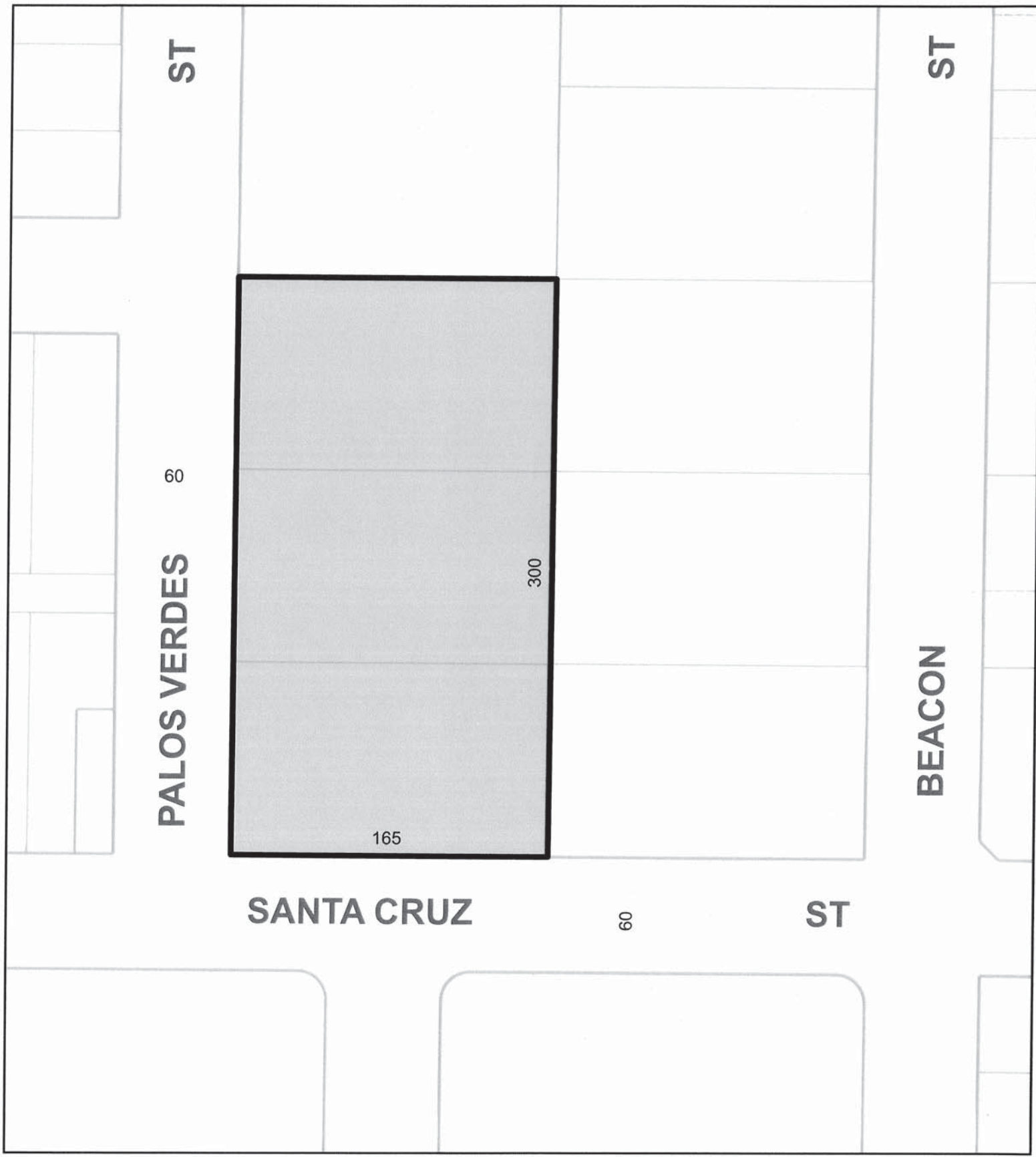


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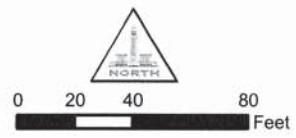
AEI *TH*

**SAN PEDRO CPU, SA 460**

052416



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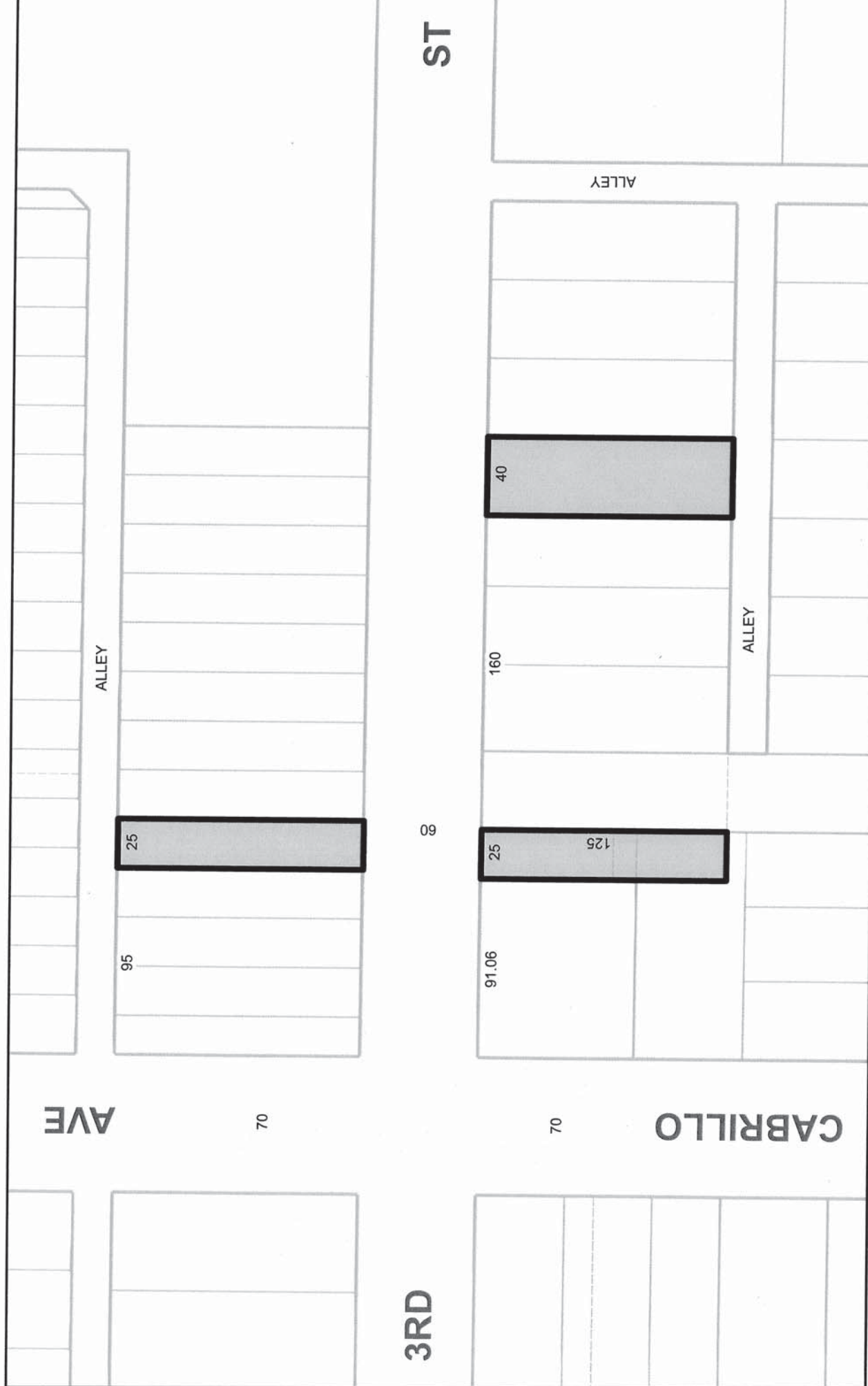
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AEI *[Signature]*

**SAN PEDRO CPU, SA 480**

050516





**LOW MEDIUM II**



AEI *AEI* C.M. 018B197 CPC-2009-1557-CPU 052416

**SAN PEDRO CPU, SA 530**

City of Los Angeles





**MEDIUM**

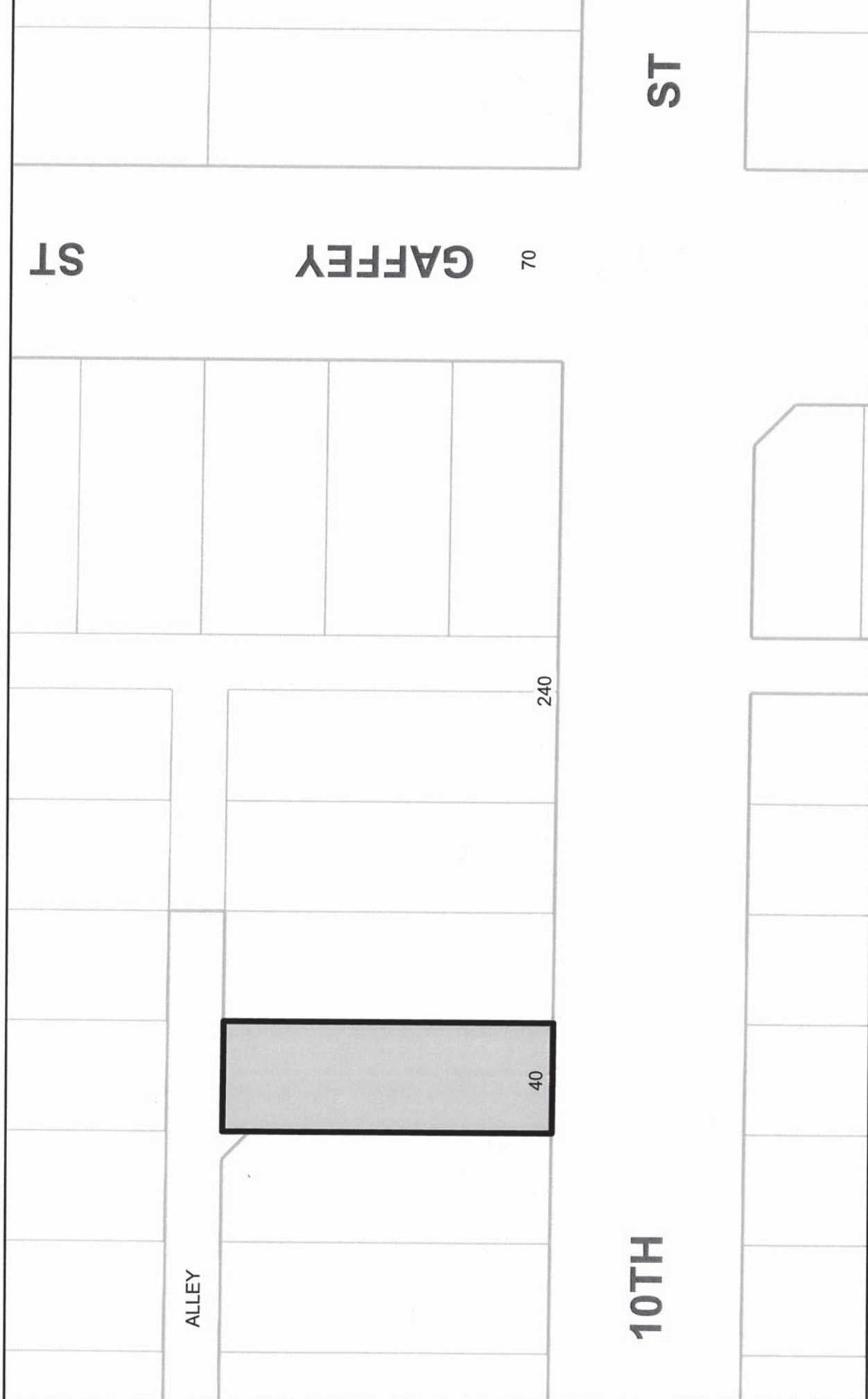


AEI *AEI* C.M. 015B197 CPC-2009-1557-CPU 051716

**SAN PEDRO CPU, SA 550**

City of Los Angeles





**PUBLIC FACILITIES**



0 15 30 60 Feet

C.M. 015B197

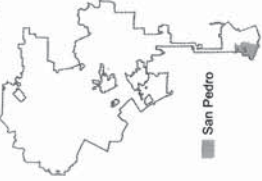
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CPC-2009-1557-CPU

051716

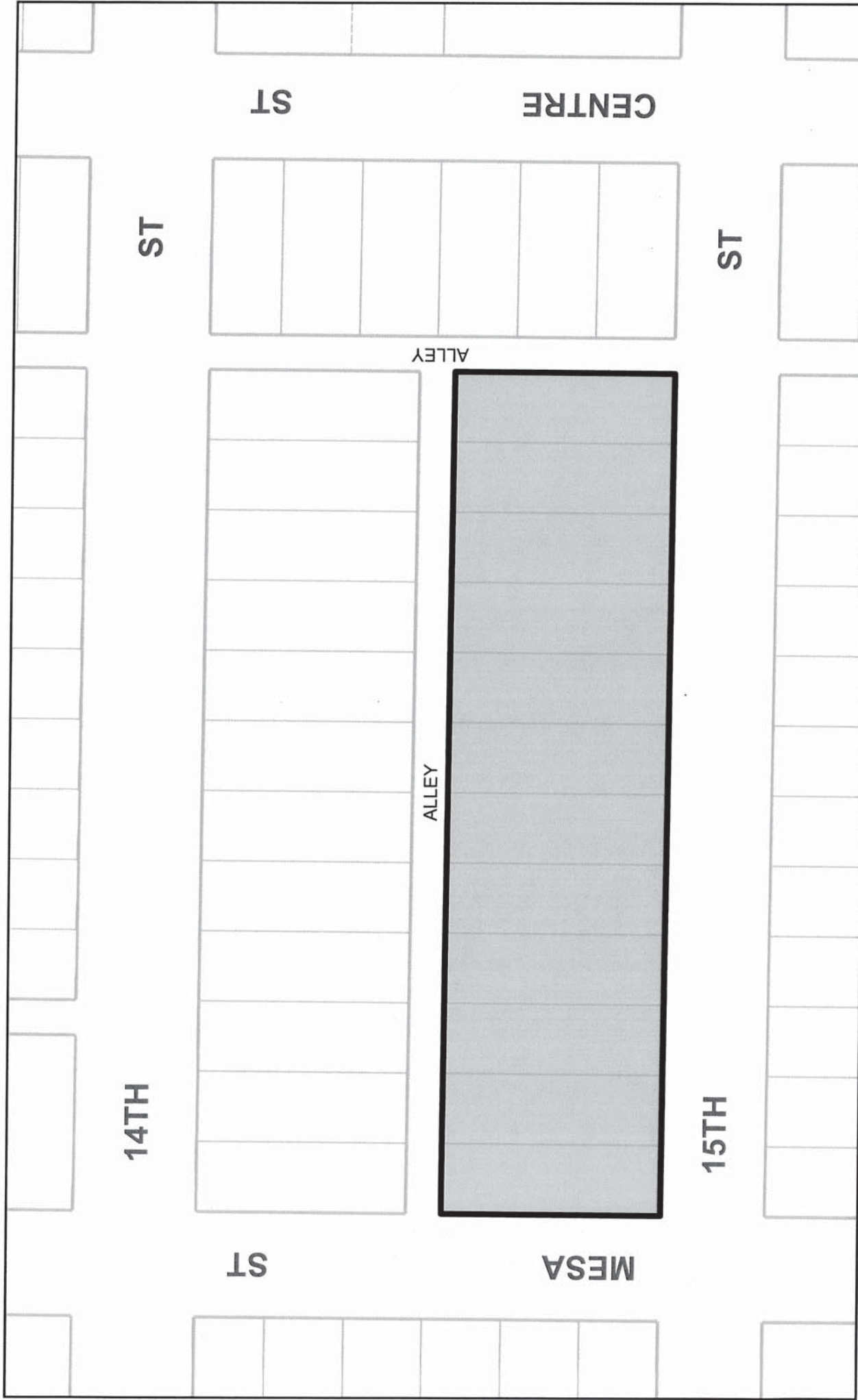
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City of Los Angeles



San Pedro





**LOW MEDIUM I**



AEI # **C.M. 012B201** **CPC-2009-1557-CPU** 052416

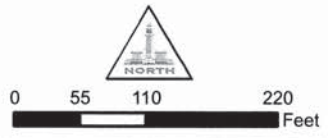
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City of Los Angeles





 **MEDIUM**



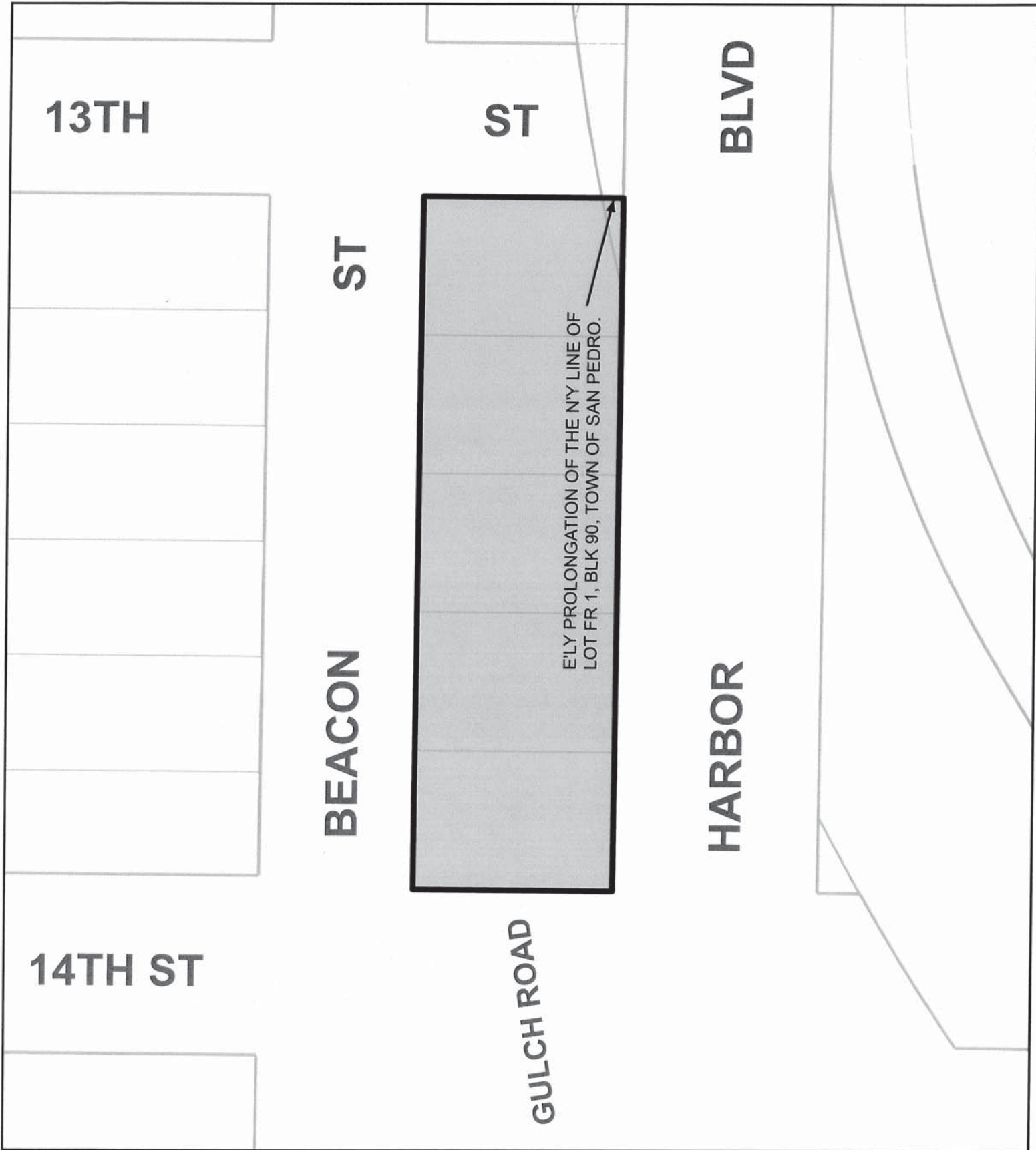
C.M. 012B201 | CPC-2009-1557-CPU

AEI/AB

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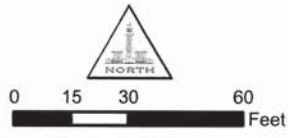
052416





E'LY PROLONGATION OF THE N'Y LINE OF LOT FR 1, BLK 90, TOWN OF SAN PEDRO.

 **NEIGHBORHOOD COMMERCIAL**



C.M. 012B201	CPC-2009-1557-CPU
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AE/ *[signature]*

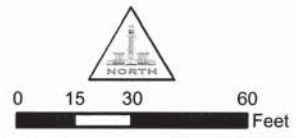
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051716





 **NEIGHBORHOOD COMMERCIAL**



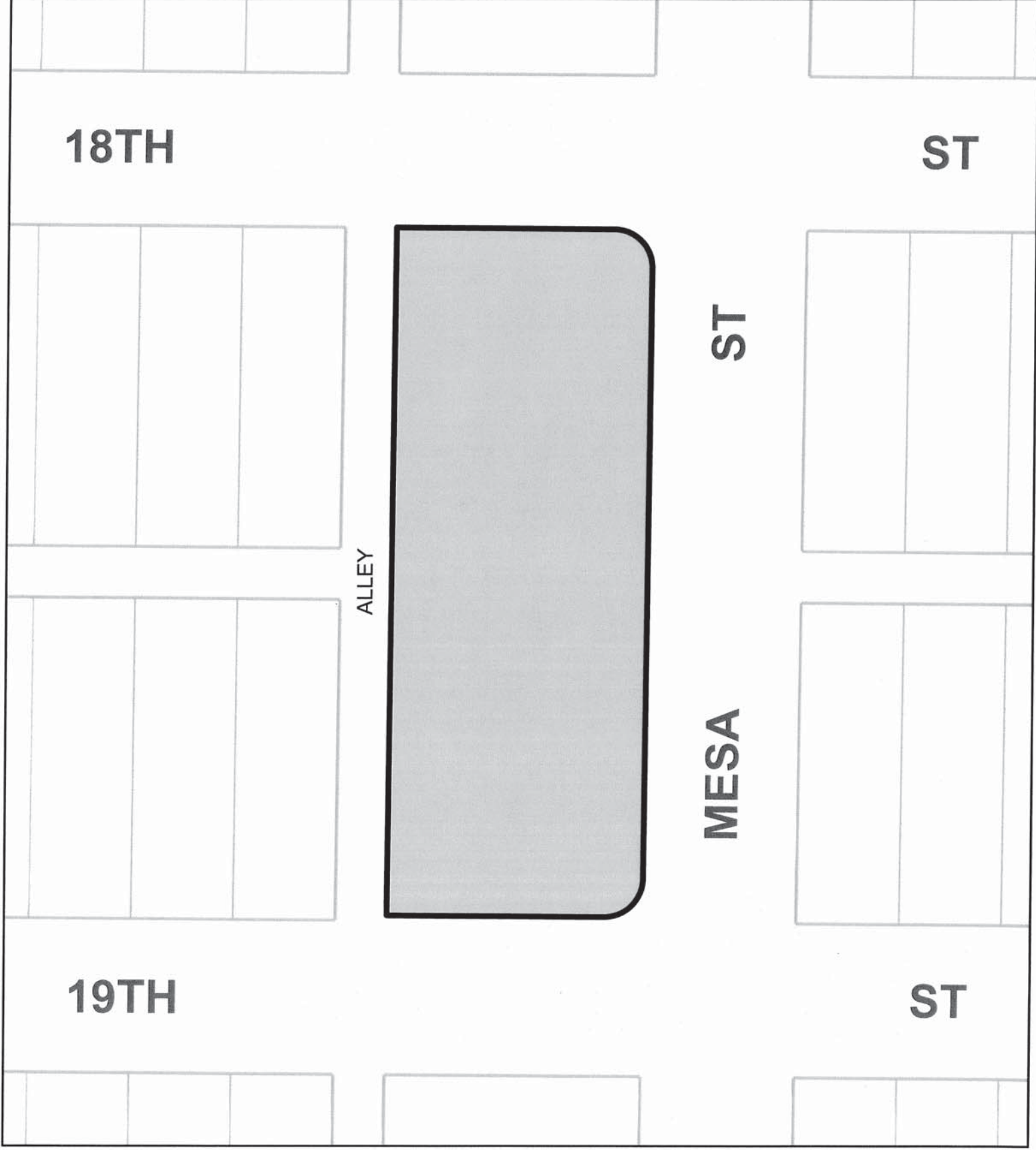
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AE/

**SAN PEDRO CPU, SA 630**

051716





18TH

ST

ST

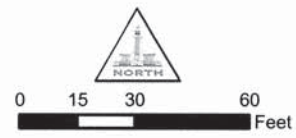
ALLEY

MESA

19TH

ST

 **MEDIUM**



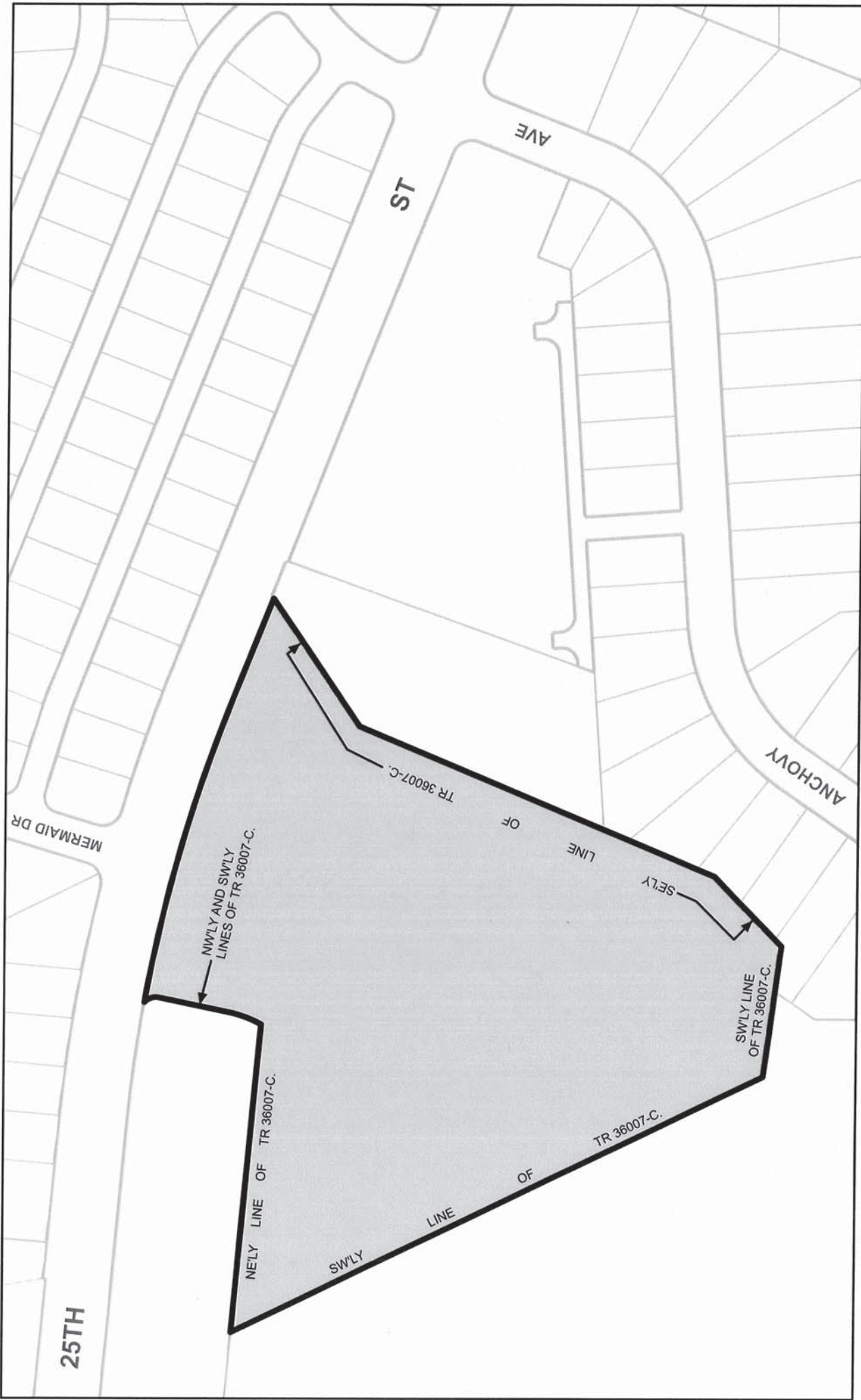
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AE/ *fls*

**SAN PEDRO CPU, SA 640**

051116





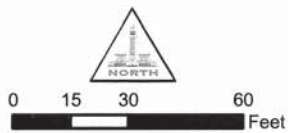
**LOW MEDIUM I**

AE/ [Signature] C.M. 012B189 CPC-2009-1557-CPU 051116

**SAN PEDRO CPU, SA 660**



 **LOW II**



C.M. 012B197	CPC-2009-1557-CPU
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AE/ *PA*

**SAN PEDRO CPU, SA 700**

051116

City of Los Angeles



38TH

ST

AVE

ALLEY

PACIFIC

39TH

ST

 **NEIGHBORHOOD COMMERCIAL**



C.M. 006B197	CPC-2009-1557-CPU
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AEI *AK*

**SAN PEDRO CPU, SA 730**

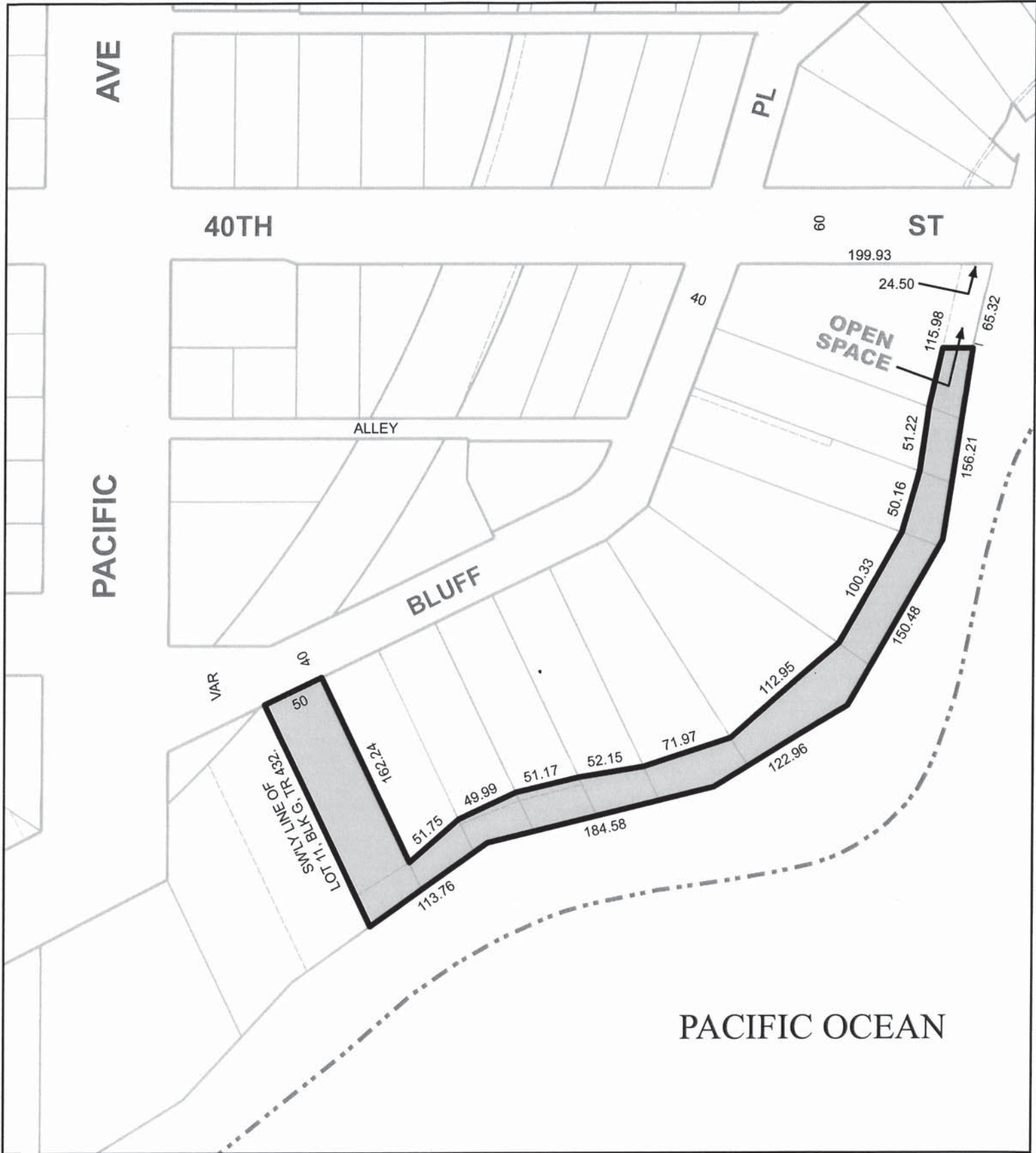
051916

City of Los Angeles

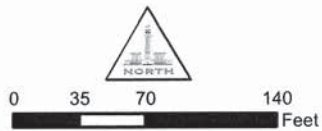


San Pedro





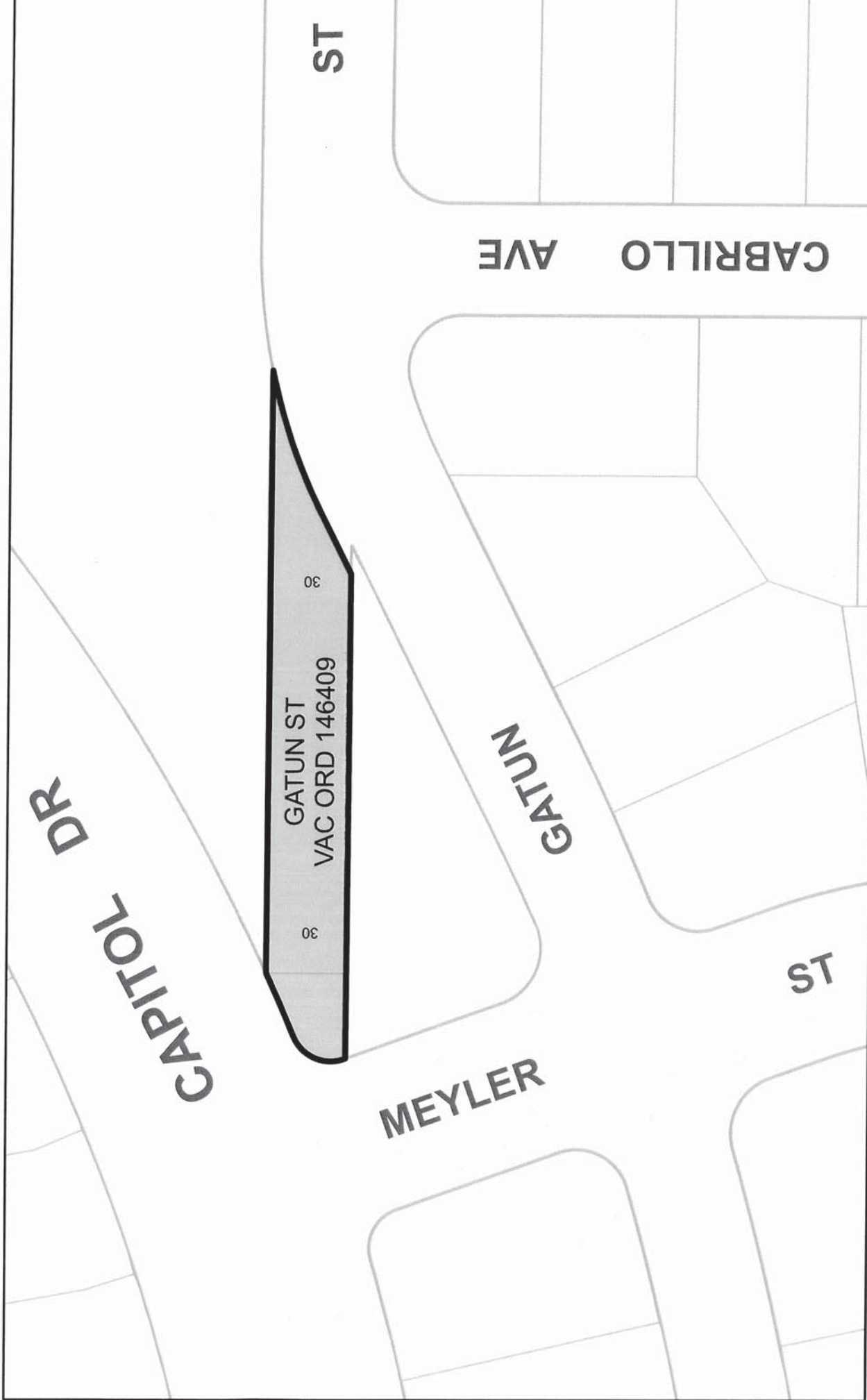
**OPEN SPACE**



C.M. 003B197, 003B201	CPC-2009-1557-CPU
AEI <i>aa</i>	071316

**SAN PEDRO CPU, SA 750**





**OPEN SPACE**



C.M. 024B197  
 AEI PH  
 CPC-2009-1557-CPU  
 051916

**SAN PEDRO CPU, SA 810**

City of Los Angeles



20TH

ST

WALKER  
AVE

80

70

WALKER  
AVE

ALLEY

 **LOW II**



C.M. 012B193	CPC-2009-1557-CPU
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AEI *2/15*

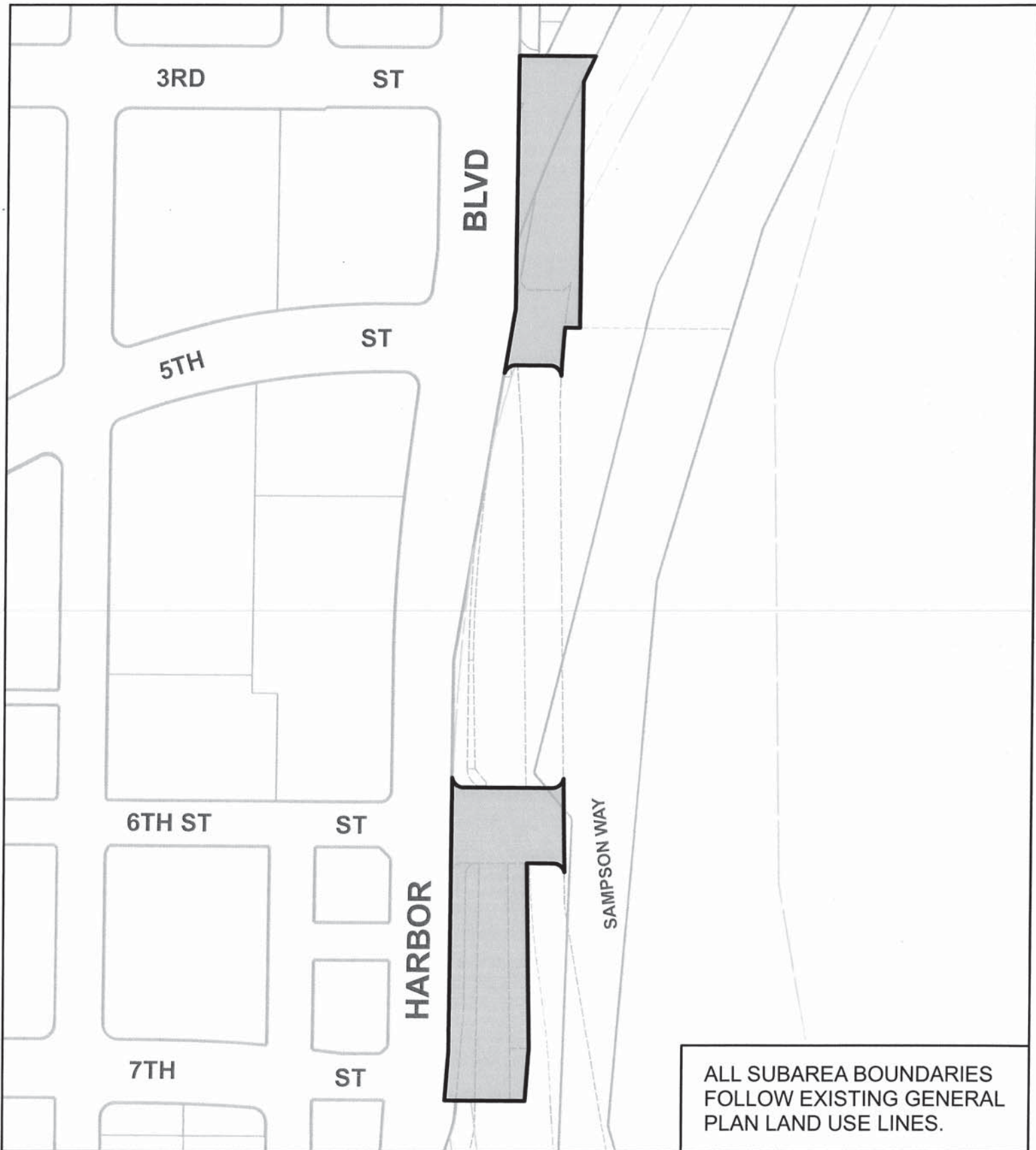
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051216

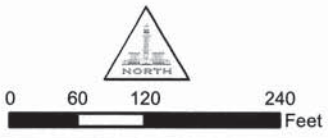
City of Los Angeles



San Pedro



 **PUBLIC FACILITIES**



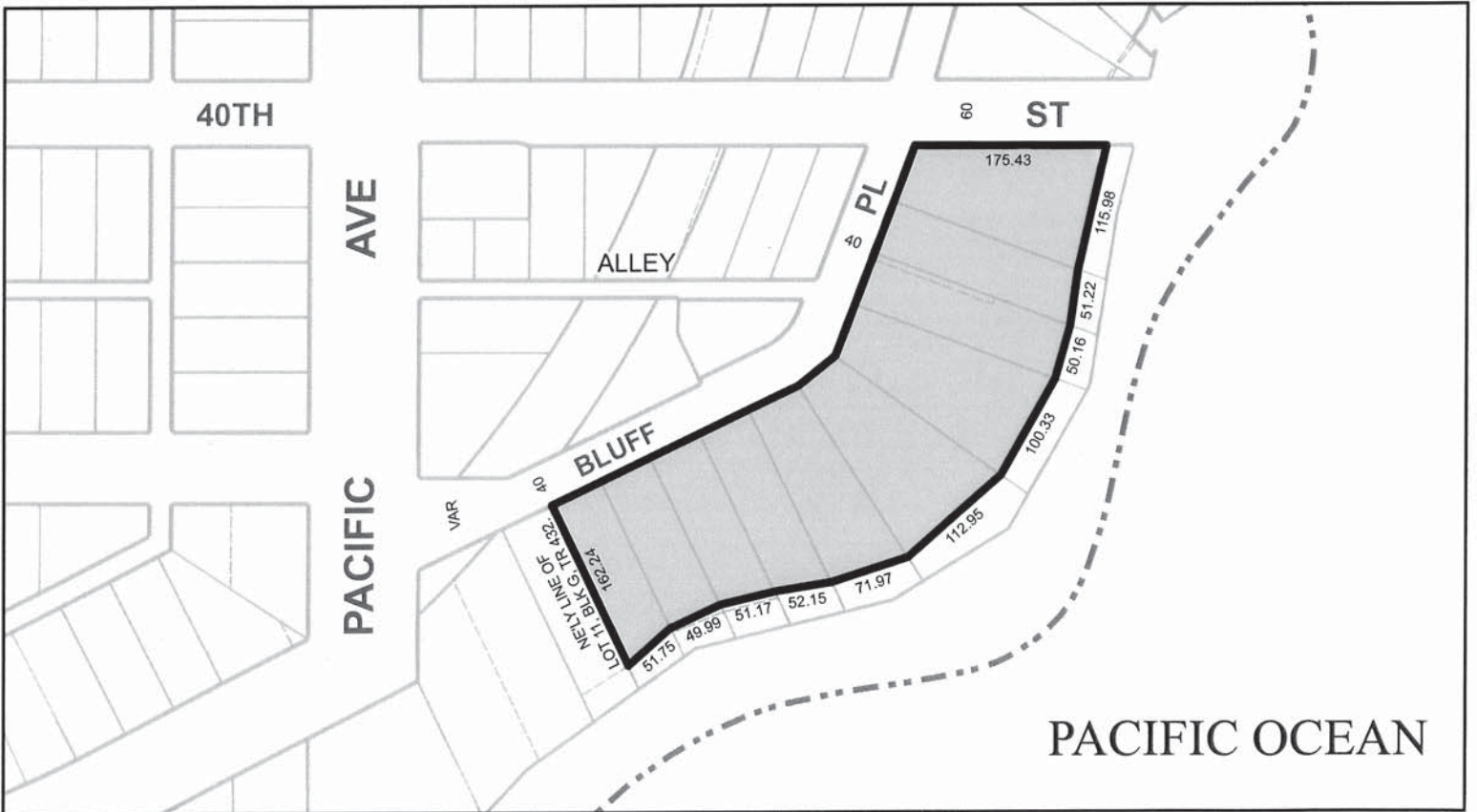
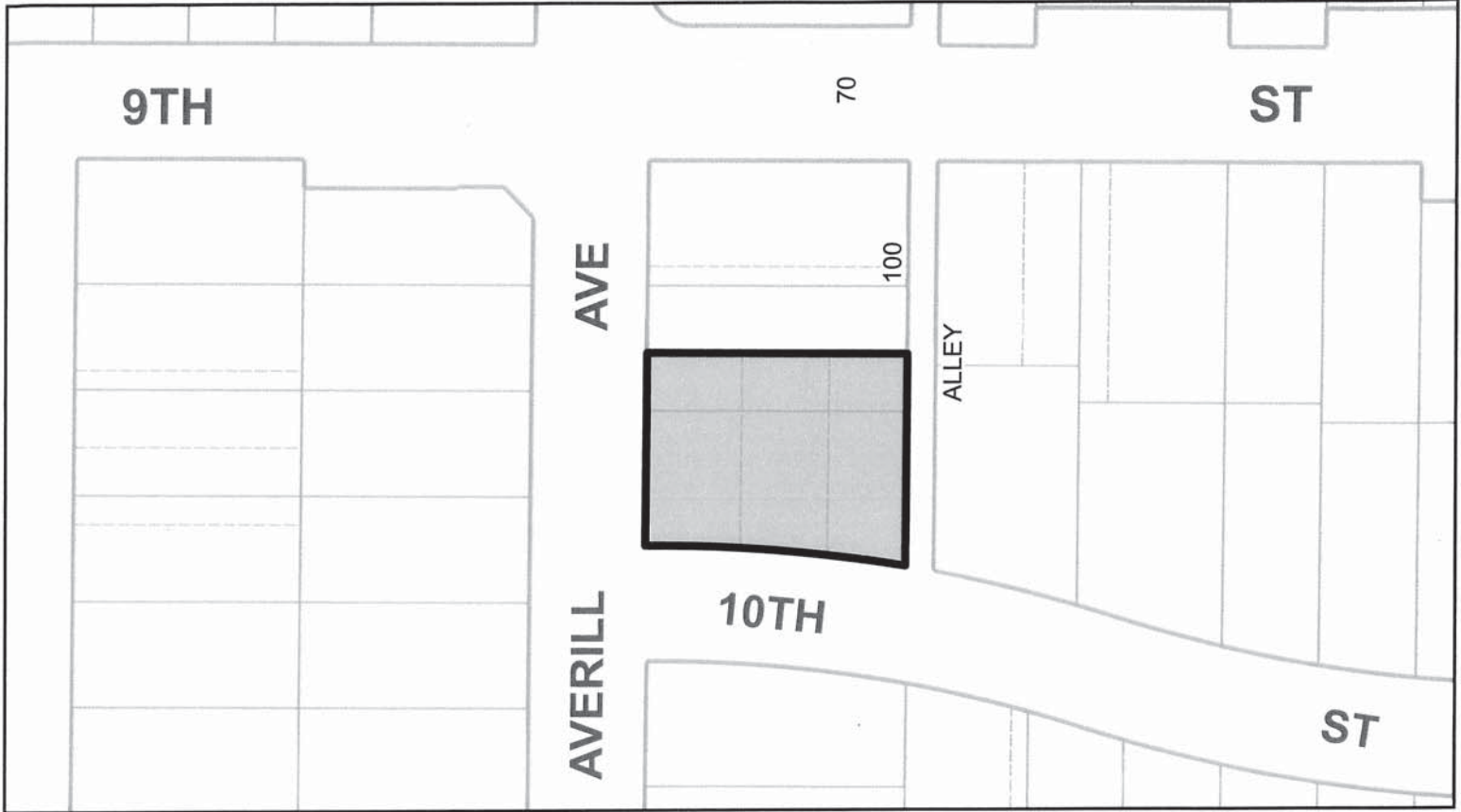
C.M. 015B201, 018B201	CPC-2009-1557-CPU
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AE/JPB

**SAN PEDRO CPU, SA 940**

051916





 **LOW II**



NOT TO SCALE

C.M. 3 B 197, 6 B 201, 3 B 201, 15 B 193	CPC-2009-1557-CPU
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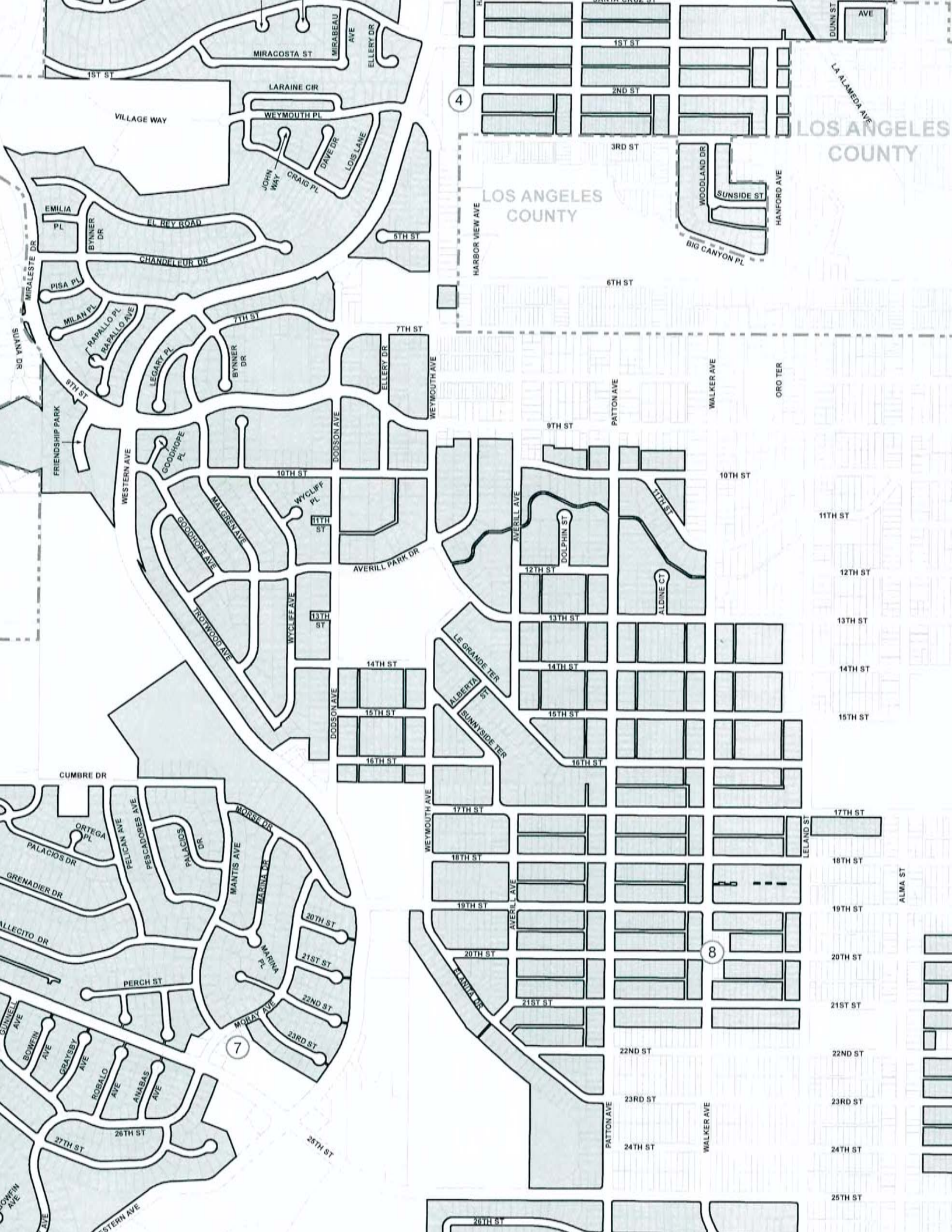
*AEKIA*

**SAN PEDRO CPU, SA 960**

070816

City of Los Angeles





LOS ANGELES COUNTY

LOS ANGELES COUNTY

11TH ST  
12TH ST  
13TH ST  
14TH ST  
15TH ST

17TH ST  
18TH ST  
19TH ST  
20TH ST  
21ST ST  
22ND ST  
23RD ST  
24TH ST  
25TH ST

ALMA ST

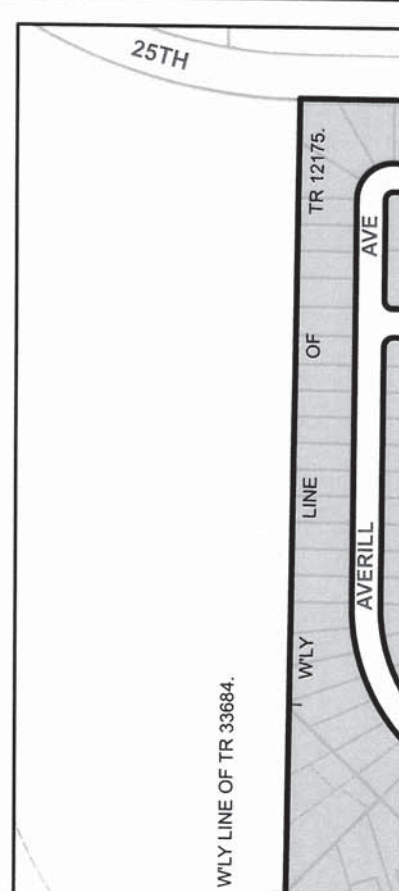
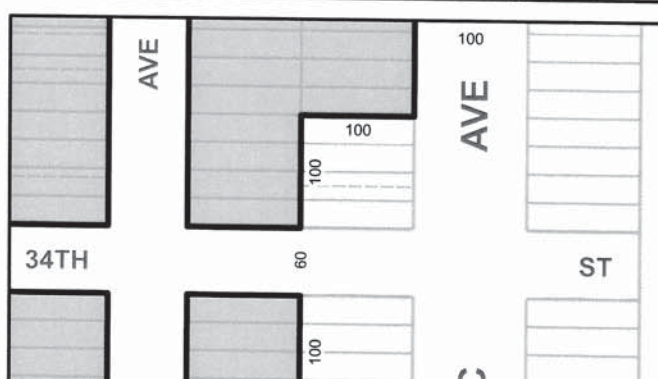
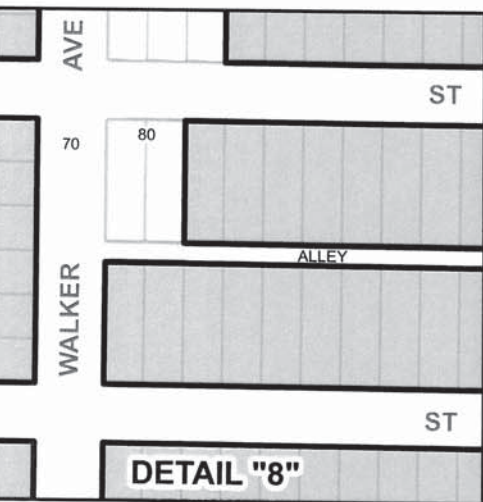
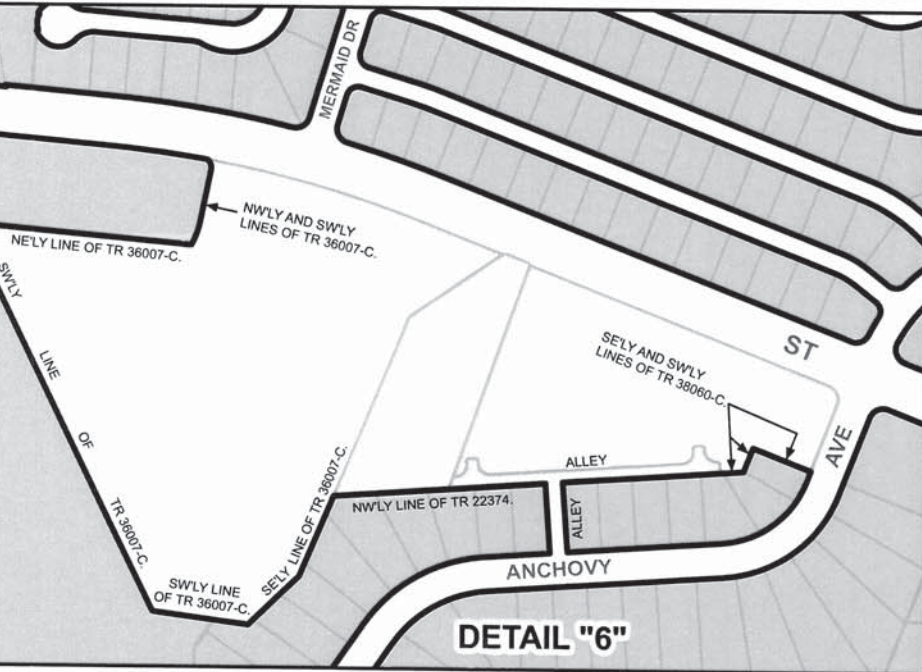
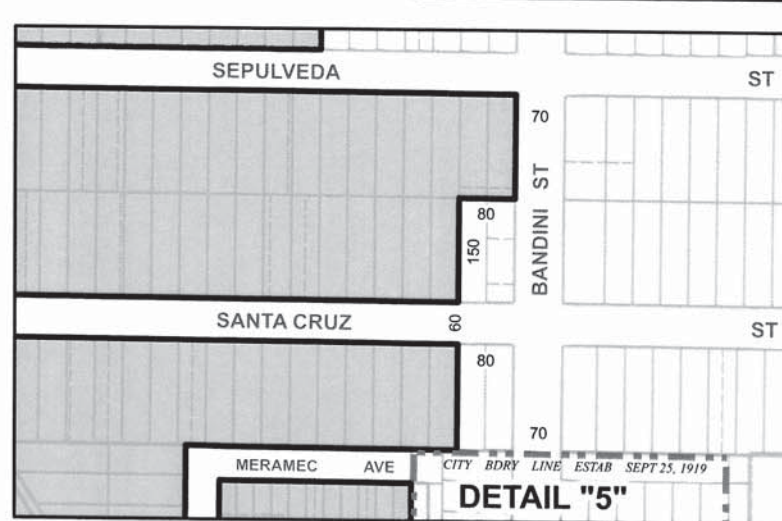
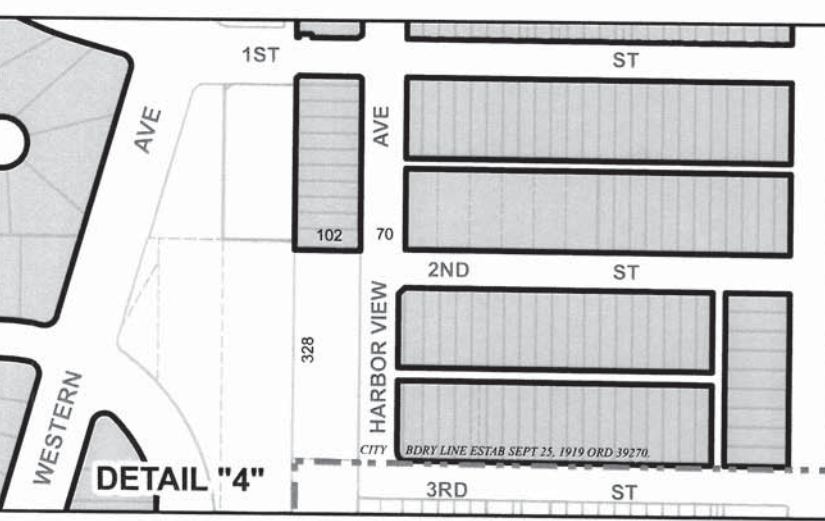
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7

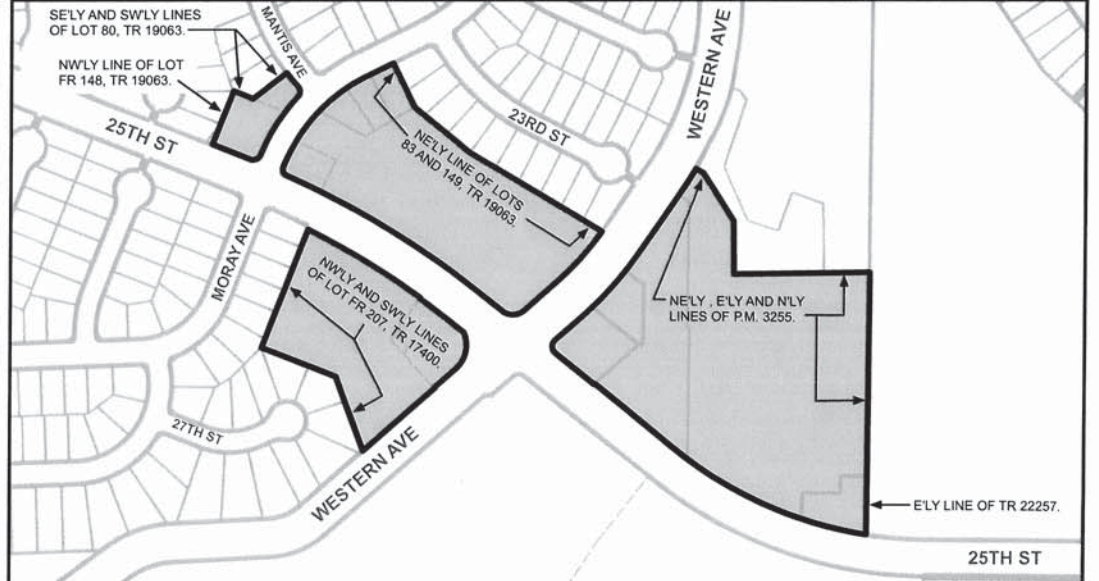
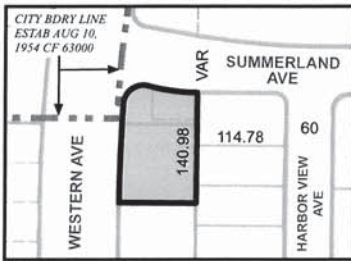
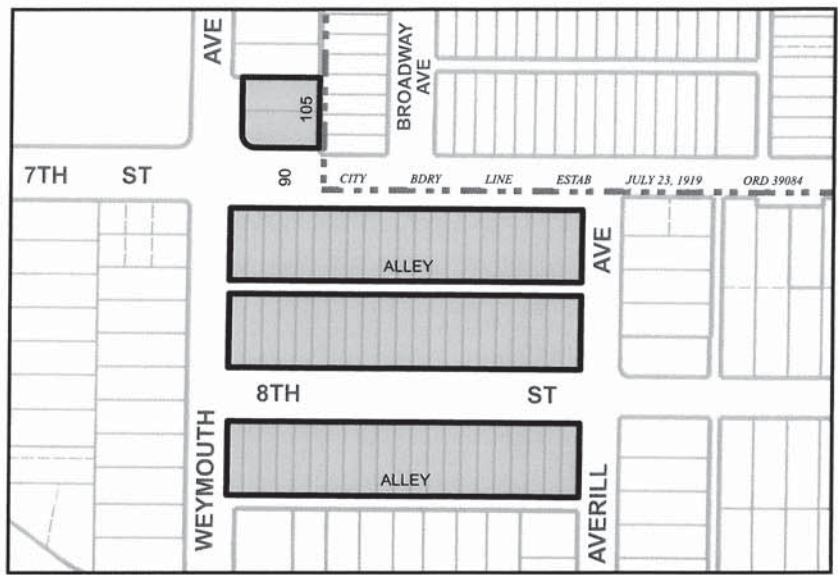
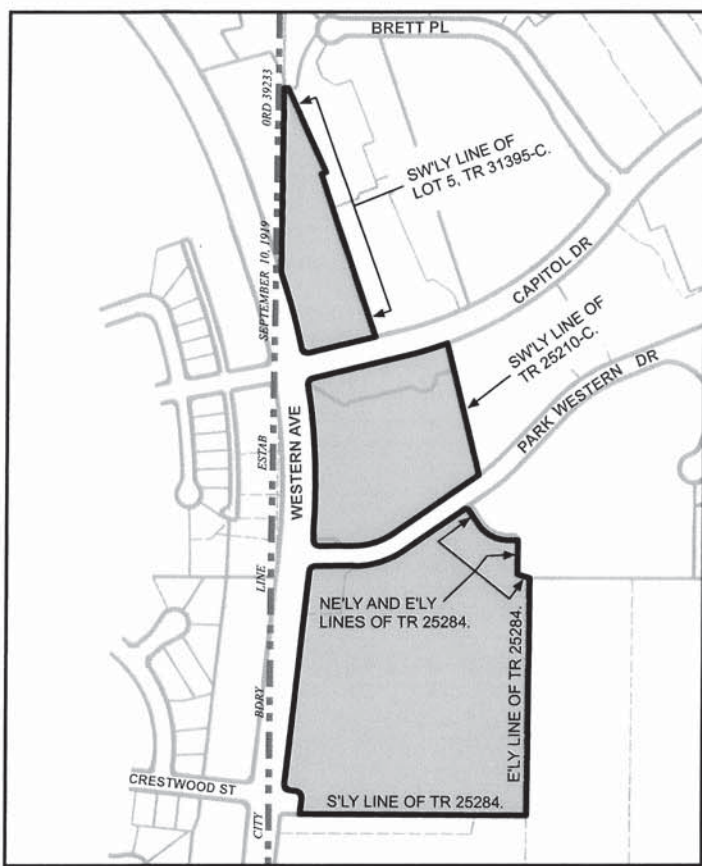
8

MIRACOSTA ST  
LARAINE CIR  
WEYMOUTH PL  
JOHN WAY  
CRAIG PL  
EMILIA PL  
BYNNER DR  
EL REY ROAD  
CHANDLER DR  
PISA PL  
MILAN PL  
RAPALLO PL  
RAPALLO AVE  
LEGARY PL  
BYNNER DR  
7TH ST  
8TH ST  
FRIENDSHIP PARK  
WESTERN AVE  
GOODHOPE PL  
10TH ST  
MALIBU AVE  
WYCLIFF PL  
11TH ST  
GODDHOPE AVE  
TROYWOOD AVE  
WYCLIFF AVE  
13TH ST  
14TH ST  
15TH ST  
16TH ST  
16TH ST  
CUMBRE DR  
ORTEGA PL  
PALACIOS DR  
GRENADIER DR  
ALLECITO DR  
PERCH ST  
20TH ST  
21ST ST  
22ND ST  
23RD ST  
25TH ST  
26TH ST  
27TH ST  
28TH ST  
WESTERN AVE

MIRACOSTA ST  
LARAINE CIR  
WEYMOUTH PL  
JOHN WAY  
CRAIG PL  
EMILIA PL  
BYNNER DR  
EL REY ROAD  
CHANDLER DR  
PISA PL  
MILAN PL  
RAPALLO PL  
RAPALLO AVE  
LEGARY PL  
BYNNER DR  
7TH ST  
8TH ST  
FRIENDSHIP PARK  
WESTERN AVE  
GOODHOPE PL  
10TH ST  
MALIBU AVE  
WYCLIFF PL  
11TH ST  
GODDHOPE AVE  
TROYWOOD AVE  
WYCLIFF AVE  
13TH ST  
14TH ST  
15TH ST  
16TH ST  
16TH ST  
CUMBRE DR  
ORTEGA PL  
PALACIOS DR  
GRENADIER DR  
ALLECITO DR  
PERCH ST  
20TH ST  
21ST ST  
22ND ST  
23RD ST  
25TH ST  
26TH ST  
27TH ST  
28TH ST  
WESTERN AVE  
HARBOR VIEW AVE  
WYEMOUTH AVE  
6TH ST  
7TH ST  
9TH ST  
10TH ST  
11TH ST  
12TH ST  
13TH ST  
14TH ST  
15TH ST  
16TH ST  
17TH ST  
18TH ST  
19TH ST  
20TH ST  
21ST ST  
22ND ST  
23RD ST  
24TH ST  
25TH ST  
WOODLAND DR  
SUNSIDE ST  
BIG CANYON PL  
HANFORD AVE  
PATTON AVE  
WALKER AVE  
ORO TER  
LEGRANDE TER  
ALBERTA ST  
SUNNYSIDE TER  
AVERILL AVE  
DOLPHIN ST  
ALDINE CT  
LELAND ST  
WALKER AVE



WLY LINE OF TR 33684.



**NEIGHBORHOOD COMMERCIAL**

C.M. 009B189, 009B193, 012B189, 012B193, 012B201, 015B193, 015B197, 018B193, 021B193

NOT TO SCALE

CPC-2009-1557-CPU

AE/cf

**SAN PEDRO CPU, SA 1010**

052416

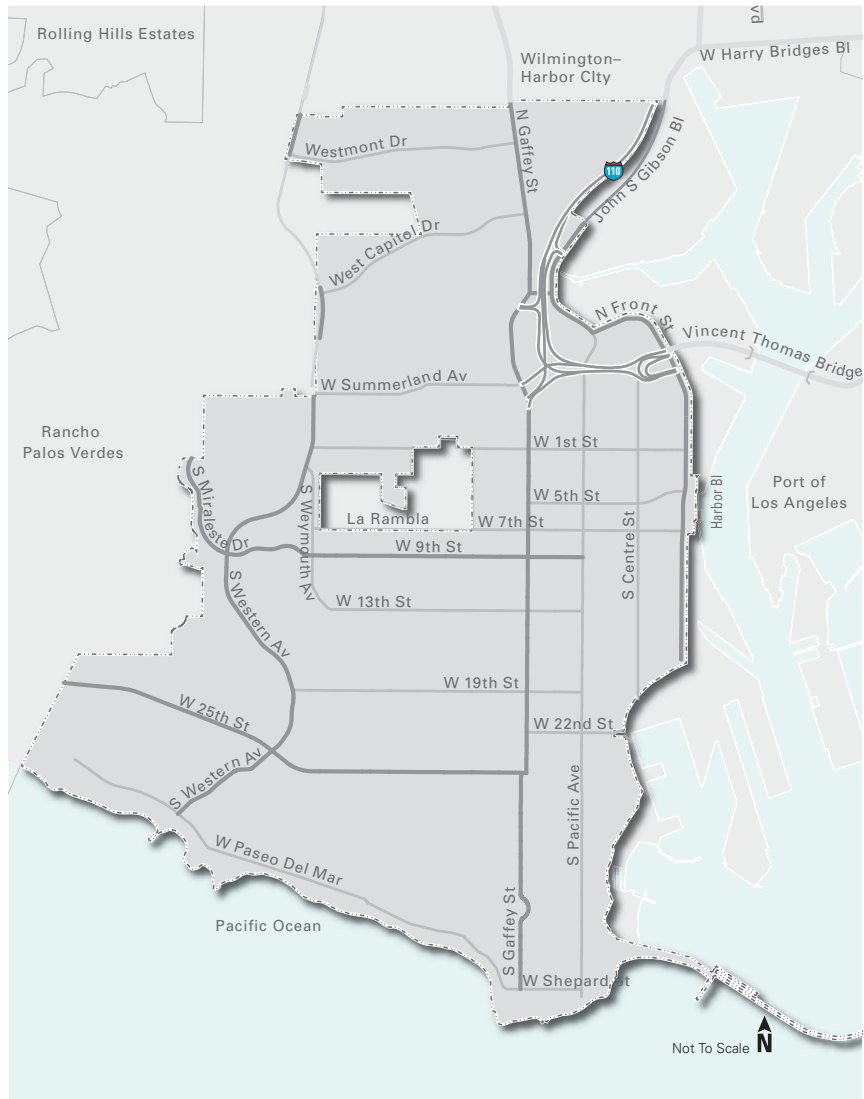
City of Los Angeles







**Figure 1-1**  
**San Pedro**  
Community Plan Area



Bandini Street Elementary School

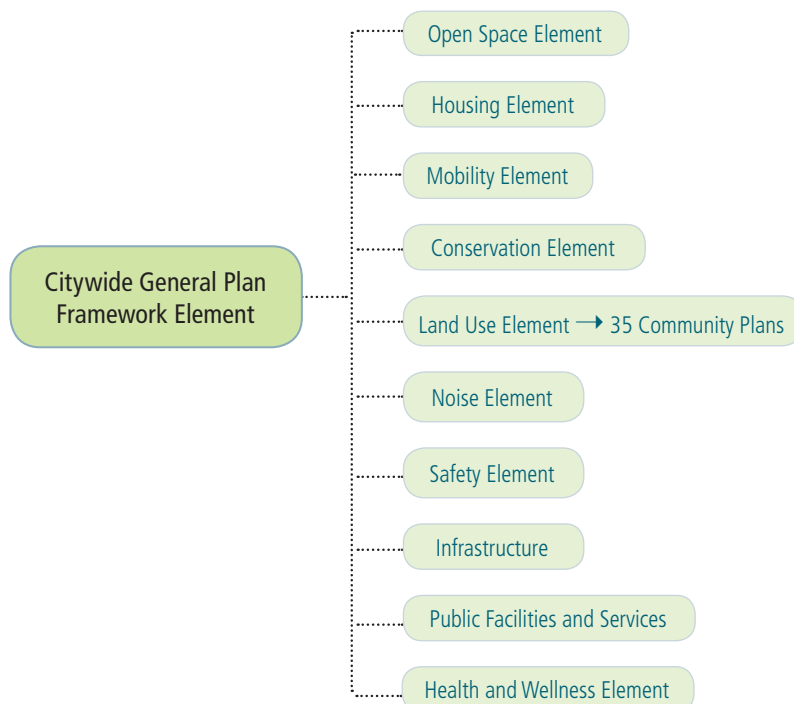
- **Chapter 5 Community Facilities and Infrastructure.** Chapter 5 describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power (energy) and street lighting. The service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

## 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.

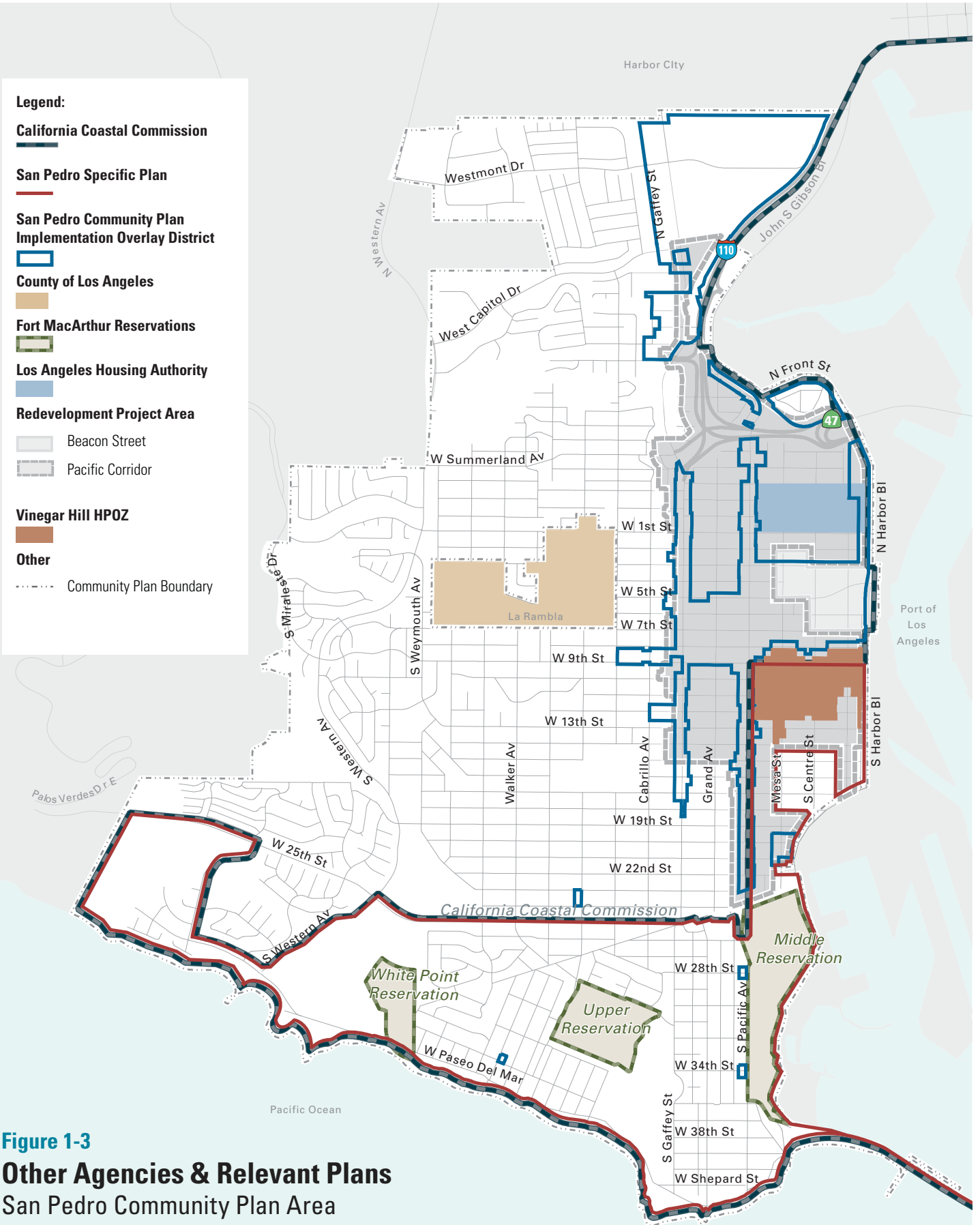
State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among 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.



**Legend:**

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

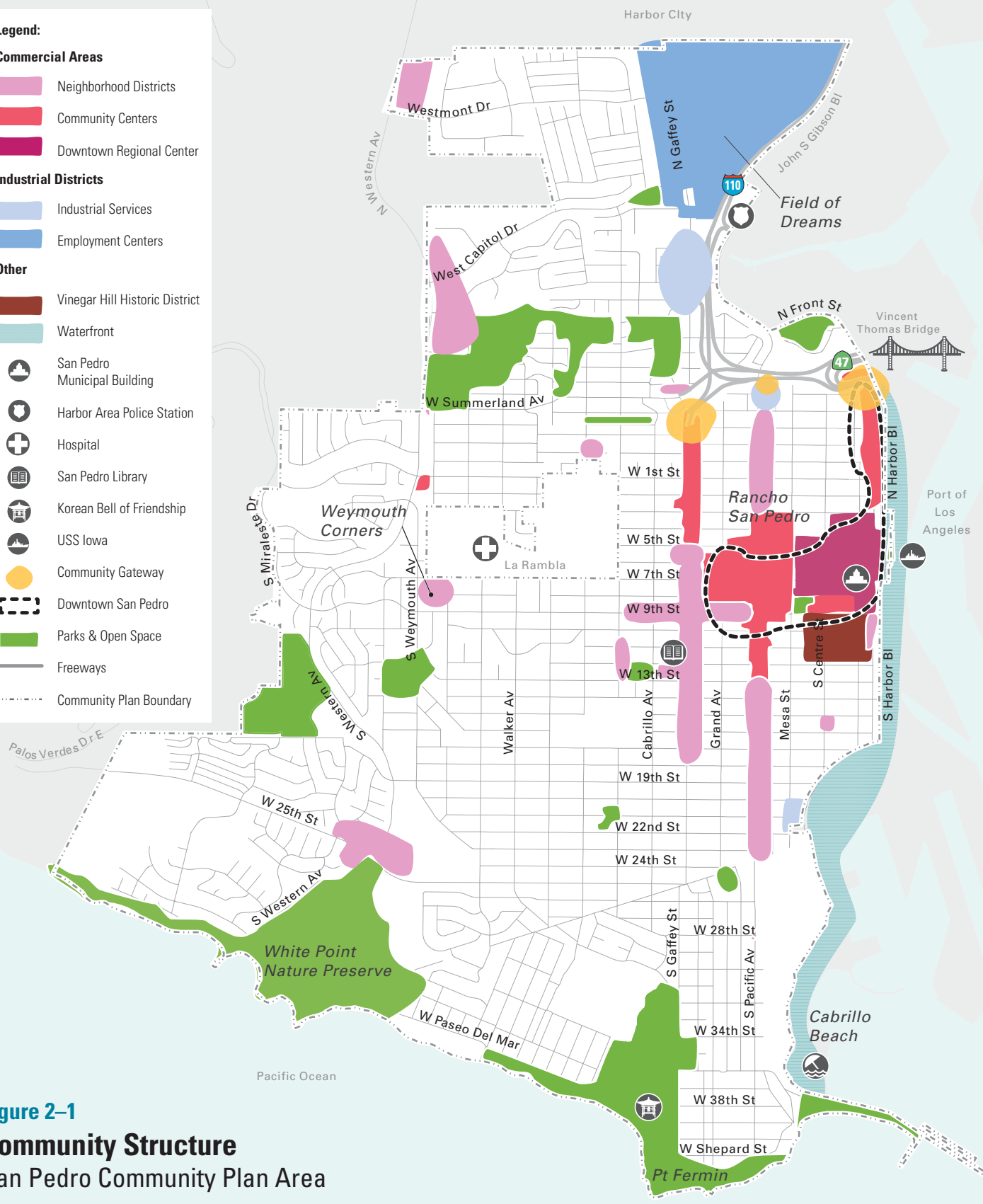


**Figure 1-3**  
**Other Agencies & Relevant Plans**  
 San Pedro Community Plan Area

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

Not To Scale **N**  
**DRAFT**

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



**Figure 2-1**  
**Community Structure**  
 San Pedro Community Plan Area

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

Not To Scale   
**DRAFT**

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

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

## Existing Land Uses

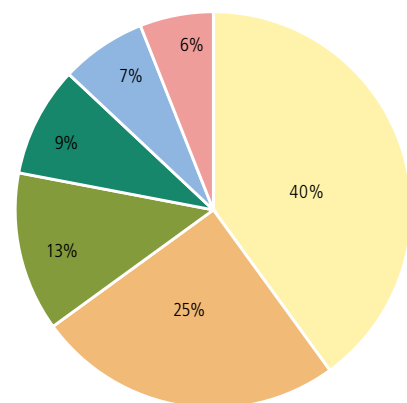
San Pedro has a unique physical setting with many natural, cultural and economic resources that have influenced the type and form of land uses within the community. The CPA is developed with a mixture of multi- and single-family residential, commercial, industrial, civic, recreational and open space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

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

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

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

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



**CHART 2.1**  
**Existing Land Use Distribution (2010)**

<span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> Single-family Residential	40%
<span style="display: inline-block; width: 15px; height: 15px; background-color: #ff9900; border: 1px solid black; margin-right: 5px;"></span> Multi-family Residential	25%
<span style="display: inline-block; width: 15px; height: 15px; background-color: #6aa84f; border: 1px solid black; margin-right: 5px;"></span> Open Space	13%
<span style="display: inline-block; width: 15px; height: 15px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> Public Facilities	9%
<span style="display: inline-block; width: 15px; height: 15px; background-color: #4a7ebb; border: 1px solid black; margin-right: 5px;"></span> Industrial	7%
<span style="display: inline-block; width: 15px; height: 15px; background-color: #e31a1c; border: 1px solid black; margin-right: 5px;"></span> Commercial	6%

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

TABLE 3-1  
General Plan Land Use

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

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			



## *Pedestrian Priority Streets*

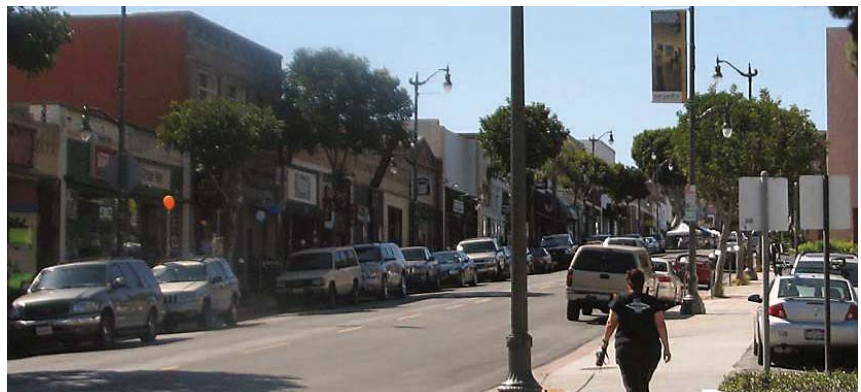
Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including neighborhood centers, community and regional commercial centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough 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)



# 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.<sup>1</sup> 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.

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

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

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

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

**Policies**

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

Table 5-3  
**Wastewater Treatment Facilities and Existing Capacity**

Millions of Gallons per Day (mgd)

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

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

Table 6-1

## San Pedro Implementation Programs – Mobility

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
<b>Near Term Programs</b>			
P45	<b>Complete Streets.</b> 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	<b>Mobility for Challenged Users.</b> 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	<b>Mobility Enhancement Coordination.</b> Coordinate with LADOT to develop and implement alternative methods by which to evaluate impacts to the circulation system.	M1.3	DCP, LADOT
P48	<b>Private Investment For off-Site Facilities/Amenities.</b> 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	<b>Private Investment For Multi-Modal Right-of-Way Design.</b> 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	<b>Grants for Off-Site Facilities/Amenities.</b> 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	<b>Modified Street Standards.</b> The San Pedro Community Plan implements modified street standards as noted on Fig. 4-2 and Table 4-1.	M1.5	DCP, LADBS
P52	<b>Watershed Management.</b> 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	<b>Pedestrian Access.</b> The Citywide Urban Design Guidelines provide guidelines and standards that implement this policy.	M3.1	DCP, LADOT
P54	<b>Priority Pedestrian Routes.</b> 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	<b>Pedestrian Amenities in New Development Projects.</b> 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	<b>Minimize pedestrian conflicts.</b> Study safe routes for skateboards and discourage use of skateboards on other streets.	M3.4	DCP, LADOT
P57	<b>Safe school routes.</b> Collaborate with other agencies to implement Caltrans's "Safe Routes to Schools" programs.	M3.5	DCP, LADOT
P58	<b>Easements and public rights-of-way.</b> The Mobility Plan 2035 implements this policy.	M3.6	DCP, LADOT
P59	<b>Priority bikeways.</b> 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	<b>Bikeway connections.</b> 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	<b>Bicycle amenities in transit stations.</b> 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	<b>Bicycle amenities in new developments.</b> Require developments located near transit centers implement amenities such as bicycle lockers, bicycle repair, etc.	M4.3	DCP, LADBS
P63	<b>Bikeway network.</b> 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	<b>Transit connection coordination.</b> 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	<b>DASH route review.</b> Continue to periodically review DASH routes to ensure maximum ridership and optimal bus stop locations.	M5.1	LADOT, METRO
P66	<b>Shuttle bus programs.</b> Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.1	LADOT, METRO
P67	<b>Priority transit routes.</b> 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	<b>Transit service coordination.</b> Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M6.1	LADOT, DOA, DPSS
P69	<b>San Pedro Community Plan Area transit.</b> Integrate regional and local transit serving the San Pedro Community Plan Area.	M6.4, M5.1, M5.3	DCP, LADOT, METRO
P70	<b>Priority motorized vehicle routes.</b> 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	<b>Access management.</b> Encourage new development be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking.	M7.3	LADOT
P72	<b>Drop-off areas.</b> 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	<b>Alley access.</b> Require parking access from alleys only, where adequate alley access is available.	LU 1.6, M7.4	LADBS, LADOT, DCP
P74	<b>Emergency access.</b> Require new developments address emergency access and egress in site planning.	M7.5	DCP, LADBS
P75	<b>Tsunami evacuation route.</b> 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	<b>Emergency service providers.</b> Coordinate with emergency service providers to ensure continued service operations and levels of service.	M7.6	DCP, LADOT, EMD, LAFD, LAPD
P77	<b>Coordinated evacuation routes.</b> 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	<b>New developments and emergency regulations.</b> 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	<b>Traffic calming - overnight parking regulations.</b> Enforce overnight parking regulations for recreational vehicles in residential neighborhoods.	M8.1	LADOT
P80	<b>Traffic mitigations for development.</b> 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	<b>Transportation Management Associations.</b> Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	<b>Efficient truck movement.</b> The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	<b>On-site loading.</b> 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	<b>Efficient truck movement.</b> Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	<b>Convenient parking.</b> 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	<b>Scenic Highways.</b> The Plan and General Plan 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	<b>Development near Scenic Highways.</b> Implement the Scenic Highways Guidelines established by the Mobility Plan 2035 where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	<b>Recreation trails.</b> Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
<b>Long Term Programs</b>			
P91	<b>Transit and sidewalk repairs.</b> Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	<b>Transit amenities.</b> 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	<b>Priorities for capacity enhancement.</b> 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	<b>Parking management districts.</b> Require developers of mixed-use projects to utilize shared parking concepts into the project design.	M11.1	DCP
P95	<b>Regional coordination.</b> 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	<b>Development at transit nodes.</b> 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	<b>Priorities for capacity enhancements - traffic information.</b> 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	<b>Priorities for capacity enhancements - turn lanes and parking restrictions.</b> 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	<b>Industrial center siting.</b> Coordinate with Caltrans to improve direct freeway access to the Port, distribution centers and other industrial districts.	M10.1	LADOT, CALTRANS, DCP
P100	<b>Convert surface lots to structures.</b> Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	M11.3	LADOT, POLA Community
P101	<b>Convenient Parking.</b> 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	<b>Performance based parking supply.</b> 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	<b>Park Once Strategy.</b> 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	<b>Priority parking for alternative fuel vehicles.</b> 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	<b>Recreation trails.</b> 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	<b>Harbor Blvd Welcome Gateway and attractive design.</b> 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	<b>Streetscapes.</b> 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	<b>Special Events.</b> Prepare and implement special traffic management plans to reduce the impact of street closures associated with special events.	M2.2	LADOT, BSS, LAPD
P109	<b>Regional transit connections.</b> 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	<b>Integrate transit.</b> 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	<b>Traffic calming.</b> 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	<b>Alternatives to the automobile.</b> 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	<b>TDM Plans.</b> A TDM program for Downtown San Pedro to be administered by a Transportation Management Association should be implemented.	M9.4	DCP, Community
P114	<b>Reclaimed land and underutilized public rights-of-way for bikeways.</b> Pursue rails-to-trails or other ROW conversions incorporating bike paths where appropriate.	M3.7, M4.5	BOE, LADOT

