

SAN PEDRO COASTAL LAND USE PLAN (LUP)

An Element of the City's General Plan for that Portion of
the San Pedro Community Plan in the Coastal Zone
and
Part of the City's Local Coastal Program

Department of City Planning

City Plan Case Nos. 23923 and 30149

Council File No. 85-0346

As Approved by the City Planning Commission on November 15, 1990

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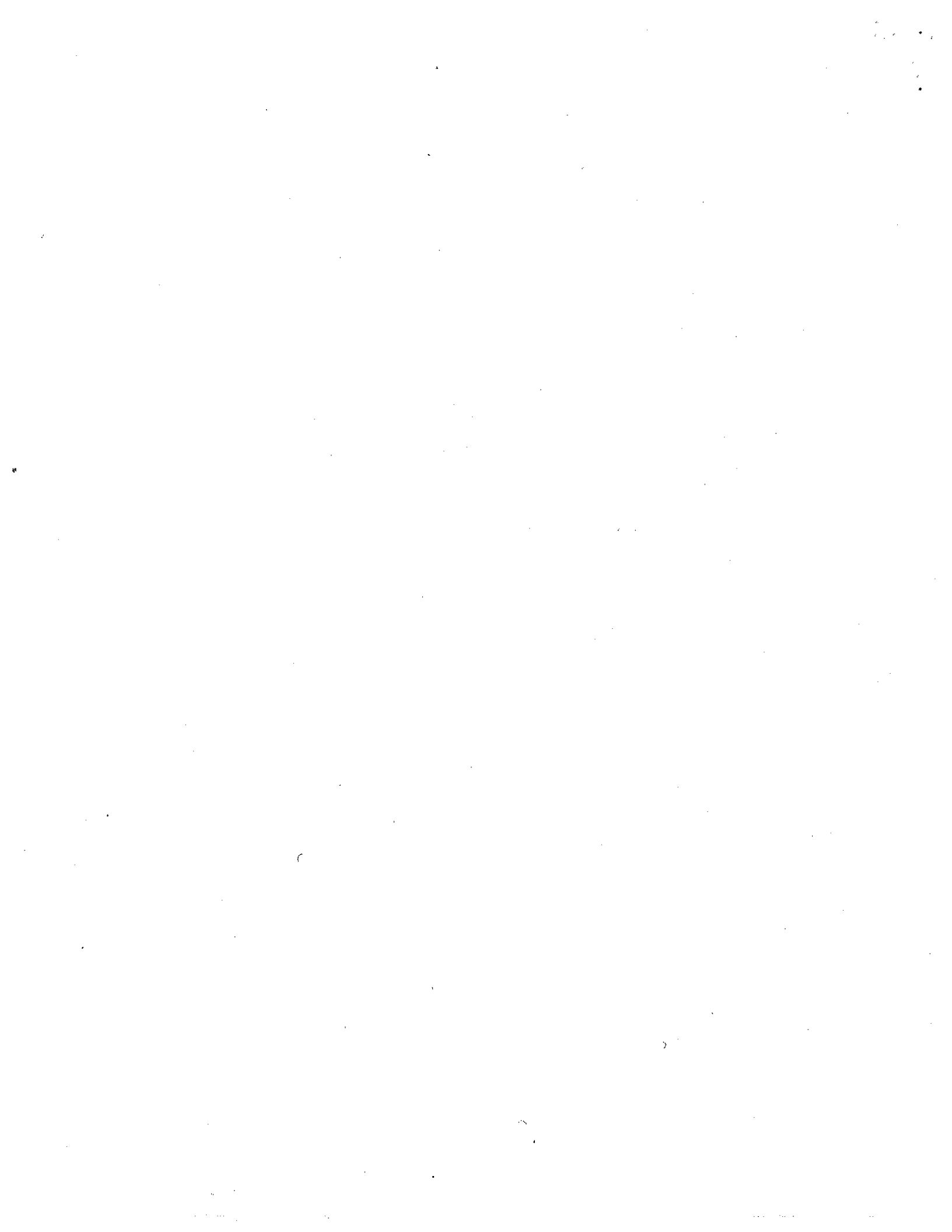


San Pedro Coastal Land Use Plan (LUP)

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SAN PEDRO COASTAL LAND USE PLAN

PREAMBLE

The first step in the preparation of this Plan for the future of San Pedro was to define with the aid of Community residents, "what the community of San Pedro is"; what are those characteristics which should be preserved to protect the oft-mentioned "uniqueness" of the Community. It was determined that the foremost characteristic prevalent throughout San Pedro was the maritime roots of the Community and its residents. From the time of the discovery of San Pedro Bay by Cabrillo, through its later description by Dana, the development of the Port of Los Angeles into a world trade center has played an important role in the development of Los Angeles and the entire southwest United States as well. The importance of the local fishing industry is evidenced by the fact that San Pedro is the country's number one commercial fishing port; even the local newspaper has acquired the colorful name "the fish wrapper". The ties between the community and the harbor are so close that many have said that as the harbor goes, so goes San Pedro.

San Pedro has a beauty characterized by seacliffs and shoreline, tidepools, and the silhouette of the Palos Verdes hills and ancient marine terraces, all resulting from its particular geomorphology. Abundant space, greenery, trees, and parks gives a sense of openness not usually associated with a town of 80,000 people. The hillside topography provides spectacular views of the ocean, the harbor and the Los Angeles Basin. The mediterranean-type climate and cool ocean breezes provide relatively clean fresh air in an otherwise smoggy metropolitan area; in short, an ideal climate.

Geographically, San Pedro is on a peninsula somewhat isolated at the end of a freeway (as opposed to being bisected by one). As a result, people come to San Pedro rather than just pass through. San Pedro is not in the middle of anyplace; it is a destination.

Residents of San Pedro emphasize its small town, hometown or village feeling (even though San Pedro has a population of 80,000). The small town quality is enhanced by the fact that the majority of residents are homeowners who both live and work in the harbor area in contrast the "bedroom" community characteristics of many other parts of Los Angeles. San Pedro is neighborhood oriented, with many small family businesses which also serve as local meeting places. San Pedro is a "one high school town" that adds a congealing or gathering force which reinforces the sense of community spirit, pride, and identity. Because of the attitude of "this is my town", many call it the City of San Pedro and frequently recall the day when San Pedro was in fact an independent city.

Another important quality of San Pedro is the "old world flavor" or ethnic atmosphere. San Pedro is a melting pot where the culture of those who have settled here has been preserved and encouraged; people who come to San Pedro tend to stay, as do their children, grandchildren, and great-children, so that there is a cultural heritage which is handed down from one generation to the next. Many residents comment that they have moved to other parts of the state, country, or world but have always been drawn back to San Pedro - their "hometown".

PURPOSES AND RELATIONSHIP TO OTHER CITY PLANS

The San Pedro Coastal Land Use Plan is a part of the General Plan of the City of Los Angeles; it consists of this text and the accompanying maps.

✓ The San Pedro Coastal Land Use Plan together with the San Pedro Specific Plan, which will be the Coastal Local Implementation Plan, will comprise the City's Local Coastal Program for the San Pedro Coastal Zone. The purpose of the Coastal Land Use Plan, is to put General Plan and other Citywide policies into a local land use plan and development control framework. (See Appendix A - San Pedro Coastal Land Use Plan Area*).

USE OF THE PLAN

The San Pedro Coastal Land Use Plan will provide a guide for the future development of the community for use by the City Council, the Mayor and the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the community; and private organizations concerned with planning and civic betterment. For the council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City matters as required by law. The Plan focuses on coastal issues and concerns and serves to provide governmental decision-makers with a coastal perspective.

goals
The Coastal Land Use Plan is intended to outline an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the Community, within the larger framework of the City and the requirements of the Coastal Act; guide the future of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentials and limitations; and protect investment to the extent reasonable and feasible.

The Plan is not an official zone map, and while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

✓ The Plan is subject to periodic review and amendment to reflect changes in circumstances and conditions. It is recommended that it be restudied not later than five years from the date of adoption in order to utilize more reliable data on population and housing forecasts which will become available from the 1990 Census.

✓ * Please note that the California Coastal Commission deleted for later certification the cross-hatched areas identified in Appendix B (Areas of Deferred Certification) from the Land Use Plan Area.

CONTENT OF THE PLAN

The San Pedro Coastal Land Use Plan sets forth Objectives, Policies, Standards and Programs for Land Use and New Development (Housing, Commerce, and Industry), Circulation and Public Access (Highways and Public Transportation), and Service Systems (Schools, Parks, Fire Stations, Libraries, etc.) for the Community as a whole during the next 20 years.

The Plan contains Objectives, Policies, Standards and Programs which are specifically intended to implement those policies contained in the California Coastal Act of 1976 which are appropriate for San Pedro.

An Objective is defined as an ideal for which to strive -- the ultimate aim. A Policy is a direction or course for future decisions. The Standards outlined in the Plan are included to guide development in conformance with the specific requirements of the Coastal Act. A Program is a recommended action to address a particular need or problem.

The Policies and Programs in this Plan are intended to provide direction and a course of future action for the City and its various departments. The Plan does not mandate the city or its departments to commence any new programs which may require the expenditure of man-hours or funds. Any actions called for in this plan which require additional funding must be approved through action of the City Council.

The following population statistics apply to the San Pedro Community:

Census Population	1980	62,336
Population Estimate	1989	75,834
Existing Zoning Capacity	1980	241,000
Projected Population	1995	79,000*
Plan Population Capacity		103,800**

* These figures are the City's estimates of present and forecasted population, based on 1980 Census data for the population estimate and on 1970 Census data for the projected population.

** This figure is based on a range of 2.0 to 3.5 persons per dwelling unit and reflects population and housing forecasts contained within the Housing Element of the City's General Plan. However, this figure does not include the population and dwelling unit capacity of potential residential uses permitted in commercial zones, which would further increase the population capacity of the Plan.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the San Pedro Community with the adjacent communities of Rancho Palos Verdes, Harbor City, and Wilmington; the Port of Los Angeles; and other parts of the metropolitan area.
2. To balance population growth with available public facilities, services, and circulation system so as to enable the Community to develop in a harmonious, efficient, and attractive manner.

3. To develop a zoning pattern which realistically reflects future land uses, densities, and population levels.
4. To encourage the preservation and enhancement of the varied and distinctive residential neighborhoods and character of San Pedro.
5. To promote the development of the Beacon Street Redevelopment Area as the basis for the Community Center, with a high density of employment and population.
6. To preserve scenic views and improve the visual environment of the Community through the protection of its natural features, topography, and coastline.

I. LAND USE

HOUSING

The following Objectives, Policies, and Programs are based on population projections and forecasted housing needs contained within the Housing Element of the City's General Plan, as well as an analysis of existing land use and zoning, neighborhood characteristics, topography, demographic data including declining family size, the need to provide affordable housing for those having low and moderate incomes, and the ability of streets and public facilities to accommodate the demands placed on them. Projections generated from the 1970 Census and contained in the Housing Element of the City's General Plan forecast a need for an additional 5,684 housing units to be built in San Pedro by 1995. Of these, 1,818 units for those having moderate incomes, and 2,217 units for higher income residents. The Plan provides for a total of 7,200 new housing units to be built in San Pedro. Although this total is 26% in excess of the forecasted need, such a cushion is needed due to the generalized nature of long range housing forecasts and because not all property proposed for new housing will be developed by their owners.

Given increased construction costs, the high cost of land, and the premium housing prices being paid by an increasing number of people who find San Pedro a desirable place to live, it is unlikely that new construction-whether apartments, condominiums, or single-family homes-can meet the need for lower and moderate-priced housing. Although 50% of the housing stock in San Pedro is over 30 years old, the 1970 census indicated that only 3% of that housing is in substandard or unsound condition. The Plan proposes the rehabilitation of this older, but sound, housing stock as the primary means for providing affordable moderate-priced housing, while at the same time preserving many of the existing lower density single-family neighborhood units in San Pedro which would otherwise be redeveloped with apartments.

The Plan seeks to maintain neighborhood character by preserving stable single-family areas since neighborhoods have been, and continue to be, the building blocks of San Pedro. They add stability to the community and provide a foundation for the often described "uniqueness" rather than turn San Pedro into another "bedroom suburb" where people live and enjoy the coastal amenities without having a direct involvement or interest in the Community.

OBJECTIVES

1. To preserve and protect stable single-family residential areas from encroachment by other types of uses, including higher density residential development.
2. To identify and maintain the varied and distinct neighborhood units which make up the Community of San Pedro.
3. To designate changes in residential densities based on the relationship between neighborhood units, topography, nearness to highways, availability of commercial services, and adequacy of public facilities and at levels where it will not have significant adverse effects, either individually or cumulatively, on coastal access or coastal resources.
4. To recognize the existing sound housing stock as a valuable Community resource, the preservation of which can serve to reduce the high cost of housing associated with new construction.
5. To provide for the construction of new residential dwelling units necessary to meet the Community's forecasted housing needs to 1995.

POLICIES

It is the City's policy that:

1. High density Housing be located within that portion of the Community Center bounded by Third Street, Mesa Street, Eighth Street, and Palos Verdes Street, unless otherwise designated on the Plan map.
2. Medium and Low-Medium density housing be located in conformance with the Plan map, adjacent to the Community Center, near Community and Neighborhood Commercial areas, or along selected highways consistent with the other provisions of this Plan.
3. Changes to residential densities designated in this Plan shall be predicated upon the provision of adequate public service facilities.
4. Deteriorating residential neighborhoods be rehabilitated at similar densities through programs of conservation, rehabilitation, and reconstruction.
5. Housing for the elderly be conveniently located to public transportation, commercial services, and recreational, cultural and health facilities, especially within or adjacent to the Community Center.
6. The continuation of existing compatible land uses that are a recognized part of a neighborhood, although nonconforming with respect to zoning or the designation of the Plan map (such as "mom and pop" neighborhood markets), be permitted.
7. The conversion of apartment structures to condominium ownership shall not be permitted if they would exceed the density designated by this Plan, or would not have the number of parking spaces and other amenities required of newly constructed condominiums.

8. Substandard lots in the area bounded by O'Farrell Street, Hanford Avenue, Third Street, Walker Street, the westerly extension of Fourth Street, and Harbor View Avenue are to remain merged as developed at the time of Plan adoption in order to retain existing neighborhood scale and characteristics.
9. The location of institutional uses in residential areas be conditioned so as to avoid adverse impacts on the surrounding neighborhood.
10. The preservation of existing public scenic views from scenic highways or designated scenic view sites shall be required for the approval of all coastal development permits, zone changes, conditional use permits, variances, divisions of land and other discretionary permits.
11. In those areas designated in the Low-Medium II and Medium density categories on the Plan map, higher densities may be authorized by the Director of Planning in order to permit the construction of housing units deemed affordable to persons having low or moderate incomes (as defined by the U.S. Department of Housing and Urban Development) as allowed by the state affordable housing incentive programs if the development is otherwise found to be consistent with the policies of this Land Use Plan. In order to insure conformity to this Plan, any such authorization of higher densities shall be subject to each of the following conditions:
- a) That a Covenant and Agreement be recorded by the developer to insure that at least 50% of the units contained in the housing development be maintained for a period of at least fifteen (15) years for persons having low or moderate incomes (as defined by HUD); and
 - b) That the development be designed to be compatible with surrounding neighborhood characteristics and scale.

STANDARDS

Height

- (a) No building or structure shall be erected or enlarged within that portion of the Coastal Zone designated for residential use which exceeds two stories or a height of 26 feet as measured from the average existing natural grade to the highest point of the roof or parapet wall of the building, whichever is higher (see Appendix B entitled Sloping Lots Height Requirements). Exceptions to the specified height limit shall include only the following and only to the extent the additional height does not block public views to the coast* from the designated Scenic Highway and view sites:
 - (i) chimneys
 - (ii) solar panels
 - (iii) vents in conjunction with mechanical systems
 - (iv) plant materials
 - (v) roof deck railings that do not exceed 36 inches and
 - (vi) antennae

- (b) Lower level parking may be provided in a building without being counted as a story, provided that the ceiling is not more than 6 feet above average existing natural grade. Entrances, lobbies and utility rooms, but no habitable rooms, may be located on the garage level.
- (c) A mezzanine level shall be counted as a story.
- (d) Allowances for additional building height shall not be permitted.

Parking

- (a) Adequate on-site parking shall be provided by new development and where feasible in remodels in order to maintain and enhance public access to the coast. New development shall provide on-site parking which is, at a minimum consistent with the parking standards adopted by the Commission in the 1980 South Coast Regional Interpretive Guidelines (see Appendix C - Parking Requirement Table).
- (b) Allowances for the reduction of required on-site parking shall not be permitted unless standards comparable to the 1980 South Coast Regional Interpretive Guidelines parking standards are incorporated into the LCP which allow for exceptions.

PROGRAMS

The Plan recommends:

1. Initiation of residential zone redesignations to conform to the Land Use Policies of this Plan as indicated on the Plan map, and that the redesignation of residential zones be given priority over those for commercial or manufacturing zones.
2. Continuation of the Howowners Opportunity Maintenance Effort (HOME) Program offering lower interest housing rehabilitation loans within the area bounded by Ninth Street, Gaffey Street, Twenty-Second Street, Crescent Avenue, and Beacon Street.
3. Establishment of the "Handyman" home improvement program in the Barton Hills neighborhood generally bounded by the Seaside Freeway, Harbor Boulevard, First Street, and Pacific Avenue.

COMMERCE

An important feature of the Plan is its emphasis on reestablishing the downtown area as the Community Center of San Pedro. This area has traditionally been the focal point of social and economic life in the Community. However, the development of several nearby regional shopping centers and the more recent location of new commercial facilities on Western Avenue serving the North San Pedro area have added to the decline of the downtown area.

The Plan expects that the completion of the Beacon Street Redevelopment Project and its cost proximity to the Ports of Call tourist/recreational complex

will spur a resurgence of growth housing and office buildings are proposed for the Community Center, San Pedro's isolated trade area will most likely preclude any major chain department store from locating in the area in the near future. It is expected, however, that tourism and the recreational dollar will play an increasingly important role in the future economic vitality of San Pedro. In addition to the Regional Commercial designation of the Community Center, the Plan depicts three other types of commercial development of San Pedro. Several Neighborhood Commercial centers are located throughout the Community which will provide daily convenience services to people living in nearby residential areas. Typical establishments which might be found in these areas would include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, liquor stores, and small professional offices.

The Plan also designates two Community Commercial areas which are located to serve several neighborhoods or a specific area of the Community. In addition to those uses provided in a Neighborhood Commercial center, the Park Plaza shopping area on Western Avenue might provide for such uses as junior department stores, drug stores, clothing and appliances, banks, supermarkets, bakeries, restaurants, and a concentrated offering of small professional offices. The Community Commercial area along Pacific Avenue should continue to develop in conformance with existing uses, including auto sales, repair and service, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses which serve the Community as a whole.

Finally, the Plan designates Gaffey Street northerly of Ninth Street for Highway Oriented Commercial facilities to take advantage of commuter traffic utilizing the Harbor Freeway. Services located in this area should include motels, restaurants and coffee shops, fast food drive-ins, liquor stores, gas stations, and other similar convenience goods and services.

OBJECTIVES

1. To emphasize, rehabilitate and strengthen the Community Center as the focal point for the Community's social, civic, and economic life.
2. To designate changes to commercially zoned land for retail, service, and office facilities in quantities and patterns that can be so used without substantial detriment to adjacent uses of other types, and will not have significant adverse effects, either individually or cumulatively, on coastal access.
3. To improve the aesthetic quality of commercial developments and areas.
4. To designate local commercial areas conveniently serving the day-to-day needs of residential neighborhoods, while maintaining and enhancing coastal/recreational commercial uses along Pacific Avenue by regulating permitted uses.
5. To provide a centrally convenient location for all governmental buildings and offices serving the Community as a whole.

6. To provide adequate parking for all types of retail and office commercial facilities and governmental buildings located throughout the Community.

POLICIES

It is the City's policy that:

1. High-intensity commercial facilities, along with High-density residential uses, be located within the Community Center which is shown for Regional Commercial Land Use of the Plan map.
2. Residential use of the upper floors of commercial buildings be encouraged, especially within the Community Center.
3. Poorly located, commercial strip zoning be eliminated and reclassified for more appropriate uses.
4. Commercial facilities be made compatible with adjacent residential areas by urban design techniques such as landscaping, buffering, and orientation.
5. No waiver of on-site parking standards be permitted for new development within Community Center areas within the coastal zone, except as provided for in the parking standards adopted by the Commission in the 1980 South Coast Regional Interpretive Guidelines. Peripheral parking areas serving the Community Center may be used in part to meet this need where peripheral parking is available to meet the parking demand of the proposed new development commencing when occupancy begins and the development is adequately signed to notify the public of the availability and location of the off-site parking.
6. A rapid transit station be developed to serve the Community, located convenient to both the community Center and Ports of Call areas as designated on the Plan map, and utilizing the railroad right-of-way adjacent to Harbor Boulevard.
7. All new major governmental buildings and offices serving the Community as a whole be located in the branch administrative center bounded by Ninth Street, Palos Verdes Street, Eighth Street, Center Street, Seventh Street, Beacon Street, Sixth Street, and Harbor Boulevard, and be provided with adequate and convenient public parking areas.
8. Adult entertainment businesses as may be defined by ordinance and including adult bookstores, arcades, cabarets, theaters or other such establishments are not in keeping with the residential character of San Pedro and should not be permitted to be located in the Community.
9. Now new residential uses be permitted in any area designated for Neighborhood and Office Commercial Land Use on the Plan map in order that an adequate level of neighborhood commercial services can be maintained.

STANDARDS

Height

(a) No building or structure shall be erected, enlarged or maintained within that portion of the coastal zone designated for commercial use (by means of zoning classifications), which exceeds the total floor area, the number of stories, or the height limit in feet specified for Height District 1-VL (3 stories or 45 feet) on Pacific Avenue between Ninth Street and Thirteenth Street, or Height District 1-XL (2 stories or 30 feet) in all other areas, except as set forth in the following paragraphs. Section 12.21.1A.7 shall not apply.

(b) Lower level parking may be provided in a building without being counted as a story, provided that the ceiling is not more than 6 feet above average existing natural grade. Entrances, lobbies, and utility rooms, but no habitable rooms, may be located on the garage level.

(c) A mezzanine level shall be counted as a story.

(d) No building or structure, except in the area specified in 1(a) above, in the Height District 1VL (3 stories or 45 feet) shall exceed a height of 26 feet as measured from the average existing natural grade measured on the perimeter of the building to the highest point of the roof or parapet wall of the building whichever is higher. Exception to the specified height limits shall be allowed only in the extent that the additional height does not block public views to the coast from the designated scenic highways or viewsites and shall include only the following:

- (i) chimneys
- (ii) solar panels
- (iii) vents in conjunction with mechanical systems
- (iv) plant materials
- (v) roof deck railings that do not exceed
- (vi) antennae

(e) Allowances for additional building height shall not be permitted.

Parking

Adequate on-site parking shall be provided by new development and where feasible in remodels in order to maintain and enhance public access to the coast. New development shall provide parking which at a minimum, is consistent with the parking standards adopted by the Commission in the 1980 South Coast Regional Interpretive Guidelines (Appendix C). Storage of materials or other use of required parking spaces which reduces the number or area of any required parking spaces is prohibited.

PROGRAMS

1. Initiation of commercial zone redesignations to conform with the Land Use Policies of this Plan as indicated on the Plan map.

2. Development of a municipal off-street parking lot conveniently located to serve businesses in the vicinity of Twelfth Street and Pacific Avenue.
3. That the Off-Street Parking Agency and the Community Redevelopment Agency review the future need for a municipal off-street parking lot serving businesses along the 300 block of Sixth Street, with special consideration given to additional local parking demand created by the completion of the Beacon Street Redevelopment Area easterly along Sixth Street.
4. Development of a low-cost means of public transportation operating on a frequent schedule between Ports of Call and the Sixth Street shopping mall, possibly by use of jitneys or trams.

INDUSTRY

San Pedro has relatively little industrial zoning within the Plan area, and most of that is developed with limited or light manufacturing uses. Rather than expand industrial zoning into existing residential or commercial areas as a means of increasing the employment base, the Plan recognizes the underutilized industrial areas of south and east Wilmington and the continued expansion of the harbor as the primary source of jobs for the Community.

OBJECTIVES

1. To designate areas for industrial and manufacturing uses in adequate quantities and in locations as indicated on the Land Use Plan map that will not result in substantial detriment of adjacent uses of other types.
2. To preserve designated industrial areas a valuable resource necessary for the economic health of the community, and to insure that they be retained for industrial and manufacturing use.
3. To encourage and assist private industrial investment and development of designated industrially zoned land within the Plan area, especially for non-hazardous or non-noxious, maritime-oriented uses.
4. To locate new industrial development as designated on the Land Use Plan map convenient to appropriate transportation facilities and compatible with surrounding land use.
5. To improve the aesthetic quality of industrial developments and areas.

POLICIES

It is the City's policy that:

1. Whenever possible, industrial areas be clearly defined and separated from residential, commercial and other uses by means of highways, freeways, topography, or other physical barriers.
2. Industrial facilities be made compatible with adjacent residential areas by urban design such as landscaping, buffering, orientation, and increased setbacks.

3. 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.
4. Areas used for open storage be screened from public view.
5. Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds be phased out and relocated to Terminal Island or the more heavily industrialized areas of Wilmington and that no further expansion of existing facilities be permitted.
6. No new commercial uses be permitted in any area designated for Industrial Land Use on the Plan map in order to preserve the remaining manufacturing job base of the Community.

STANDARDS

Height

(a) No building or structure shall be erected, enlarged or maintained within the portion of the coastal zone area designated for industrial use (by means of zoning classifications), which exceeds the total floor area, the number of stories, or the height limit in feet specified for Height District 1-VL (3 stories or 45 feet) on Pacific Avenue between Ninth Street and Thirteenth Street, or Height District 1-XL (2 stories or 30 feet) in all other areas, except as set forth in the following paragraphs. Section 12.21.1A,7 shall not apply.

(b) Lower level parking may be provided in a building without being counted as a story, provided that the ceiling is not more than 6 feet above average existing natural grade. Entrances, lobbies, and utility rooms, but no habitable rooms, may be located on the garage level.

(c) A mezzanine level shall be counted as a story.

(d) No building or structure, except in the area specified in (a) above, in Height District 1-VL (3 stories or 45 feet), shall exceed a height of 26 feet as measured on the perimeter of the building to the highest point of the roof or parapet wall of the building whichever is higher. Exception to the specified height limits shall be allowed only to the extent that the additional height does not block public views to the coast from the designated scenic highways or viewsites and shall include only the following:

- (i) chimneys
- (ii) solar panels
- (iii) vents in conjunction with mechanical systems
- (iv) plant materials
- (v) roof deck railings that do not exceed 36 inches and are of an open design
- (vi) antennae

(e) Allowances for additional building height shall not be permitted.

Parking

(a) All new commercial, industrial and manufacturing development (by means of zoning classifications), shall provide adequate on-site parking consistent with maintaining and enhancing public access to the coast. New development shall provide on-site parking which is, at a minimum, consistent with the parking standards adopted by the Commission in the 1980 South Coast Regional Interpretive Guidelines (see, Appendix D).

(b) Allowances for the reduction of required on-site parking shall not be permitted unless standards comparable to the 1980 South Coast Regional Interpretive Guideline parking standards are incorporated into the LCP which allow for exceptions.

PROGRAM

The Plan recommends:

1. Initiation of industrial zone redesignations to conform with the Land Use Policies of the Plan as indicated on the Plan map.

RELATIONSHIP TO THE PORT OF LOS ANGELES

Although not a part of the 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. While recognizing 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 Plan seeks to coordinate harbor related land uses and circulation system with those of adjoining areas by providing adequate buffers and transitional uses between the harbor and the rest of the Community. Toward this end, the Plan makes the following recommendations for consideration by the Harbor Commission, State Coastal Commission, and other decision-making bodies having jurisdiction over the Port:

OBJECTIVES

1. To recognize the Port of Los Angeles as a regional resource and the predominate influence on the economic well-being of the Community.
2. To promote the orderly and continued development of the Port so as to meet the needs of the fishing industry and recreational users as well as the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.
3. To coordinate the future development of the Port with the San Pedro Community Plan and the Beacon Street Redevelopment Project.
4. To seek the relocation of potentially hazardous and/or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.

POLICIES

It is the City's policy that:

1. The Cabrillo Beach and West Channel areas of the Port be devoted to public recreation, commercial sport fishing, and recreational boating facilities.
2. A new marina be developed in the West Channel area.
3. The West Bank of the Main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.
4. Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds located in the Cabrillo Beach, East and West Channels or West Bank portions of the main Channel be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

PROGRAMS

The Plan recommends:

1. That the existing bulk loading facilities, Navy fuel dock, Pennzoil/GATX terminal complex, GATX annex, Union Oil deepwater marine terminal and related petroleum storage tanks be relocated to Terminal Island or its proposed southerly extension.
2. That the rail classification yard on Sampson Way south of Sixth Street be consolidated with facilities serving both the Ports of Los Angeles and Long Beach, be relocated to the Wilmington or Terminal Island area, and designated as a rail head.
3. That 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.
4. That the port be dredged to sufficient depth to provide deeper draft berthing facilities to accommodate increasingly larger vessels.

RELATIONSHIP TO COUNTY UNINCORPORATED TERRITORY

POLICIES

It is the City's policies that:

1. The unincorporated County island generally known as La Rambla be annexed to the City of Los Angeles at the earliest possible time.

2. The City of Los Angeles would welcome the annexation of the unincorporated County territory generally known as Eastview (located along Western Avenue between Summerland Avenue on the south and Palos Verdes Drive North on the north), and that at such time as that portion of the Eastview area located westerly of Western Avenue, might be annexed to the City it be designated on the Plan map for land uses corresponding to the zoning existing at the date of Plan adoption.

3. If the Eastview area is annexed to another city, Western Avenue should be designated as the new boundary for the City of Los Angeles.

PROGRAM

The Plan recommends:

1. That areas annexed to the City of Los Angeles be evaluated vis-a-vis the existing zoning and land use at the time of annexation and be incorporated into the General Plan.

II. NEW DEVELOPMENT

OPEN SPACE, RESOURCE CONSERVATION AND COASTAL ZONE

Open space refers to land which is essentially unbuilt upon, or is natural in character, and functions in one or more of the following ways: provides opportunities for recreation and education; preserves scenic, cultural or historic values; conserves or preserves natural resources or ecologically important areas; preserves or creates community scale and identity; and buffers or defines activity areas.

The Plan proposes several open space reservations around the periphery of San Pedro in order to maintain community identity as well as to provide a framework for the other recreational facilities in the Community.

Open space is provided on the south by the ocean and shoreline recreation areas and on the east by the harbor; on the west is the steepest portion of the Palos Verdes Peninsula, and the resulting low-density residential development tends to maintain an open character which should be preserved; on the north is the Palos Verdes Reservoir, Green Hills Cemetery, the Naval Fuel Depot and Harbor Park which are proposed to be preserved in their present open state. The ancient landslide area in South Shores is also proposed as a predominantly 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 must be some risk if any substantial fixed structures were to be placed in this area.

The Plan also identifies ecologically important areas which exist within the Community and calls for programs for their preservation. Although urbanization has destroyed much of the wildlife habitat within the City, substantial areas of various habitat types still exist and their continued existence is a source of interest, pleasure and education to many people.

Similarly, many of San Pedro's historical, archeological and paleontological sites have been lost to new development. Many regret that a block or two of

the Beacon Street area was not retained and rehabilitated as a symbol of San Pedro's colorful heritage. The Plan proposed the creation of a Heritage Square where outstanding examples of the Community's historical and architectural heritage threatened with destruction can be relocated and preserved.

Finally, San Pedro contains a multitude of archaeological (Indian) and paleontological (fossil) sites found no where else on earth. The Plan seeks to preserve these sites where possible as another indication of the area's history. In those instances where the sites cannot be preserved, the Plan proposed the conversion of the old Cabrillo Beach Marine Museum into a local Natural History Museum where salvaged artifacts can be displayed.

OPEN SPACE AND RESOURCE CONSERVATION

OBJECTIVES

1. To ensure the preservation of sufficient open space lands to serve the recreational, environmental, educational, aesthetic, and psychological needs of the Community.
2. To establish a system of open space buffers around the periphery of San Pedro which will provide a framework for the unique form and identity of the Community.
3. To identify and preserve ecologically important areas which provide scientific and educational opportunities to study the coastal and offshore environment of San Pedro.

POLICIES

It is the City's policy that:

1. Designated open space areas be developed and maintained in accordance with the recreation and visual impact policies of this Plan.
2. The grading of natural terrain to permit development in hillside areas be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses, the preservation of natural landforms and to ensure that the potential negative effects of runoff and erosion on environmentally sensitive marine resources are minimized.
3. The alteration of natural drainage patterns, canyons, and water courses shall be minimized. When improvements are necessary to protect life and existing habitable structures, alteration of drainage courses shall use the least amount of landform alteration to protect the existing structures while maintaining any riparian habitat.
4. Development be restricted on areas of known geologic hazard, unstable soil conditions or landslides.
5. Offshore oil drilling 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.

6. Regarding State Ecologically Important Areas, this Land Use Plan recognizes San Pedro's ecologically important coastal areas in Appendix E. These areas, along with those identified in the Community Plan map, and other areas that may be subsequently designated by the state Department of Fish and Game are considered Environmentally Sensitive Areas under Section 30107.5 of the Coastal Act and shall be preserved and protected from any significant degradation consistent with Sections 30230, 30231 and 30240 of the Coastal Act. The City shall seek protection and preservation of these resources through designation as State reserves, preserves, parks, or natural wildlife refuges.

7. Any new storm drain system shall not discharge in any way that could cause the erosion of coastal bluffs. Any new storm drain system shall minimize impacts on tide pools and any other ecologically important areas identified between the projection of the terminus of 40th Street and the City of Los Angeles-City of Rancho Palos Verdes border (as delineated in 'Appendix G'). The discharge from any new storm drain system shall be consistent with the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharges as set forth in Section 402 of the Clean Water Act.

PROGRAMS

The Plan recommends:

1. The creation of an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.
2. The rehabilitation of the shoreline, beach, and parking areas at Royal Palms State Beach.

HISTORICAL, ARCHAEOLOGICAL, PALEONTOLOGICAL, AND GEOLOGICAL RESOURCES

OBJECTIVES

1. To identify, preserve, and consider the acquisition of worthy historical, archaeological, paleontological, and geological sites and/or areas in San Pedro.
2. To identify and preserve those preminent characteristics which collectively have produced the San Pedro image and heritage. These include the seafaring and fishing industries and their historical and cultural influence; the marine-oriented European flavor of its people and architecture; and the world renowned, natural marine terrace geography produced during the Pleistocene epoch of geologic history.
3. To assure that proper scientific and historical surveys and studies are conducted on archaeological, historical, paleontological, and geological sites and/or areas prior to their modification when they cannot be preserved wholly or in part.

POLICIES

The Plan recommends:

1. Priority in the preservation and/or acquisition of all historical, archaeological, paleontological, and geological sites and/or areas be given to those in danger of accelerated decay, those threatened with significant modification, or destruction, and those having scientific significance.
2. Endangered historical, archaeological, paleontological, and geological sites, and/or areas be protected by an ordinance that provides for permits, procedures, and provisions for preservation and/or salvage operations of sites and/or areas that would be adversely affected.
3. All new development, including City projects avoid disturbance of historical, archaeological and paleontological sites and/or areas. In the event this is not deemed feasible, by the Planning Director, based on a report prepared by a certified archaeologist/paleontologist or the appropriate city department, the City shall notify organizations such as the Natural History Museum, Cabrillo Beach Marine Museum, local universities, and local Native American groups to allow them sufficient time to study the sites and/or areas and make recommendations for preservation or relocation of resources.
4. A Heritage Square be established in San Pedro where worthy historical or architectural structures threatened with destruction can be relocated so as to preserve the historical and architectural heritage of San Pedro.
5. Notwithstanding any other Section of Los Angeles Municipal Code, an Historic Preservation Overlay Zone (HPOZ) shall be considered for this Coastal Land Use Plan. New development within the Historic Preservation Overlay Zone (HPOZ) in Old San Pedro shall be compatible with the character of Old San Pedro by incorporating architectural features and a site layout that is similar in scale, mass and character to other historic buildings in the area. Historic buildings within an HPOZ shall not be demolished except as allowed under the HPOZ.
6. The following requirements shall apply to all new development proposed in the hazardous areas designated on Appendix D - Geologically Hazardous Areas map: Prior to the approval of any coastal permit, it shall be determined that the proposed development will neither create nor contribute significantly to erosion, geologic instability or destructions of the site or surrounding properties and that risk to life and property has been considered and adequately mitigated. The applicant shall submit a geologic and/or soils report prepared by a qualified registered geologist and/or soils engineer which describes the conditions on the site, analyzes the proposed development's impacts, and recommends how risks shall be minimized. No coastal permit shall be approved unless the Department of Building and Safety has approved the geologic report and verified that the recommendations in the report have been incorporated into the development. No coastal

development permit shall issue for any development until the owner executes and records a document with the Los Angeles County Recorder approved as the form and content by the Los Angeles City Department of Building and Safety, setting forth in language understandable to the general public, any geologic hazards identified in a report as referred to above and particularly identifying said report. The document shall be recorded as part of the deed of the subject property and shall indicate that the owner has had the nature of the geologic hazard fully explained, clearly understands the hazard, and accepts full responsibility for damage to his or to adjacent property which may be caused by proceeding under the terms thereof.

7. New development, including additions to and remodels of existing structures, along coastal bluffs shall not be approved unless it minimizes risk to life and property, assures structural stability and integrity for the economic lifetime of the development, and neither creates nor contributes significantly to erosion, geologic instability, or destruction of the site or surrounding areas or any way requires the construction of protective devices that would substantially alter natural landforms.

8. New development at the base of coastal bluffs or in an area subject to wave action shall be located and designed so that it is not subject to wave inundation or hazards and so that its structural integrity or usefulness is not dependent on the installation of shoreline protective structures.

9. Approval of shoreline protection structures shall be limited to those which are necessary to protect existing residences, commercial structures, public works, public beaches, or coastal-dependent uses. Shoreline protection structures shall be permitted only if non-structural measures (e.g. building relocation or change in design) have been considered and found to be infeasible from an engineering standpoint or not economically viable. Shoreline protection structures shall be designed to avoid adverse impacts on public access, shoreline processes and sand supply, impacts on adjacent properties, habitats, and sand supply. A geotechnical report prepared by a licensed engineer with experience in coastal engineering shall accompany an application for a shoreline protection structure.

10. New development shall be reviewed for safety and structural integrity in terms of potential seismic activity and be designed to compensate for seismic hazards, and to meet requirements based on risk, type of occupancy, and location.

PROGRAMS

The Plan recommends:

1. That a comprehensive survey of historical locations, archaeological sites, paleontological deposits and geological sites be conducted for the purpose of establishing priorities for their designation, protection, and preservation.
2. That a preservation ordinance be enacted to protect areas of designated historical, archaeological, paleontological, and geological value.

3. That zoning provisions be enacted to protect areas of known historical, archaeological, paleontological, and geological value.
4. That descriptive data of historical, archaeological, paleontological, and geological sites and/or areas be delineated on maps of appropriate scale.
5. That the City Council sponsor the establishment of a private non-profit organization from the greater San Pedro Community, for the purposes of acquiring and preserving historical, archaeological, paleontological, and geological sites and/or areas.
6. That the established non-profit organization shall seek out and maintain Federal, State, and/or local grants, in addition to previously allocated funds and private funding, for the implementation of the aforementioned Objectives, Policies, and Programs.
7. That upon completion of a new Cabrillo Beach Marine Museum, the old museum be considered for conversion to a Natural History Museum with emphasis on those local archeological, paleontological, historical, and natural geological features which collectively have produced the San Pedro image and heritage.

COASTAL ZONE

OBJECTIVES

1. To provide a guide for the implementation of the policies contained in the California Coastal Act of 1976 within the designated Coastal Zone in San Pedro.
2. To protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man made resources.
3. To assure the orderly and balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the region.
4. To maximize public access and recreational opportunities to and within the Coastal Zone consistent with sound resource conservation principles and the rights of private property owners.
5. To assure priority for coastal-dependent development over other development on the coast.
6. To preserve existing scenic views of the ocean and harbor from designated Scenic Highways and scenic view sites.

POLICIES

It is the City's policy that:

1. This Coastal Land Use Plan constitutes the Land Use portion of the City's Local Coastal Program for San Pedro. Development within the

Coastal Zone shall conform to all Policies and Objectives contained within this Plan.

2. The scenic and visual qualities of San Pedro be protected as a resource of Community as well as regional importance, with permitted development sited and designed to: protect views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landforms; be visually compatible with the character of the surrounding area; and prevent the blockage of existing views from designated public scenic view areas and Scenic Highways.

3. Adequate public parking areas serving recreational facilities along the coast and upland recreation areas within the coastal zone shall be available to the public to avoid spill-over parking into residential areas.

4. Visual access to coastal views be provided by means of appropriately located scenic overlooks, turnouts, view spots, and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways.

5. Turn-out and viewsite areas from Paseo del Mar, as shown on Appendix E - Special Features map, 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 minimized in height and bulk to the maximum extent feasible to accomplish view protection.

6. Until a "Corridor Plan" is prepared for a Scenic Highway, any 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 facilities.

7. Existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro's unique coastal resources.

8. Coastal Recreation and Visitor-Serving Uses:

Existing lower cost visitor and recreational facilities shall be protected where feasible, and new ones, encouraged, by allowing them as permitted uses in the appropriate land use categories. Developments providing public recreational opportunities are preferred uses.

Oceanfront land suitable for coastal recreational uses shall be protected for coastal related recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the near vicinity.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation

shall have priority over private residential, general industrial, general commercial development, but not over coastal-dependent industry.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

9. The Osgood/Farley Battery site shall be designated as a public view site and any development which obstructs coastal views from this site or the Lookout Point and Korean Bell view sites shall be prohibited.

10. Lookout Point and its immediate surrounding view area, the Korean Bell monument and the surrounding structure, and the Osgood-Farley Battery Site as shown on the Special Features map are designated public viewsites. The visual corridors extending from these viewsites as shown on the said map shall be protected. New construction or remodeling within the visual corridors shall be limited to an absolute height of 24 feet, measured as set forth in the Land Use Section of this Plan. However, the Director of Planning may permit additional height to a maximum height of 26 feet, measured as set forth in the Land Use Section of the Plan, if he finds that such height will not obstruct the view from the viewsite.

11. Trails and paths should be developed with consideration for their unique characteristics in keeping with the natural terrain. Other trails, as indicated in the San Pedro Coastal Specific Plan, should be improved pursuant to the Specific Plan.

12 All trails, paths, and bikeways should be indicated by appropriate signs.

PROGRAMS

The Plan recommends:

1. The creation of one or more specific plans which would allow for the conditional approval of development in the Coastal Zone to ensure the implementation of Coastal Act policies.

2. The periodic use of the southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area for Cabrillo Beach recreational users.

III. CIRCULATION AND PUBLIC ACCESS

ACCESS

Lateral coastal access is defined as recorded dedications or easements, public roads, publicly owned properties, coastal trails and bikeways, prescriptive rights-of-way, or other similar means which provide physical access from one point on the public beach to another point on the beach or along a coastal bluff.

Vertical coastal access is defined as recorded dedication or easement, publicly owned properties, or prescriptive right-of-way, giving the public the right to pass and repass from a public road to the mean high tide line, public beach, or lateral access dedication area or easement.

HIGHWAY AND STREET SYSTEM

The Circulation portion of the Plan seeks to provide for the movement of people and goods within, around and through the Community as smoothly and efficiently as possible by directing traffic onto the system of Major and Secondary Highways and Collector Streets designated by the Plan map, thereby avoiding residential neighborhoods.

Three major traffic patterns affect the Community:

INTERNAL - traffic flow between different points within the Community. This pattern is mostly associated with shopping trips and tends to produce congestion in the Community Center and in the vicinity of neighborhood shopping areas.

EXTERNAL - traffic flow to and from San Pedro. This pattern is usually associated with early morning and late afternoon commuter traffic, but in San Pedro the term also applies to those coming in to use the parks, beaches, and recreational facilities, tourists visiting Ports of Call, and heavy truck traffic to and from the harbor.

THROUGH - traffic flow with neither an origin nor destination in the Community. This pattern is almost exclusively characterized by traffic to and from the Palos Verdes Peninsula. The efficiency of both the EXTERNAL and THROUGH traffic patterns is greatly hindered by the fact that the Harbor Freeway terminates at Gaffey Street, thereby providing only one primary means of entry into the Community.

The Plan proposes a number of street improvements aimed at increasing traffic flow and reducing congestion, while recognizing the limited funds available. The most important of these improvements are the extension of Capital Drive easterly to connect with the Harbor Freeway, to relieve some of the congestion on Gaffey Street, and the extension of Harbor Boulevard southerly to 22nd Street, to provide improved access to the recreational facilities at Cabrillo Beach and the West Channel area and to permit the more efficient use of the Harbor Boulevard freeway on-ramp by commuter traffic.

OBJECTIVES

1. To provide for a circulation system coordinated with land uses and densities adequate to accommodate the movement of people and goods.
2. To designate Major Highways, Secondary Highways, and Collector Streets which will accommodate internal, external, and through traffic circulation with as little conflict and congestion as possible.
3. To minimize conflicts between vehicular, pedestrian, railroad, and harbor-oriented industrial traffic, tourist, and recreational traffic, and daily or commuter traffic patterns within San Pedro.

POLICIES

It is the City's policy that:

1. Maximum public access to and along the shoreline shall be provided consistent with public safety, protection of private property rights, and sensitive coastal resources. Existing accessways, including developed public accessways and undeveloped historical accessways (as shown on the Special Features map), shall be protected and maintained. New development adjacent to the shoreline shall be required to provide public access consistent with the above.
2. The following trails which are designated on the Special Features map (Appendix E) shall be improved as funds become available:
 - (a) Barbara Street (vertical access)
 - (b) Meyler/Roxbury Streets (vertical access)
 - (c) Sunken City - Point Fermin (lateral access)
 - (d) Lighthouse - Point Fermin (vertical and lateral access)
 - (e) White's Point East (vertical access)
 - (f) Upper Roxbury Street (vertical access)
 - (g) Warmouth Street (vertical and lateral access)
 - (h) End of Pacific Avenue (parking and view point)
 - (i) Between Carolina Street and Peck Street (vertical)

The identification of these accessways by this Plan does not imply that they are presently open to the public or safe to use in their present state. The City shall actively pursue funds to open the accessways as soon as possible.

3. The full residential, commercial, and industrial densities and intensities indicated in this Plan be predicated upon the eventual development of the streets and highways designated herein.
4. No increase in residential, commercial, or industrial intensities be effected by zone change, subdivision, or other means unless it is determined that streets, highways, and other transportation facilities serving, and in the area of, the property involved are adequate to serve the traffic generated at an acceptable level of service.
5. Vehicular access to properties abutting designated Highways be restricted to adjacent Local Streets, service roads, or alleys where feasible.
6. Public streets not be vacated unless a finding is made that the street is not needed as a pedestrian walkway or trail, beach access route, bike-way, recreation, or open space area, or other public use.
7.
 - a. Where feasible, bikeways shall be provided and make use of off-street right-of-ways. Where bikeways must be in the useable roadway and the pavement is sufficiently wide, the creation of a lane for the exclusive use of bikeways, identified and designated by striping and signs, will be considered.
 - b. In opening or widening of any City street, the appropriateness of a Bike Route shall be considered and such facility shall be included if found to increase coastal access and to be consistent with public safety.
 - c. Bike routes should be landscaped where feasible and where consistent with public safety. Landscaping may be used to emphasize the separation from motor vehicle traffic and/or from pedestrian traffic. Rest areas, including lockable bicycle parking, telephone and educational material shall be provided where feasible and appropriate.

PROGRAMS

The Plan recommends:

1. That upon adoption of the Plan, the Department of Transportation, with the assistance of the City Engineer and Planning Department, be requested to conduct a comprehensive traffic analysis of the Community aimed at developing both short and long range recommendations for improving traffic circulation within and through San Pedro. Said study to include but not be limited to:
 - a) That upon completion of the comprehensive traffic analysis, the residents of San Pedro consider to make needed highway improvements.
 - b) That traffic flow be improved by replacing all stop signs on designated Major and Secondary Highways with properly timed and sequenced traffic signals.
 - c) That the near-term improvement of traffic flow on designated Major and Secondary Highways be accomplished by means of restricting parking

during peak hours, utilization of dual left turn lanes, restriping of streets, synchronization of signals, consideration of establishing one-way streets, and other similar means.

- d) That the top priority for highway intersection improvements in the Community be given to First and Gaffey Streets, with next priority given to 25th and Gaffey Streets.
- e) That as the top priority for new highway development in the Community, Capitol Drive be extended easterly to an on- and off-ramp connection with the Harbor Freeway.
- f) That Harbor Boulevard and 25th Street be extended as Major Highways to intersect in the vicinity of 22nd Street, with the extension of 25th Street generally following the alignment of Hamilton Avenue and the extension of Harbor Boulevard generally following the present railroad right-of-way at the base of Crescent Avenue.
- g) That an additional off-ramp be constructed from the Harbor Freeway to extend under the Gaffey Street Bridge and connect south-bound on Cabrillo Avenue at O'Farrell Street.
- h) That new access to the Elks Lodge and San Pedro Park be permitted by way of the entrance road to Friendship Park, thus reducing non-residential traffic on Cumbre Drive.
- i) That traffic flow on Western Avenue be improved by restricting on-street parking between First Street and Avenida Aprenda between the hours of 6:00 a.m. and 6:00 p.m.
- j) That the City Engineer be directed to investigate the desirability of either retaining or vacating the undeveloped right-of-way (or portions thereof) of Hamilton Avenue between Pacific Avenue on the east and Weymouth Avenue on the west, including the feasibility of utilizing the right-of-way for street purposes, bikeway, pedestrian walkway, and other means of transportation, or public uses such as recreation or open space.

PUBLIC TRANSPORTATION SYSTEM

OBJECTIVES

1. To provide for an integrated public transportation system which will meet the local needs of transit-dependent residents, including those having fixed or lower incomes, senior citizens, and younger residents, as well as the regional needs of those within access to the coastal and recreational resources of the Community.

2. To designate land uses and provide a circulation system in a manner which will accommodate the location of a future rapid transit system serving San Pedro.

POLICIES

It is the City's policy that:

1. Regular bus service be provided on Major and Secondary Highways throughout the Community with special routing and emphasis given to the needs of those areas having greater transit dependency.
2. Park-and-Ride lots be conveniently located outside of the community Center, on Major Highways between local and rapid transit routes, and include parking for both automobiles and bicycles.
3. Any rapid transit terminal serving San Pedro be located conveniently to both the Community Center and Ports of Call areas as designated on the Plan Map, utilizing the railroad right-of-way adjacent to Harbor Boulevard.
4. Park-and-Ride, shuttle, or other non-automobile-oriented systems should be utilized for transit to the beach to mitigate congestion problems during peak beach days.

PROGRAMS

Planning staff should coordinate with the Department of Transportation to direct the public to beach access areas by placing signs at the terminus of the Harbor Freeway.

IV. SERVICE SYSTEMS

Development of public facilities shown by this Plan should be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

While San Pedro has proportionally more park acreage per capita than most other areas of the City, many of these parks are inadequate in size, undeveloped, or lack a full range of recreational facilities normally associated with such parks. Although the Plan proposes three new neighborhood parks in areas not well served, the primary emphasis should be on developing existing park sites with facilities geared to neighborhood and community needs.

Of the fifteen public school facilities in the Community, only South Shores Elementary and Dodson Junior High Schools meet desirable site size standards. Declining enrollment and shifting student transportation patterns make it difficult to forecast longer range needs although the average age of buildings at Bandini Street and Point Fermin Elementary Schools are approaching or already exceed 50 years. The most critical physical plant problems in the Community at this time are the reconstruction of Dana Junior High and the relocation of San Pedro High School as proposed by this Plan.

The Plan proposed the reconstruction and expansion of the San Pedro Public Library which although less than one-third the required size, has the fastest growing circulation of all branch libraries in the City. Originally built in 1949 to house 45,000 books, the collection numbers more than 78,000.

Fire service in San Pedro is generally considered adequate with respect to response time and the type of equipment available. However, only the South

Shores Station, which was built in 1961, is considered to an adequate for Fire Department needs. The Station at 16th Street and Grand Avenue was built in 1924 and is proposed to be reconstructed to present standards.

The Barton Hill Station is proposed to be relocated to the vicinity of Gaffey and Channel Streets to better serve increasing fire protection needs in the northern portion of the Community.

OBJECTIVES

1. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.
2. To make the full residential, commercial, and industrial development proposed by this Plan contingent upon the provision of the infrastructure proposed in the General Plan.
3. To design and locate public facilities in such a way as to enhance the character of their neighborhoods and minimize adverse environmental impacts and displacement of residents.

RECREATION AND PARKS

POLICIES

It is the City's policy that:

1. Recreational facilities, programs, and activities be continually evaluated and tailored to the social, economic, and cultural characteristics of the neighborhood and the desires of local residents.
2. Existing recreational sites and facilities be up-graded through site improvements and replacement of obsolete structures as funds become available.
3. The expansion of presently inadequate recreational sites and the acquisition and development of new sites and facilities be considered first for those areas of the Community which are found to be most deficient in terms of adopted recreation standards.

PROGRAMS

The Plan recommends:

1. Three new neighborhood parks, as land and funding become available, within the general vicinity of:
 - a) The area bounded by Oliver Street, Pacific Avenue, Third Street, and Beacon Street (top priority).
 - b) The area bounded by Eighth Street, Pacific Avenue, Nineteenth Street, Crescent Avenue, and Beacon Street (second priority).
 - c) Western Avenue and Westmont Drive (third priority).

2. The expansion of Anderson Senior Citizen Center, located at 828 S. Mesa Street, including senior citizen facilities and programs, improved parking and picnic area, and children's play area, as land and funding become available.

SCHOOLS

POLICIES

It is the City's policy that:

1. Substandard school sites and facilities be upgraded and enlarged to sufficient size to provide adequate space for needed school activities, and be designed to minimize the displacement of housing and relocation of residents.
2. Schools, by their location and design, contribute to the identity of the neighborhoods which they serve.
3. Schools grounds be landscaped and open to use by the general public for recreational activities after regular school hours and on weekends, especially in those areas shown to be deficient in park sites.
4. Students be provided safe and direct access to school sites within the Community.

LIBRARIES

POLICIES

It is the City's policy that:

1. Substandard library facilities be upgraded and enlarged to sufficient size.
2. Community library facilities, programs and resources be continually evaluated and tailored to the social, economic, and cultural characteristic needs of local residents.

PROGRAMS

The Plan recommends:

1. The replacement of the presently inadequate San Pedro Regional Branch Library, located at 931 Gaffey Street, as funds become available.

FIRE AND POLICE PROTECTION

POLICIES

It is the City's policy that:

1. Existing fire and police facilities be continually evaluated and upgraded as funds become available to provide an adequate level of protection to the Community.
2. No intensification of land use be permitted either by zone change, conditional use permit, variance, division of land or other discretionary permit unless the fire flow is deemed adequate.

PROGRAMS

The Plan recommends:

1. The replacement of the presently inadequate Fire Station No. 48, located at 1601 South Grand Avenue, as funds become available.
2. The replacement and relocation of the inadequate Fire Station No. 53, located at 433 N. Mesa Street, as funds become available, in order to better serve the Channel and Gaffey Street area.
3. That the parking area at Harbor Division Police Station be expanded and provisions made for emergency helicopter operations, as funds become available.

OTHER PUBLIC FACILITIES

POLICIES

It is the City's policy that:

1. The various miscellaneous public facilities serving the Community, including water and power utilities, sewer and storm drain facilities, animal regulation, and street maintenance/refuse yards, be periodically evaluated and upgraded by the replacement of obsolete facilities as funds become available, and be designed to minimize the displacement of housing and relocation of residents.
2. New powerlines be placed underground, and the City's program for undergrounding existing lines be continued and expanded as funds become available.

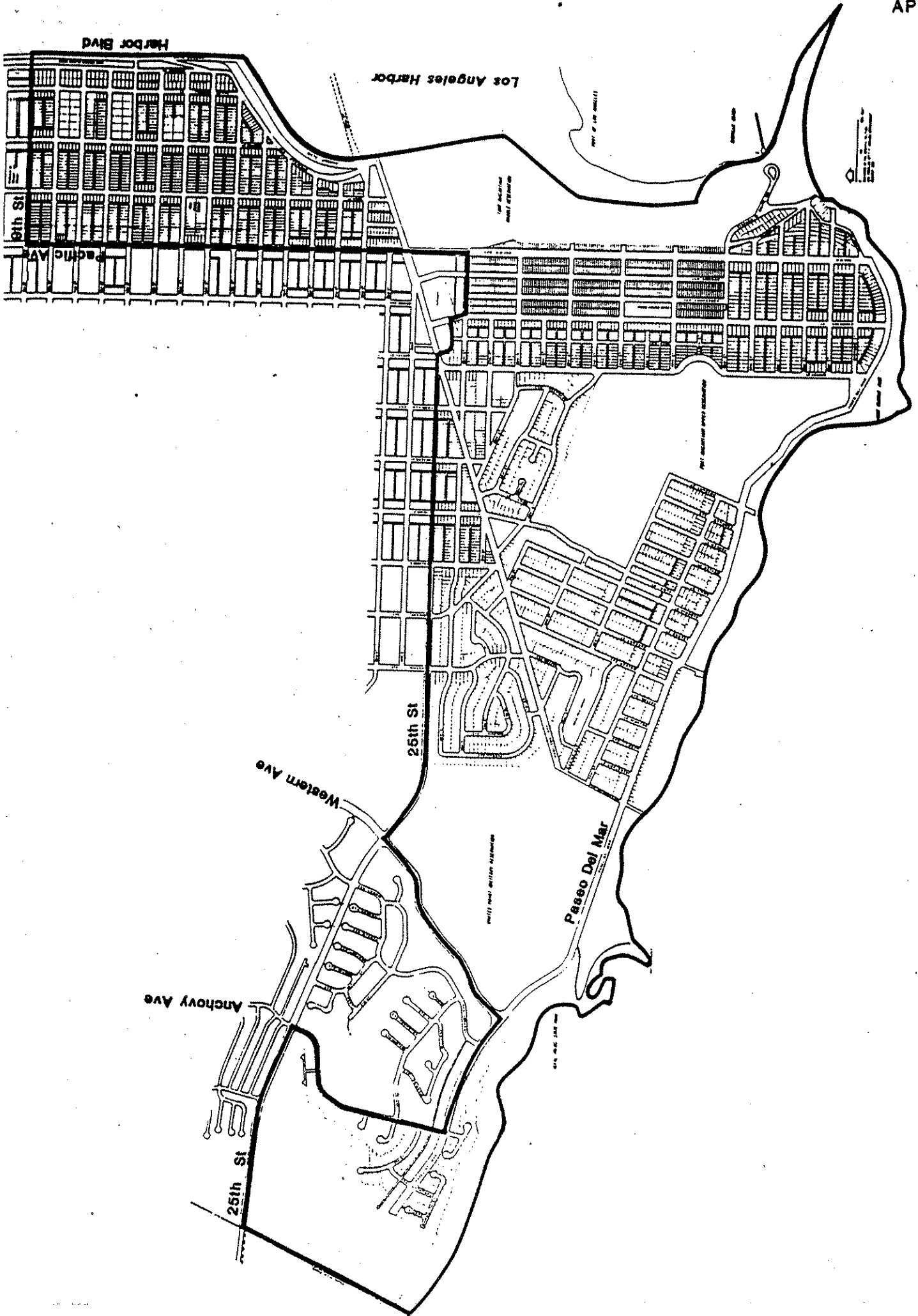
The Refuse Collection facility designated on the Plan map be utilized as a refuse transfer station upon closure of the Palos Verdes Landfill Site.

SAN PEDRO COASTAL PROGRAM LAND USE PLAN - PART OF THE SAN PEDRO COMMUNITY PLAN

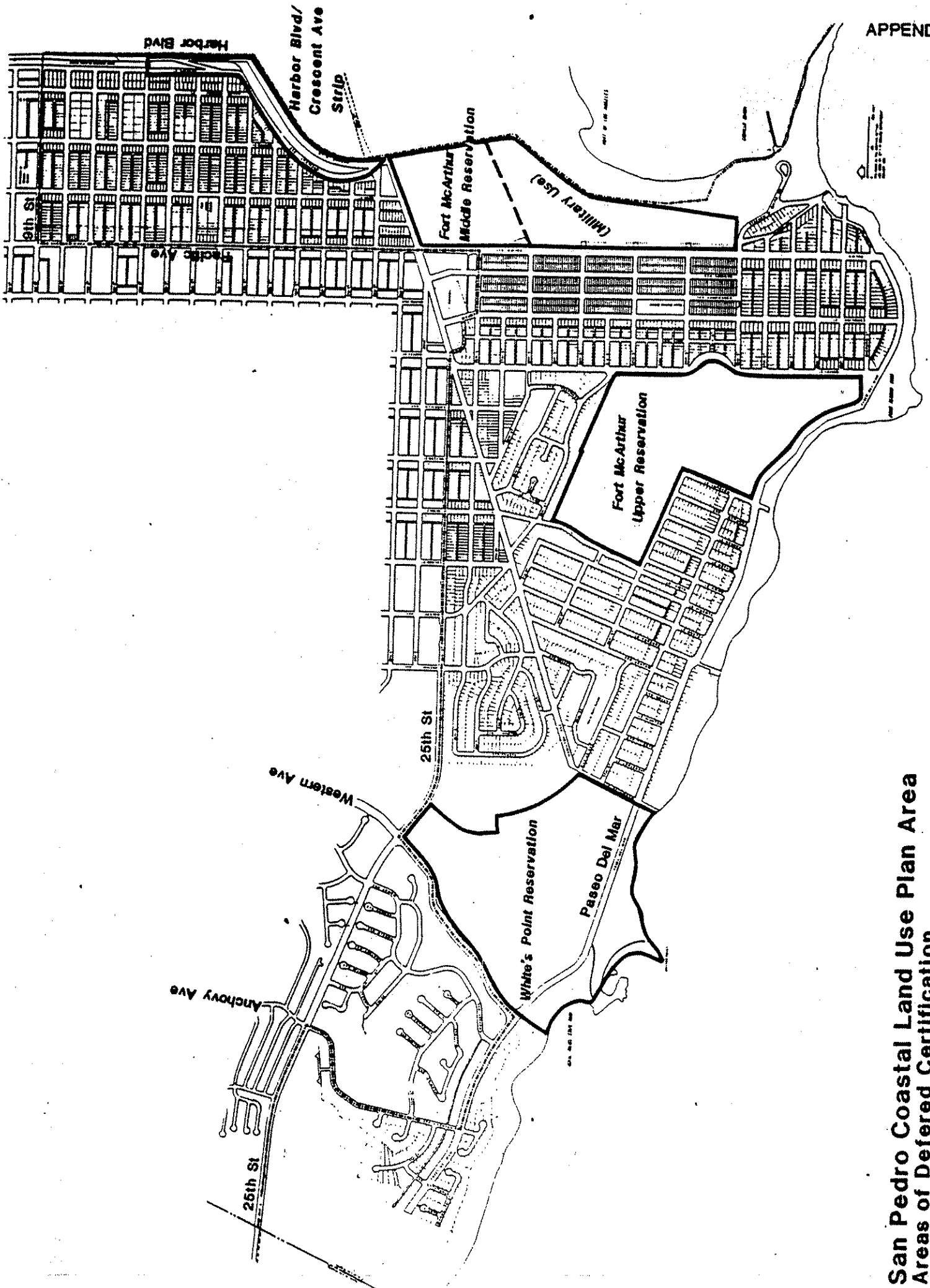
PLAN FOOTNOTES

1. Gross acreage includes one half of abutting streets and alleys. The development of individual parcels of land is to be in conformance with the applicable range of dwelling units per gross acre: in no instance however, shall development be permitted at a greater density or intensity than that permitted by the appropriate zone listed in the Table of Corresponding Zones.
2. Only those zones included in this table are recommended in San Pedro.
3. Height District 1XL (2 stories or 30 feet), except Height District 1VL at the southeast corner of Channel and Cabrillo Streets and on both sides of Pacific Avenue, south of Third Street to south of Fourth Street, included.
4. The RD6 zone permits attached housing and apartments and is to be used only when identified on the Plan map.
5. Only the R2 zone is proposed for use in the Low Medium 1 category in order to maintain neighborhood character and scale.
6. Those areas proposed for RD2 are specially identified on the Plan map.
7. A change to Height District 1 (3 stories or 45 feet) shall be permitted where it can be shown to be in keeping with surrounding neighborhood character and scale and will not block views from surrounding residential uses, public streets or facilities, or designated scenic view sites.
8. Height District 1.
9. Height District 2 (six times buildable area of lot) unless otherwise identified on Plan map.
10. Height District 1VL (3 stories or 45 feet) for motels. Height District 1XL for all other uses.
11. C2 zone may be utilized in this category only for neighborhood service type uses similar to those listed in the Commercial Preamble section of the Plan text.
12. Height District 1VL, except Height District 2 permitted east of Mesa Street (including the southerly frontage of Seventh Street) in cases where adequate parking is available, and Height District 1 in an area generally bounded by Ninth Street to the south, Fifth Street to the north, east of Gaffey Street and west of Mesa Street.
13. Height District 1VL.
14. Those areas proposed for MR1 or MR2 are specially identified on the Plan map.

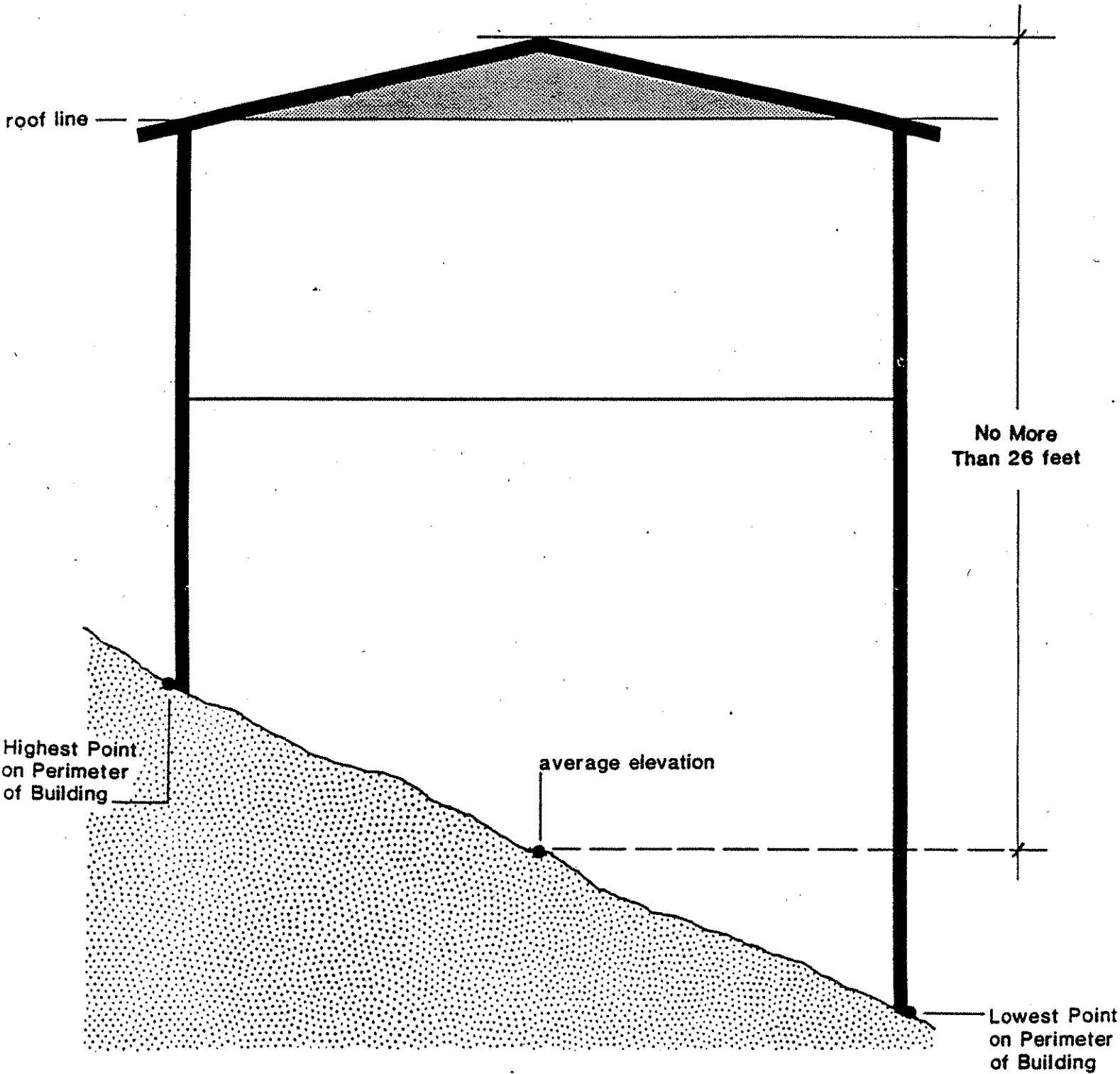
15. Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
16. All construction shall be subject to a mandatory geological report documenting the safety hazards due to landslide conditions.
17. (Text of this footnote has been deleted.)
18. Circled symbol indicates need for upgrading. Upgrading could involve on-site improvements, replacement of facilities and/or expansion of the site. It does not designate any specific private property for acquisition.
19. Local streets are shown for reference only.
20. No fixed dwelling due to land instability.
21. M2 zone.
22. Zone change may be permitted for coastal related visitor type commercial uses (café, bait & tackle, etc.) related to and compatible with activity at Point Fermin Park, height of structures not exceed 26 feet. Emphasis to be on walk-in trade rather than vehicular.
23. Due to the unusual size and character of this area, special opportunities exist for unique development. As a result, each development shall be limited to three stories (two stories within 100 feet perimeter of property adjacent to the Low Density development on the north property line and no higher than the existing roof height within 100 feet perimeter of the Low Density adjacent development on the south property line).
24. No storage of hazardous materials, including any liquid or solid bulk which are flammable, explosive or produce a flammable, toxic or suffocating gas if released, shall be permitted, except incidental to manufacturing uses conducted on a subject property.
25. Open Space refers to land which is essentially unbuilt upon, or is natural in character, and functions in one or more of the following ways: provides opportunities for recreation and education; preserves scenic, cultural or historic values; conserves or preserves natural resources or ecologically important areas; preserves or creates community scale and identity; and buffers or defines activity areas. Open space uses are to be designated in the San Pedro Local Coastal Program Local Implementation Plan (LIP)."



San Pedro Coastal Land Use Plan Area



San Pedro Coastal Land Use Plan Area
Areas of Deferred Certification



Sloping Lots Height Requirements

APPENDIX D

Parking Requirement Table

San Pedro Local Coastal Land Use Plan

The required number of parking spaces for uses not included below shall be determined by the Director of Planning or designee thereof.

RESIDENTIAL USES:

Single-family dwelling	2 spaces.
Single-family dwelling on lots of 40 feet or more in width, or 35 feet or more in width if adjacent to an alley.	3 spaces.
Multiple dwelling	2 spaces for each dwelling unit.
Multiple dwelling on lots of 40 feet or more in width, or 35 feet or more in width if adjacent to an alley.	2 spaces for each dwelling unit; plus a minimum of 1 (one) guest parking space for each 4 (four) units (or fraction thereof).
Mobile Home Parks	2 spaces for each mobile home space.

All Multiple-Family-Residential Dwellings shall provide a minimum of (one) guest parking space for each 4 (four) units (or fraction thereof).

Hotel	2 spaces, plus 2 spaces for each dwelling unit, plus 1 space for each guest room or suite of rooms for the first 30; 1 space for each two guest rooms or suites of rooms in excess of 30 but not exceeding 60; 1 space for each three guest rooms or suites or rooms in excess of 60, plus 1 space for each 100 sq. ft. of gross floor area used for consumption of food or beverages, or public recreation areas, plus 1 space for each five fixed seats and for every 35 sq. ft. of
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	seating area where there are no fixed seats in meeting rooms or other places of assembly.
Motel or Motor Hotel	1 space for each guest room plus 2 spaces for each dwelling unit.
Boarding and Lodging Houses, Student Housing, Dormitories and Fraternity or Sorority Houses	2 spaces for each three guest rooms, plus 2 spaces for each dwelling unit in dormitories, each 100 sq. ft. of gross floor area shall be considered equivalent to one guest room.
Homes for the Aged, Charitable or Welfare Institutions providing Housing Facilities, and Ambulatory Group or Special Care Homes	1 space for each two beds, plus one space for each employee, guest room or dwelling unit.
Children's homes, Correctional Institutions and Asylums	1 space for every five beds, plus 1 space for every employee, guest room or dwelling unit.

HEALTH USES:

Convalescent Hospital, Rest Home, Nursing Home or Sanitarium	1 space for each three beds, plus 1 space for each employee or staff member.
Hospitals	1 space for each two patient beds, including bassinets, plus 1 space for each employee or staff member.
Veterinary Hospital	1 space for each 150 sq. ft. of floor area.
Medical or Dental or Clinic	(See Office Uses)
Health Studios or Clubs	1 space for each 150 sq. ft. of gross floor area. (For purposes of this provision swimming pool areas shall be counted as floor area.)

EDUCATIONAL AND CULTURAL USES:

Child Care Center, Day Nursery, Preschool or Nursery School	1 space for each 500 sq. ft. of floor area.
Elementary or Junior High School Including Auditoriums and Stadiums on the Site	2 spaces for each teaching station
High School, Including Auditoriums, and Stadiums on the Site	7 spaces for each teaching station.
College or University, Including Auditoriums and Stadiums on the site	.85 spaces for each full-time equivalent student, less the number of spaces provided to serve on-campus housing facilities in accord with this schedule.
Business, Professional or Trade Schools	1 space for each 25 sq. ft. of floor area.
Libraries, Museums, Art Galleries and Aquariums	1 space for each 250 sq. ft. of gross floor area.

PLACES OF ASSEMBLY AND RECREATIONAL USES:

Restaurants, Night Clubs, Bars and Similar Establishments for the Sale and Consumption of Food and Beverages on the Premises	(See Commercial and Business Uses.)
Theater, Auditorium, Arena or Stadium Except When Part of a School or Institution Use	1 space for each three fixed seats and for every 21 sq. ft. of seating area where there are no fixed seats, plus 1 space for each two employees.
Churches	1 space for each three fixed seats and for every 21 sq. ft. of seating area in the main

auditorium where there are no fixed seats.

PLACES OF ASSEMBLY AND RECREATIONAL USES:

Chapels and Mortuaries

1 space for three fixed seats and for every 21 sq. ft. of seating area in the main chapel where there are no fixed seats, plus

1 space for each 350 sq. ft. of gross floor area outside the main chapel.

Dance Halls, Pool or Billiard Parlors, Roller or Ice Skating Rinks, Exhibition Halls and Assembly Halls without fixed seats, including Community Centers, Private Clubs, Lodge Halls and Union Headquarters

1 space floor each 75 sq. ft. of gross floor area.

Bowling Alley

5 space for each lane.

Swimming pool, Commercial

1 space for each 100 sq. ft. of water surfact, plus

1 space for each employee, but not less than 10 spaces for any such use.

Tennis Court, Open to the Public

2 spaces for each court.

Private Golf Course, Country Club, Swim Club, Tennis Club, Recreation Center, or Similar Use

1 space for each four persons, based upon maximum capacity of all facilities capable of simultaneous use as determined by the Planning Department plus

1 space for each two employees.

Beauty Shop or Barber Shop

3 spaces for each of the first two beauty or barber chairs, plus

1½ spaces for each additional chair.

Other Personal Service Establishments, Including Cleaning or Laundry Agency or Similar Use

1 space for each 250 sq. ft. of gross floor area.

General Retail Stores, Except
as Otherwise Provided

1 space for each 225 sq. ft. of
gross floor area.

Shopping Centers

1 space for each 200 sq. ft. of
gross floor area within the
center; or spaces as required
for each individual use within
the center. To qualify for the
"shopping center" criteria
(5/1000) a well balanced mixture
of uses within the center must
be demonstrated. Where there is
an imbalance of high intensity
uses, restaurants, theaters,
bowling alleys, billiard parlors,
beauty

OFFICE USES:

Commercial Bank, Savings and
Loan Offices, Other Financial

1 space for each 225 sq. ft. of
floor area of the main floor.

Institutions, Public or Private
Utility Office, Mutual Ticket
Agency, Other Similar Window
Service Offices.

Non-bank uses within a bank
structure shall provide parking
pursuant to specific use
guidelines.

Professional Offices of
Doctors, Dentist or
Similar professions.

1 space of each 150 sq. ft. of
gross floor area.

General Office and Other
Business, Technical Service,
Administrative, or Professional
Offices.

1 space for each 250 sq. ft. of
gross area.

BUSINESS AND COMMERCIAL USES:

Schools and other such uses
and/or long-term parking uses,
parking calculations will be
based totally or in part on an
individual basis.

1 space for each 225 sq. ft. of
gross floor area.

Food Store, Grocery Store,
Supermarket, or Similar Use

Restaurants, Night Clubs,
Bars and Similar
Establishments for the
Sale and Consumption
of Food and Beverages
on the Premises.

1 space for each 50 sq. ft. of
service floor area.

Open Air Vending, Swap Meet

125 spaces per vending stall or
sales space.

Drive-in and Window
Service Restaurants
Providing Outdoor
Eating Area or Walk-up
or Drive-up Window
Service.

1 space for each 50 sq. ft. of
gross floor area, but not less
than 10 spaces for any such use.
The above may be modified for
walk-up facilities with no
seating area (and bench-front
walk-up with seating) depending
the particulars of the individual
case.

Laundromats and Coin
Operated Cleaners.

1 space for each two machines.

Automobile Service Stations

2 spaces for each lubrication stall,
rack, or pit, plus
1 space for each gasoline pump
outlet.

Auto Wash, Self-Service

5 spaces for each two wash stalls.

Furniture Store, Appliance
Store, Machinery Rental or
Sales Store (excluding Motor
Vehicle Rental or Sales),
and Similar Establishments
Which Handle only Bulky
Merchandise

1 space for each 500 sq. ft. of
gross area, except floor area
used exclusively for storage
of loading, plus
1 space for each 500 sq. ft. of
outdoor sales, display or service
area.

Commercial Service
Establishments, Repair
Shops, Motor Vehicular
Repair Garages, and
Similar Establishments

1 space for each 500 sq. ft. of
gross area, except floor area
used exclusively for storage or
loading, plus
1 space for each 500 sq. ft. of
outdoor sales, display, or
service area.

BUSINESS AND COMMERCIAL USES:

Automobile, Truck, Boat Trailer or Similar Vehicle Sales or Rental Establishments	1 space for each 500 sq. ft. of gross floor area, except area used exclusively for storage or loading, plus 1 space for each 1,000 sq. ft. of out-door sales, display, or service area.
Wholesale Establishments, Mail Order Houses, Printing and Publishing Establishments, and Cartage or Express Facilities	1 space for each 500 sq. ft. of gross floor area, but not less than 5 spaces, plus 1 space for each employee.
Lumber Yard	1 space for each 500 sq. ft. of gross floor area, plus 1 space for each 1,000 sq. ft. of out-door sales, display, or service area, plus 1 space for each two employees.
Contractor's Storage Yard, Salvage Yard, Junk Yard, Automobile Wrecking Yard	5 spaces, plus 1 space for each employee.
Retail Plant Nursery, Garden Shop Including Greenhouses or Lathehouses or similar Outdoor Sales and Display Establishments.	5 spaces, plus 1 space for each 500 sq. ft. of outdoor sales, display or service area.

MANUFACTURING AND RELATED USES:

Manufacturing and Industrial Establishment, Including Offices and other Incidental Operations on the same site	3 spaces; plus 1 space for each 350 sq. ft. of floor area.
Laboratories and Research Establishments	3 spaces; plus 1 space for each 300 sq. ft. of floor area.
Warehouse Storage Building	3 spaces; plus 1 space for each 1,000 sq. ft. of floor area.

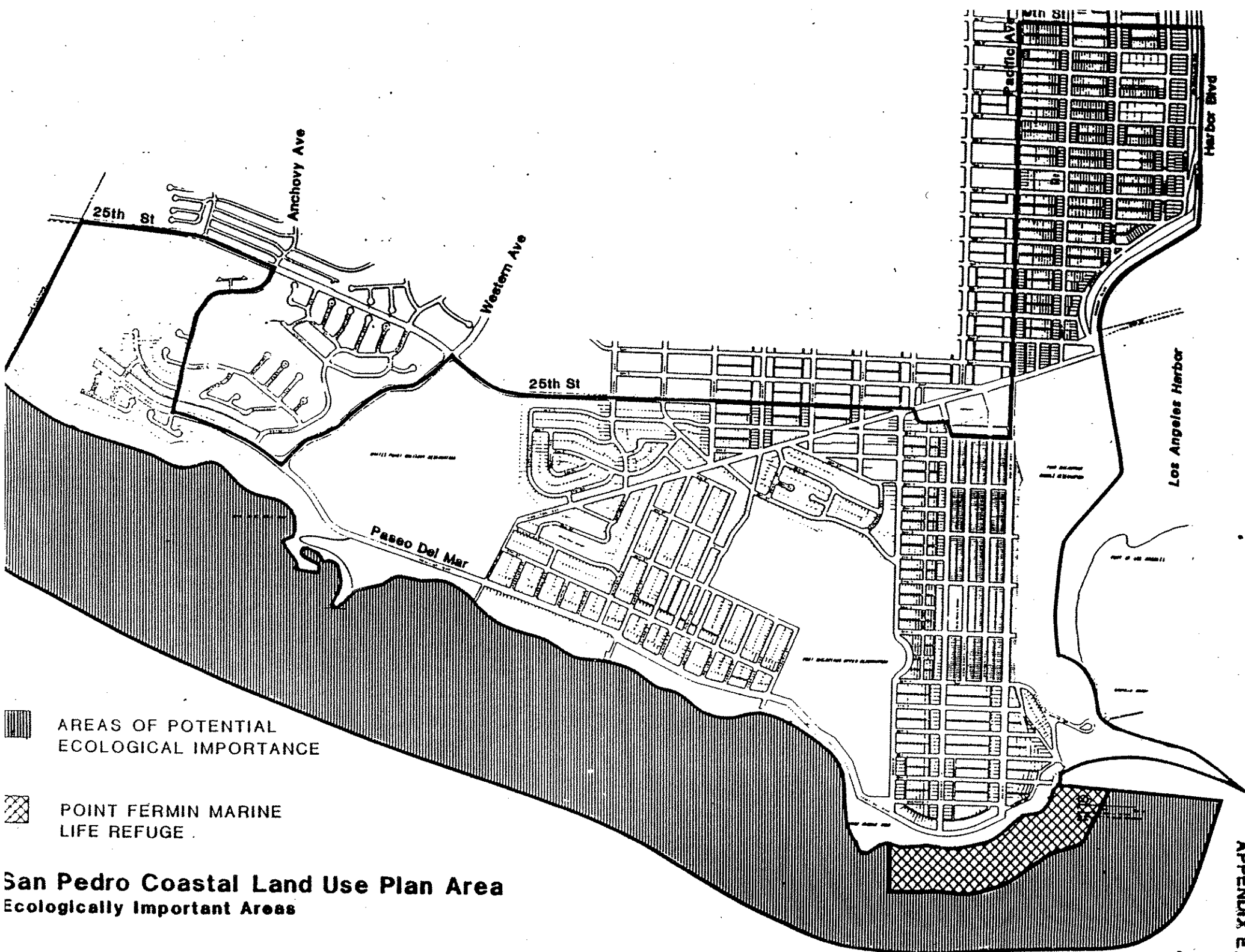
MANUFACTURING AND RELATED USES:

Public Utility Facility



2 spaces; plus 1 space for each
1000 sq. ft. of floor area.

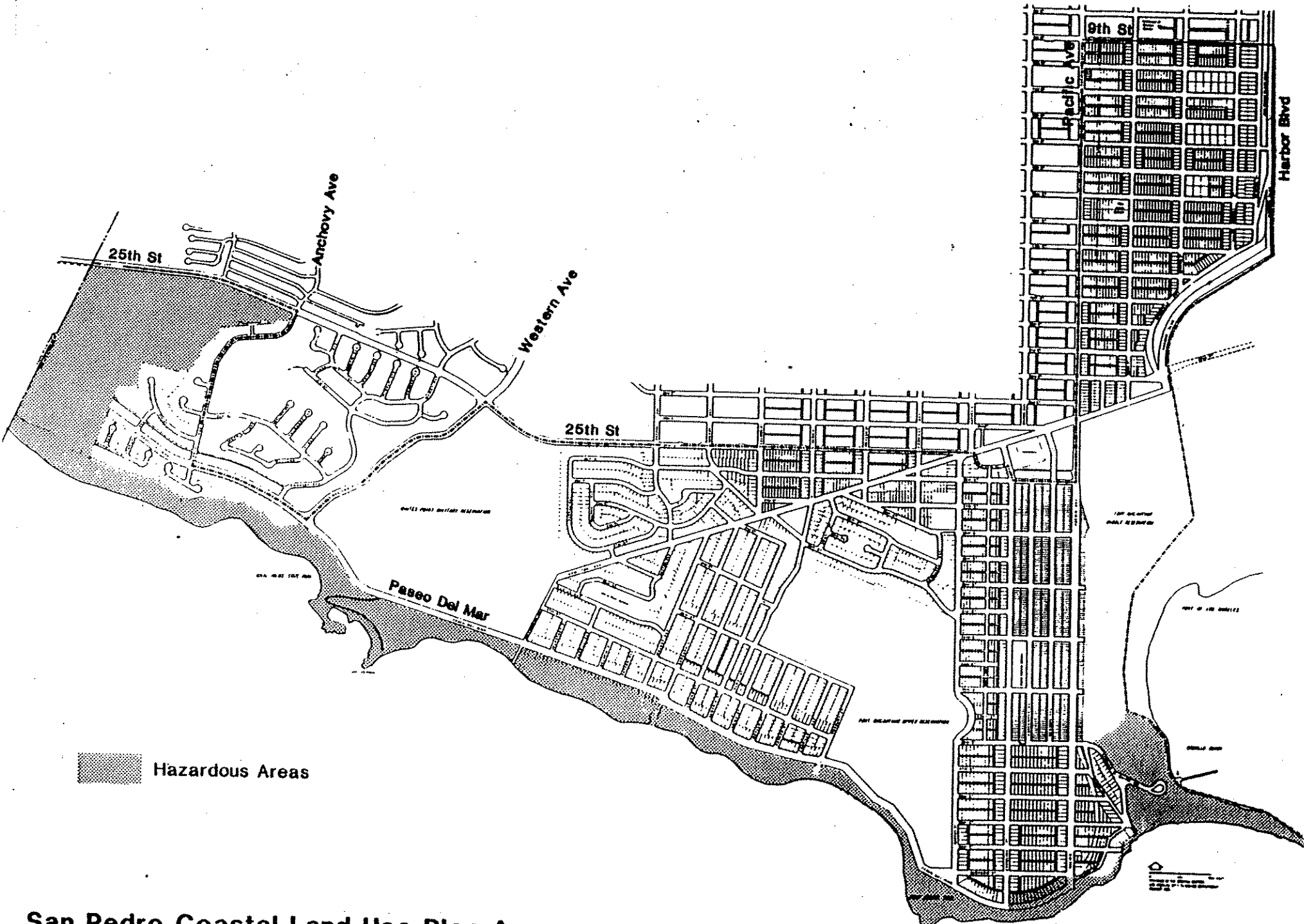
Including Electric, Gas
Water, Telephone, and
Telegraph, Facilities
Not Having Business
Office on the Premises.

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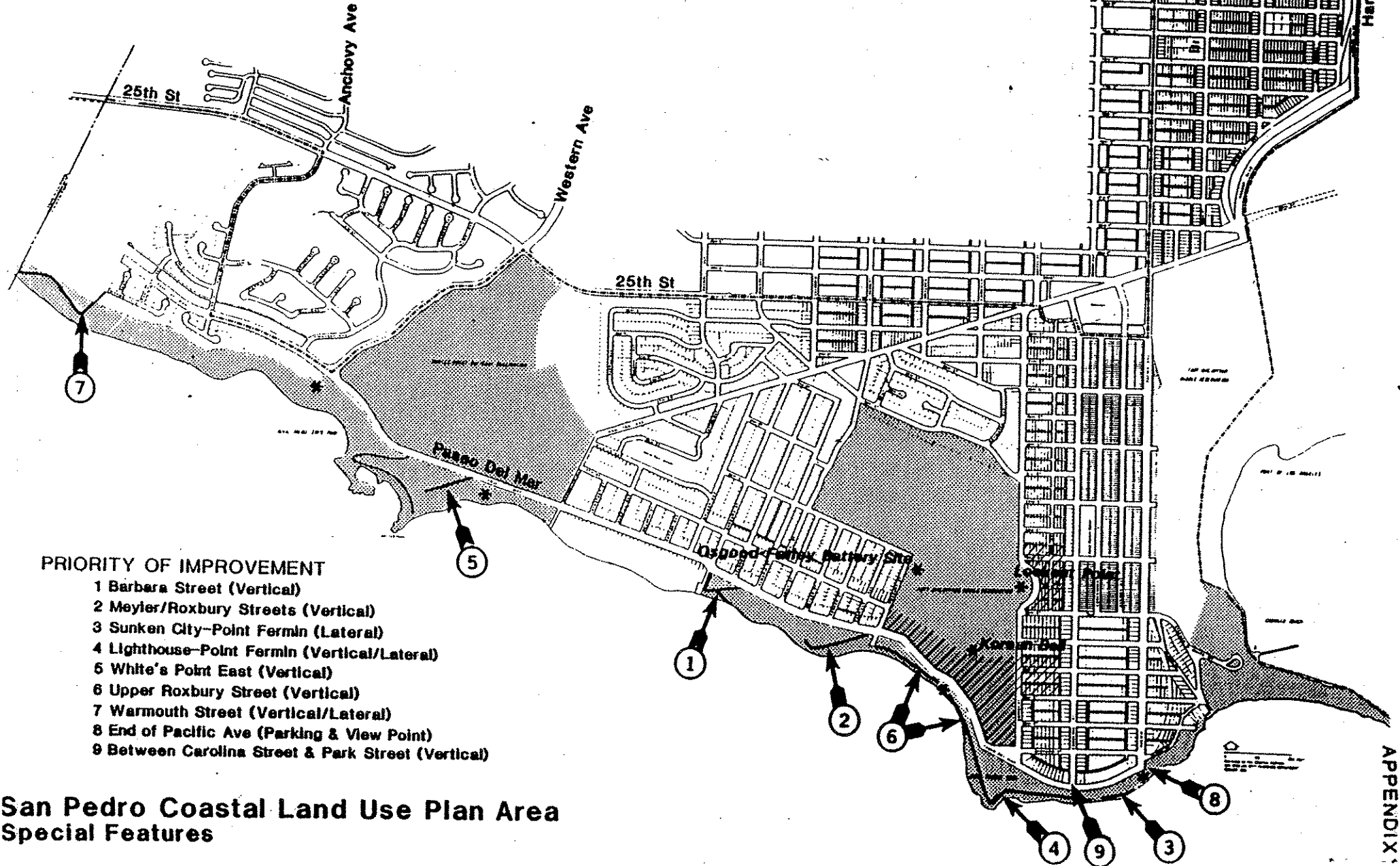
San Pedro Coastal Land Use Plan Area
Ecologically Important Areas

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 AREAS OF POTENTIAL ECOLOGICAL IMPORTANCE
- 
 POINT FERMIN MARINE LIFE REFUGE



**San Pedro Coastal Land Use Plan Area
Geologically Hazardous Areas**

-  Recreational Area
-  Visual Corridors
-  Scenic View Site
-  Trail
-  Historic Preservation Overlay Zone



- PRIORITY OF IMPROVEMENT**
- 1 Barbara Street (Vertical)
 - 2 Meyler/Roxbury Streets (Vertical)
 - 3 Sunken City-Point Fermin (Lateral)
 - 4 Lighthouse-Point Fermin (Vertical/Lateral)
 - 5 White's Point East (Vertical)
 - 6 Upper Roxbury Street (Vertical)
 - 7 Warmouth Street (Vertical/Lateral)
 - 8 End of Pacific Ave (Parking & View Point)
 - 9 Between Carolina Street & Park Street (Vertical)

**San Pedro Coastal Land Use Plan Area
Special Features**