



Downtown San Pedro

Community Design Overlay District

Ordinance No. 179,935
Effective Date July 21, 2008

A Part of the General Plan -
City of Los Angeles
www.lacity.org/pln
(General Plans)

TABLE OF CONTENTS

Section 1 - Introduction	3	Signage	22
Downtown San Pedro CDO Boundary		14. General – All Signs	
Downtown San Pedro Setting		15. Wall Signs	
Community Involvement		16. Projecting Signs (a.k.a. Pedestrian, Blade Signs)	
Downtown San Pedro Goals and Objectives		17. Awning or Canopy Signs	
Design Principles		18. Other Signs	
Relevance to Other Plans			
Future Efforts			
Section 2 - Administrative Procedures	9	Appurtenances	26
Project Thresholds		19. Security grilles	
Definition of a Project		20. Utility and Service areas / Mechanical Equipment	
Procedures for Permit Clearances		21. Sidewalk Dining Enclosures	
Definitions		22. Lighting	
Section 3 - Design Guidelines & Standards	11	Landscaping	29
Site Planning	11	23. Site Landscaping	
1. Building Orientation and Frontage		24. Landscaping for Parking Lots and Structures	
2. Setbacks			
3. Views			
4. Open Space			
5. Parking and Vehicular Access			
Architectural Details	16	Resource Protection	31
6. Building Massing		25. Sustainable building design	
7. Building Scale		26. Historic Resources	
8. Articulation v			
9. Exterior Surface Materials			
10. Entrances			
11. Windows			
12. Awnings and Canopies			
13. Parking Structure Design			
		Appendix A: Historic Structures	33

SECTION 1 INTRODUCTION

The Downtown San Pedro Community Design Overlay (CDO) District 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 the visual identity and to improve the walkability and appearance of the Downtown.

Downtown San Pedro CDO Boundary

The Downtown San Pedro CDO boundary corresponds to parcels identified in the San Pedro Community Plan as Regional and Community Commercial designations. The CDO (Figure 1) covers both sides of Pacific Avenue generally between 4th Street and 9th Street and extends east to Harbor Boulevard. Along Harbor Boulevard, the boundary extends north to Swinford Street between Beacon Street and Harbor Boulevard. The CDO encompasses almost 100 acres, or about 0.16 square miles.

Parcels between Pacific Avenue and Harbor Boulevard are mostly zoned for commercial uses but include some parcels zoned for multi-family, institutional and light industrial use. In the northern portion of the study area between Beacon Street and Harbor Boulevard, parcels are zoned for a variety of uses, including commercial, mixed-use, industrial, and multi-family.

Downtown San Pedro Setting

Downtown is San Pedro's historic center of commerce with a variety of restaurants, stores, offices, multi-family housing and art galleries. Public facilities such as City Hall, the Port Administration Building and the County Courthouse are also present. The current building stock contains some older one- and two-story commercial structures, which feature traditional pedestrian-oriented details and maintain the streetwall along 6th and 7th Streets between Pacific Avenue



Figure 1 Downtown San Pedro CDO Boundary

and Centre Street. Newer developments east of Centre Street include mid- and high-rise hotel, office, and mixed use structures ranging from five to 14 stories.

The eastern edge of Downtown adjoins the waterfront and Port of Los Angeles, a working, recreational and tourist harbor. The Port's proximity provides a significant opportunity for synergy and activity between the waterfront and the Downtown. The waterfront is undergoing improvements that include pedestrian and bicycle paths, enhanced commercial and tourist developments, and the Waterfront Red Car Line extension along Harbor Blvd. The Red Car Line, currently operated by the Port of Los Angeles, is a 1.5-mile-long vintage trolley line connecting waterfront attractions. The Port of Los Angeles is studying the extension of Red Car service within the Downtown CDO boundary. This consideration is included in the development of these guidelines.

Community Involvement

This document has been developed at the behest of San Pedro community members. Downtown San Pedro is poised to welcome significant new development in the future as residents and visitors rediscover the charm and attraction of its waterfront and small town commercial and cultural center. During 2007, community members were active in shaping the new guidelines for a revitalized Downtown through small group meetings, open houses and workshops. These guidelines reflect community goals for a lively,

attractive, pedestrian-oriented Downtown that serves residents and welcomes visitors. These guidelines will also support community aspirations for a true cultural hub, with theatres, dining, shopping, art venues and inviting public spaces.

CDO Goals and Objectives

The purpose of the Downtown San Pedro CDO is to assure that development takes place in accordance with the design standards and guidelines established herein to:

- Create a recognizable, vibrant and attractive Downtown district;
- Contribute to Downtown's unique "sense of place" and function as a community center;
- Create an environment that encourages the continued development of arts and cultural activities;
- Establish 6th and 7th Streets as the primary pedestrian zones, linking the historic waterfront and Pacific Avenue commercial area;
- Improve the aesthetic appeal and commercial function of Pacific Avenue; and
- Enhance design along Harbor Boulevard to provide a seamless connection between Downtown and the Port of Los Angeles.

The goal of the Downtown CDO is to ensure that development reflects the overall vision of a cohesive, pedestrian-friendly and vibrant commercial and mixed-use district. Additionally, by encouraging a mix of retail, services, office uses, and housing, the CDO can help to generate concentrations of pedestrian activity to support both transit and an active street environment. The CDO can ensure that storefronts and building façades both cater to the pedestrian and maintain visual continuity. This can be achieved through setbacks, transparency, appropriate signage, and increased architectural and landscape detailing.



The design guidelines and standards presented in Section 3 are flexible in application, providing direction for design articulation without mandating one particular architectural style or form. The implementation of these guidelines ensures that each project contributes to a more functional, walkable, and appealing district, without stifling design creativity. In this way, improvements to individual properties can, over time, enhance the function of the Downtown as a commercial and social center with inviting private and public spaces.

Design Principles

The Downtown San Pedro CDO is based upon the following principles:

1. **Activity:** Good building and site design is integral to a thriving and animated pedestrian-oriented mixed-use district. By facilitating an active street interface in new and existing buildings, design guidelines play an essential role in encouraging pedestrian activity, invigorating commercial uses and creating a safe and pleasant environment. Inviting storefronts, paseos, arcades, plazas, sidewalk dining, and attractive pedestrian-oriented signage promote sidewalk activity.
2. **Context:** Design Guidelines and Standards provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent, physical site data, as well as the goals, desires, and culture of the San Pedro Community. Successful developments consider the context in which they are located and therefore help reinforce a positive identity for the Downtown. Guidelines and standards, along with discretionary review, will encourage creative architectural features, artwork, and landscaping that is reflective of San Pedro.
3. **Contribution:** New developments and storefronts should contribute to the aesthetic and physical character of the Downtown. Structures can maintain compatibility with existing development through the use of setbacks, appropriate massing, façade articulation, site planning and landscaping. Storefront facades and street level design can utilize materials that are representative of the Downtown and existing architectural features, as well as draw inspiration from the nearby waterfront.
4. **Interest:** Architectural and landscape detailing that can be appreciated by pedestrians can help improve the appeal and identity of the Downtown. This detailing includes storefront ornamentation, reduction of blank surfaces, and the variation of scale, color and texture. Guidelines and standards based upon this principle address wall surfaces, awnings, signage, architectural treatments, the provision of consistent setbacks and ground floor windows.
5. **Quality:** As new development occurs within the district, it must contribute in a positive manner to the overall visual identity of the Downtown. The attractiveness of Downtown can be enhanced by the quality of building materials, attention to design details, limitations on signs (size, location, number), and increased landscaping and maintenance. New development and renovation should also consider the full range of measures and sustainable building products and landscaping that will minimize impacts on the natural environment and conserve resources needed for construction and use.

Relevance to Other Plans

The Downtown San Pedro CDO area is contained entirely within the boundary of the San Pedro Community Plan Area. The City of Los Angeles General Plan Framework identifies distinct commercial land use categories to encourage sustainable growth in certain high intensity commercial and mixed-use districts. The CDO encompasses three such designations. The portion of the district between Harbor Blvd. and Centre Street is defined as a “Regional Center” in the San Pedro Community Plan. Regional Centers are typically considered the focal point of regional commerce, identity and activity with substantial density and floor area ratios from 1.5:1 to 6:1 (building heights of six to twenty stories). The portion from Centre Street to Pacific Avenue is classified as a “Community Center,” containing a diversity of uses such as retail, office, entertainment, public facilities and neighborhood oriented uses. Generally floor areas range from 1.5:1 to 3:1, with heights of two to six stories in Community Centers.

Pacific Avenue is identified as a “Mixed Use Boulevard” with the purpose of connecting neighborhood districts and community, and regional centers. Mixed-use development is encouraged along these boulevards, including housing above ground floor storefronts or in place of commercial development. The scale, density and height of development are intended to be compatible with the surrounding areas. Buildings located at activity nodes along mixed-use boulevards generally will have the same characteristics as either those of the neighborhood districts or community centers, depending on permitted land-use intensities.

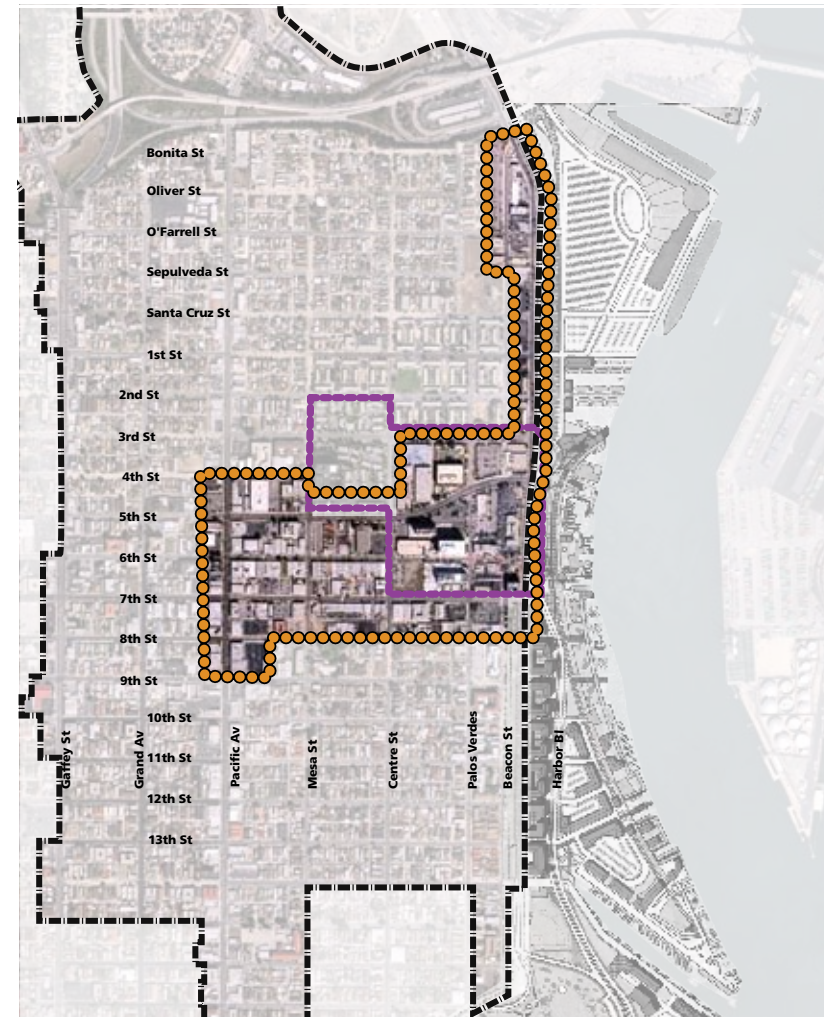


Figure 2 Boundary Map

- Downtown Study Area
- Pacific Corridor Redevelopment Project Area
- Beacon Street Redevelopment Project Area

This document is consistent with the objectives, policies, and programs addressed in the Community Plan, which generally seeks to:

- Enhance the unique identity of and reverse the decline of Downtown San Pedro;
- Capitalize on its strategic location adjacent to the Port of Los Angeles;
- Encourage pedestrian-oriented uses and development that revitalize and strengthen the commercial center of San Pedro.

The Downtown San Pedro CDO area also lies within two of the City of Los Angeles Community Redevelopment Agency (CRA) Project areas. The CRA has prepared Pacific Corridor Redevelopment Design Standards and Guidelines for the entirety of the Pacific Corridor Redevelopment Project area, which includes Downtown as well as single- and multi-family neighborhoods to the north and south. (Refer to Figure 2, Boundary Map, which shows CDO and CRA Project boundaries.) The Pacific Corridor guidelines seek to ensure attractive, compatible development and protect historic structures through rehabilitation efforts, as well as encourage new developments that are consistent with the character of San Pedro, and enhance the community's overall image.

A portion of the CDO area is within the CRA Beacon Street Redevelopment Project Area. The Beacon Street Project Area is generally bounded by Harbor Boulevard, 2nd Street, 7th Street, and Mesa Street (refer to Figure 2 for exact boundaries). This Project Area will conclude its effective date in 2012 having mostly attained its goals of revitalizing this area with a new hotel, office building, mixed-use residential development and improved infrastructure. The CRA Beacon Street Redevelopment Project Area does not contain design guidelines and standards.

Permanent [Q] Qualified conditions were initially imposed in the Downtown to exclude undesirable land uses or to promote and protect desirable land uses, such as increasing commercial uses and limiting manufacturing uses. Depending on the site, these conditions include limiting building heights to conform to existing building heights, restricting uses to neighborhood service establishments and small professional offices, and limiting residential developments in commercial zones along Pacific Avenue. In some instances Q conditions may inhibit new development; the San Pedro Community Plan update will address these development regulations.

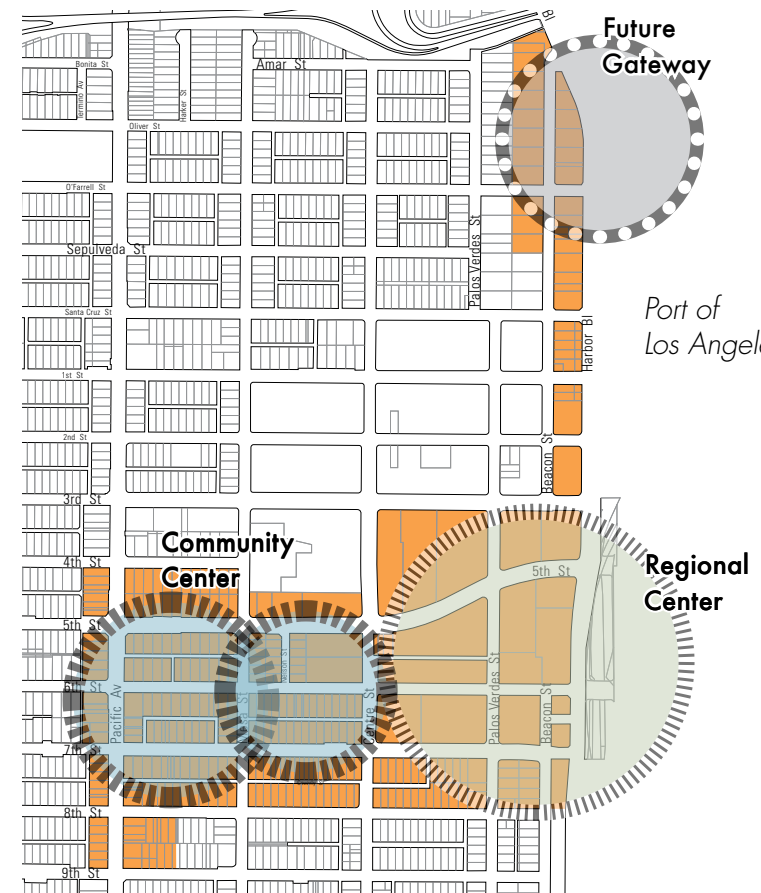
Future Efforts

To guide the transformation of Downtown San Pedro, multiple comprehensive and long-range planning efforts are required. The Downtown San Pedro CDO is limited to addressing design standards on private property. With the implementation of these guidelines, immediate and small-scale incremental changes can begin to occur. However, other important factors and features will help shape the area's future, such as the new San Pedro Community Plan, plans for the Port of Los Angeles (POLA), the undergrounding of utilities, and streetscape improvements such as street and crosswalk upgrades.

The San Pedro Community Plan update is currently in progress (as of the time of the CDO's adoption). The Community Plan will evaluate and guide zone and height changes within the Downtown district. POLA has also proposed significant improvements to the waterfront. One component POLA will evaluate is the extension of the Red Car Trolley into the Downtown district via 5th Street along Pacific Avenue to 6th or 7th Streets. Subsequent efforts are intended to include a Streetscape Plan (to address district and wayfinding signage, sidewalks, medians, street furniture, and street trees). Such future efforts will require the Department of City Planning to coordinate with the Departments of Transportation, Public Works, POLA, the CRA and other agencies.

The CDO anticipates that efforts of the CRA and POLA will also help to improve the physical connection between Downtown San Pedro and the waterfront. The northernmost portion of the CDO provides an important opportunity for a gateway to the Downtown and Harbor area through compatible land uses and development, design, public space, art, and landscaping.

The CRA in coordination with the proposed Historic Waterfront Business Improvement District has also proposed the creation of an Arts, Culture and Entertainment (ACE) District. The ACE is an economic development strategy intended to promote and market the Downtown as a commercial and cultural district with sidewalk dining, public art, theatre and music venues and artists quarters.



Future Efforts

SECTION 2 ADMINISTRATIVE PROCEDURES

Project Thresholds

General regulations pertaining to the function and administration of Community Design Overlay Zones citywide are addressed in Section 13.08 of the Los Angeles Municipal Code (LAMC). Section 13.08 C.2 of the LAMC defines a project within a CDO boundary. Consistent with that Section, the following project definition and exemptions apply to the Downtown San Pedro Community Design Overlay District specifically:

Downtown San Pedro CDO Project – The erection, construction, addition to, or exterior alterations to, any building or structure within the boundary area of the Downtown San Pedro CDO, including wall signs, window signs, canopies/awnings, façade alterations, the addition of roof equipment, and significant landscaping.

The CDO is applicable to all projects located within the Downtown San Pedro CDO boundary area—regardless of the proposed or existing use (residential, commercial, industrial).

All Projects within the Downtown San Pedro CDO boundary area should comply with the design guidelines and standards of this CDO.

Exemptions – A project does not include the following: (a) construction that consists solely of interior remodeling, interior rehabilitation or repair work; (b) alterations of, including structural repairs, or additions to any existing building or structure façade that does not front a public street, and in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure’s replacement value before the alterations or additions, as determined by the Department of Building and Safety. (The Exemption does not apply if the alterations or additions are to any exterior wall fronting a public street.)

Coordination with CRA Guidelines - The Guidelines and Standards of this CDO supersede those of the CRA Pacific Corridor Design Guidelines. CRA design review is required when a project includes: (a) CRA financial participation, (b) an historic or potentially significant historic resource, and (c) components that do not conform with the spirit and intent of the CDO Guidelines.

Project Applications - All San Pedro Downtown CDO projects require the submittal of an application, referred to as a “Design Overlay Plan,” which includes plans and materials as defined in Section 13.08 C 1 of the Los Angeles Municipal Code. The Director of Planning may require additional documents or materials as deemed necessary. Prior to the issuance of a building permit, projects will be reviewed by the Director of Planning for compliance with these design guidelines and standards.

Procedures for Permit Clearances – Notwithstanding the procedures established in Section 13.08 of the LAMC regarding Design Overlay Plan Approvals for all other projects, the Director of Planning may issue a Building Permit clearance for the following minor projects that comply fully with the Design Guidelines and Development Standards:

1. Signs
2. Landscaping totaling less than 20 square feet
3. Modifications to a building façade that do not involve a decrease in storefront transparency
4. Modifications to a building façade that do not involve a change in materials
5. The installation of awnings or other non-permanent decorative features
6. The installation of mechanical equipment.

Definitions

The following words and phrases, whenever used in this document, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 13.07 C of the LAMC.

Arcade: an arched or covered passageway, usually with shops on each side.

Articulation: Clear and distinct separation between design elements or sections of a building façade, including variation in detail, color and materials and modulation of wall planes.

Awnings and Canopies: Awnings are usually made of cloth and are framed by wood or metal. Canopies are permanently affixed to buildings, are flat and constructed of solid materials.

Baffle: An artificial obstruction for deflecting the flow of sound or light.

Forecourt: A courtyard before the entrance to a building or group of buildings.

High-Rise Building: A building over six stories or 75 feet in height.

Mid-Rise Building: A building between four and six stories or up to 75 feet in height.

Mixed Use Project: A development comprised of one or more building uses, such as retail space and residential space.

Overdoor: An ornamented carving, painting, or section of decorated woodwork over a doorway.

Paseo or Pedestrian Walkway: Walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Orientation: Neighborhood design at a human scale. An urban development pattern where buildings and landscaping are proportioned and located so that walking is safe, comfortable, and inviting.

Premise: A building or portion thereof used as a location for a single business.

Streetwall (or street edge): The vertical face of one or more buildings adjacent and parallel to the sidewalk. The cumulative façade effect created on a pedestrian oriented corridor when structures are built to the front lot-line and built to the edge of each side lotline.

Storefront Bays: That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom. Sometimes storefronts are placed entirely within one storefront bay, usually in older structures. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment. Signs are defined in the sign section.

SECTION 3 DESIGN GUIDELINES & STANDARDS

Site Planning

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create functional and attractive development, to minimize adverse impacts on the neighborhood, and to ensure that a new development project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and be sensitive to the scale, form, height and proportion of surrounding development. Good design with complementary landscaping is a major component of vibrant commercial areas that foster a pleasant and desirable character, pedestrian activity and economic vitality.

1. Building Orientation and Frontage

Guideline 1: Position buildings to promote pedestrian activity along the public right-of-way by placing business entrances on the street. Developments should not face inward but rather be oriented towards the street to maintain the pedestrian-oriented character of downtown.

Standard 1a: All primary entrances to a building shall be oriented towards the street.

Standard 1b: Corner buildings should be built to front and side lot lines with allowances for a visibility triangle as required by Chapter 1, Section 12.21 C.7 of the Los Angeles Municipal Code (LAMC). Corners at major street intersections should have corner entrances that emphasize the location of the building at the intersection.

Standard 1c: Parking structures shall be located to the rear of the site and integrated with ground floor retail uses. Such parking structures shall be visually compatible with other structures associated with the project, in terms of material, color, and other design elements.

2. Setbacks

Guideline 2: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating new buildings at the front property lot line or close to it. Within additional setback areas, encourage active public uses through additional street trees, outdoor seating areas, kiosks, forecourts and arcades.

Standard 2a: The exterior wall of any new construction or addition of floor area shall be located not more than five (5) feet from the front property lot line, except that building setbacks from the lot line may exceed five feet when used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.

Standard 2b: Mid and high-rise buildings
Building towers should be stepped back from the street to minimize bulk and height impacts at the pedestrian level. A stepback should occur at a minimum height of 35 feet, and be a minimum of four (4) feet in depth. The stepback should be varied both vertically and horizontally, as appropriate to the architectural design of the building.



Standard 2c: For portions of projects where the ground floor contains residential units, individual entrances to the ground floor units are encouraged. For such projects, each entrance should be set back three to five feet from the sidewalk, to allow room for transitional landscaping. Walk-up-style units are also encouraged. For such projects, each entrance should be stepped up two to five feet above adjacent sidewalk grade, to provide a vertical transition between the public and private realms.

Note: Projects incorporating uses or structures in the existing public right-of-way, such as sidewalk dining or awnings, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit (R-Permit) may be necessary to grant conditional encroachment of the public right-of-way by private parties not authorized to occupy the right-of-way. This does not apply to projects that remain solely on private property or within setback areas.



Standard 2b example. Upper levels are stepped back, minimizing building bulk.



Standard 2b example. This structure is stepped back above the 3rd story providing a variation in building mass.



Standard 2c example. Entrances should be slightly set back from the property line and elevated two to five feet. Step backs can be incorporated to provide balcony and terrace spaces.



Views from the City towards the water along Sixth and Seventh Street to be preserved.
High-rise tower along Harbor Boulevard to orient longer edge along the east-west axis to preserve views from City.



3. Views

Guideline 3: View corridors to the waterfront and Port of Los Angeles, Vincent Thomas Bridge, cruise ships, the Palos Verdes hills, and the Downtown skyline should be preserved and enhanced.

Standard 3a: Buildings should be oriented and designed to preserve view corridors and no building shall block an established view corridor along 6th and 7th Streets.

Standard 3b: Views to the waterfront shall be preserved. Towers and other vertical elements should be arranged to ensure that visual access is maintained. New developments along Harbor Blvd. should be designed to preserve view opportunities to the promenade and waterfront.

Standard 3c: Residential towers should be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers may be 60 feet.



Standards 3b, 3c example.
Light and air circulation are maximized, while views are preserved in appropriate siting of structures.

4. Open Space

Guideline 4: Encourage open space as part of a project site design to invite and encourage pedestrian activity. Create inviting spaces, provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and arcades should accommodate pedestrian traffic and offer opportunities for amenities such as outdoor dining, sitting areas, and landscaping.

Standard 4a: Projects occupying more than fifty percent of a length of one side of a street block shall provide public open space in the form of a plaza, outdoor dining area or another similar such space.

Standard 4b: Forecourts and outdoor areas shall include seating, dining areas, landscaping and/or shade elements. Shade-trees, sculptures and/or water features are encouraged.

Standard 4c: Public and private plazas are encouraged in the Downtown and shall be defined by at least two sides by building, walls or landscape treatments.

Standard 4d: Paseos should be strategically located at regular intervals to create pleasant and inviting passageways that are safe, accessible and connect areas of pedestrian activity. Wherever a project has a street frontage of 300 feet or greater, and parking is located to the rear of the building, pedestrian access or an arcade shall be provided from the rear of the building to the front property line of the building. Pedestrian walkways should be separated from driveways and service access ways.

Standard 4e: Private residential open space may consist of open area for an individual unit or a usable common area shared by residents. This could include the following:



- Individual unit open space: patios, terraces, or balconies directly adjacent to the unit.
- Mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, arcades, rooftop gardens, atria, and open terraces.
- Residential buildings should be designed around usable semi-private or public courtyards to ensure adequate sunlight, views, and ventilation.
- The useable rooftop of buildings.

Standard 4f: Rooftop decks should be architecturally integrated in terms of building materials, color, texture, shape, size, and other architectural features. Rooftop decks should be enclosed by a wall or railing that complements the architectural features of the building.

5. Parking and Vehicular Access

Guideline 5: Parking lots and structures should fit within the urban fabric; massing, scale and façade articulation should respond to the surroundings and provide a degree of three-dimensional interest. The location and design of parking can also promote safety for pedestrians by minimizing conflict with vehicles. Parking should encourage a balance between a pedestrian-oriented downtown and necessary car storage.

Standard 5a: Improve streetwall continuity and encourage a safe and inviting pedestrian environment by locating parking away from the streetwall and minimizing direct driveway access from primary pedestrian streets - Pacific Avenue, 6th Street, 7th Street and Harbor Boulevard. Surface or structured parking should be discouraged from fronting the street level on 6th Street, 7th Street, Pacific Avenue or Harbor Boulevard. Vehicular access should be provided from side streets or alleys, if available, to minimize driveways, maintain building continuity and avoid vehicle and pedestrian conflicts.

Standard 5b: Commercial uses in mixed-use developments should orient access ways (entries, service and parking) to minimize impacts on residential uses.

Standard 5c: To the extent possible, parking for all new buildings should be located underground or located to the rear of the lot. A freestanding parking structure should be wrapped with retail uses along the ground floor.

Standard 5d: Surface parking lots shall not be located between the front property line and the primary building/storefront on the street side but rather to the rear of all structures. Where there is no vehicular access from side streets or alleys to the rear of the lot, a front parking lot may be permitted, subject to Standard 24b.

Standard 5e: Where side street or alleyway access is not available for vehicular access, one driveway shall be permitted per every 100 feet of building frontage. Not more than two driveways shall be permitted per building, and at least 20 feet in distance should span between them. Driveways shall measure not more than 20 feet in width. Driveways shall lead to underground parking or parking stalls located to the rear of the building. Variations are permitted only if the Department of Transportation determines that no other alternative exists that is consistent with these standards.

Standard 5f: Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities for retail, commercial and residential uses. No curb cuts are allowed for the following:

1. On either side of 6th Street from Pacific Avenue to Centre Street
2. 7th Street from Pacific Avenue to Centre Street
3. On either side of Pacific Avenue between 4th and 8th Streets
4. On Harbor Boulevard

Standard 5g: Clearly defined pedestrian walkways shall be provided to connect rear building entrances to parking areas.



ARCHITECTURAL DETAILS

The architectural designs of new buildings or building renovations are encouraged to reflect the maritime history and culture of San Pedro to create a sense of place in the downtown area, and to promote an active street life. Building facades should employ architectural elements that provide gradual or compatible transitions between existing and new buildings. There should be variation in building form on both residential and commercial streets in Downtown San Pedro. Such elements include scale and massing, articulation, continuity and integration of design, window and facade treatments, building materials and color, and entrances and access. Integrating elements that include architectural features of existing historically-designated buildings or buildings important to the community is highly encouraged.

6. Building Massing

Guideline 6: Variations in massing can enhance character and visual quality of a building thereby establishing a comfortable scale in Downtown San Pedro. Building massing should be modulated and articulated to temper the scale of development, create a pedestrian-friendly environment, and stimulate and enhance visual interest.



Guideline 6 example. Multi-story buildings shall employ subtle three-dimensional variations in massing to allow a break in the building envelope and provide visual interest.

Standard 6a: Buildings should not be comprised of large unbroken solid masses. The visual monotony of a large building can be reduced by creating the appearance of multiple structures of varying size (see photo). Step backs can also be used to create visual relief by graduating the structure's mass down into smaller, human scale components in order to provide variation and visual interest.

Standard 6b: Mid- and high-rise towers should be expressed as visually significant vertical elements and be integrated into the overall design of the structure. Avoid perimeter block massing and vary massing and elements within the site.

Standard 6c: High rise towers shall be designed to be as narrow as possible to reduce bulk and mass. High rise towers should be designed with a sculpted tower, with the top of the tower displaying reduced bulk. In particular, near the waterfront and Harbor Boulevard, the longest edge of the building should be designed in the east/west orientation to preserve views from the City towards the water and ensure that a "wall of development" does not create a separation of the City from the waterfront area.

Standard 6d: Mixed-use projects that combine multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios are encouraged.



Standard 6d example. Building mass is varied and separated into distinct elements. Commercial component is integrated into the larger residential component.

7. Building Scale



Ground floor retail design is differentiated from residential towers by building scale and architectural features.

Guideline 7: Building height must consider light, shadows, views and massing in relationship to surrounding properties and residential neighborhoods. New mid- and high-rise development should be located strategically to mark important nodes and activity centers in the Downtown District.

Standard 7a: To create a pedestrian scale on the ground floor of a building, the first floor height of any structure shall be a minimum of 12 feet.

Standard 7b: Increased building heights at key nodes along Pacific Avenue, Harbor Boulevard/Waterfront Area and 6th/7th Streets are encouraged. These should incorporate pedestrian scale detailing at the ground floor, and proper massing to preserve views.

8. Articulation

Guideline 8: Heighten visual interest and enhance pedestrian orientation by incorporating three-dimensional elements and material variation into the façade of buildings. These elements and variations include: architectural features; changes in building materials, texture and color; generously sized transparent display windows; arcades, canopies, and awnings; cornices; and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept that integrates architectural details with massing, scale and site design.

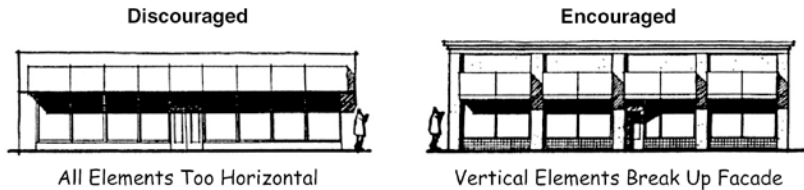
Standard 8a: Building facades should be modulated and articulated to create interest and variety. For every twenty-five horizontal feet of building facade, the project shall employ one or more of the following vertical elements: columns, pilasters, indentations, storefront bays, vertical landscaping. Ground floor facades should be particularly detailed.

Standard 8b: For renovations of existing commercial buildings, the building base (the first two (2) to five (5) feet above the sidewalk) should be differentiated from the rest of the building facade with treatments such as change in material and/or color.

Standard 8c: Large unbroken surfaces should be avoided by creating breaks in the streetwall and by dividing wide storefronts into structural bays. Storefront bays create articulation in low-rise

Vertical Breaks in Facade Design





buildings and are the building blocks of a pedestrian-oriented street. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

Standard 8d: For commercial and retail buildings, at least 60 percent of the building façade at ground level shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases on a premise should be set at three feet or lower on façade.

Standard 8e: The commercial portion of mixed-use development should relate to the scale, form, height and proportion of the residential. Ground floor uses should be distinguished from the upper façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial ground floor frontage should be distinguishable from the residential facades and should provide a strong building base. Commercial uses should have greater window-to-wall ratios than the residential component. Doors and windows should be of clear glass at the ground level.

Standard 8f: Mixed use and residential developments are encouraged to integrate balconies and terraces to take advantage of Downtown San Pedro's year round temperate weather.

9. Exterior Surface Materials

Guideline 9: The texture of building facades should be complementary to other buildings in the surrounding area. Large expanses of the same building material detract from the aesthetics of a building. Use of varied and complementary building material reduces the mass of a building, and creates visual interest.

Standard 9a: The exterior facade of low-and mid-rise buildings shall incorporate no more than three complementary building materials, including but not limited to glass, tile, smooth stucco or stone. Textured stucco is strongly discouraged.

Standard 9b: Mid and high-rise buildings should not have monotonous exteriors, and should employ building materials that create an interesting variety of facades to reduce massiveness and glare impacts on surrounding uses and motorists.

Standard 9c: Paved areas, excluding parking and driveway areas should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.

Standard 9d: Color schemes should be selected in relation to the overall design intent of the building and should be simple, harmonious and complement adjacent structures. Bright or intense colors and stark colors such as white or black shall not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.

10. Entrances

Guideline 10: The entrance to a building has an important relationship to the street and is one of the most important parts of the building facade. Dominant entryways reinforce the character of the building, add visual interest, break the monotony of flat surfaces, add a vertical element and create an inviting entrance. Emphasize pedestrian orientation and accessibility by creating well-articulated and inviting building entrances, and by orienting these entrances towards the street.

Standard 10a: Each individual tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access shall be from a public open space, public street, forecourt or arcade. Ground floor units should be directly accessible from the street.

Standard 10b: Building entrances are encouraged to be recessed and/or defined by distinct architectural treatments. These treatments include options, such as: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

Refer to Sections 14 through 18 for Signage and Section 23 for Landscaping.

Standard 10c: Projects with rear lot lines abutting a street, alley, or parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building in addition to those entrances at the front.



Standard 10b examples.

Entrances employ variations in depth, provide inviting window displays, and use colorful paving materials to add visual interest to attract passers-by.

11. Windows



Guideline 11: All projects should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office space. This increases safety by allowing businesses to have ‘eyes on the street’ while people on the street see interior building activities.

Standard 11a: Use clear and non-reflective glass allowing a minimum of 90 percent light transmission, unless considered a safety hazard.

Standard 11b: Individual storefront display windows shall not be used for storage or left empty without window displays. However, window displays shall not cover or block views into the building interior.

Standard 11c: Residential units with individual entrances should include windows at ground level.

Standard 11d: Windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building’s architectural style. The required recess may not be accomplished by the use of plant-ons around the window.

Standard 11e: Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

12. Awnings and Canopies

Guideline 12: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Standard 12a: Size and placement of awnings and canopies should enhance the building’s overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

Standard 12b: For awnings located above windows, awning shapes shall be consistent with window frames.

Standard 12c: Awnings and canopies shall be constructed of high quality, durable, fade-resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.



Guideline 12 examples. Awnings and canopies can enhance the public realm by providing a comfortable sense of enclosure for pedestrians.

13. Parking Structure Design

Guideline 13: Provide parking opportunities that are simultaneously convenient and that enhance the public realm. Architecturally integrate parking structures into the design of the projects they serve, and activate the street by including commercial uses on the ground level of structures. Protect nearby residents from potential adverse impacts – noise, visual, or otherwise – of parking structures.

Standard 13a: Parking structures shall be designed with architectural detailing. Levels of parking shall be visually integrated into the design of the building façade. Structures should not overtly appear to be used for parking.

Standard 13b: Automobiles on parking levels above the ground floor shall be screened from public view as seen from a public street or alley. Parking structures should also receive landscape treatment to eliminate unattractive views (refer to Guideline 19 Landscaping Parking Lots and Structures).

Standard 13c: Parking structures that abut or are adjacent to any residential use or zone shall:

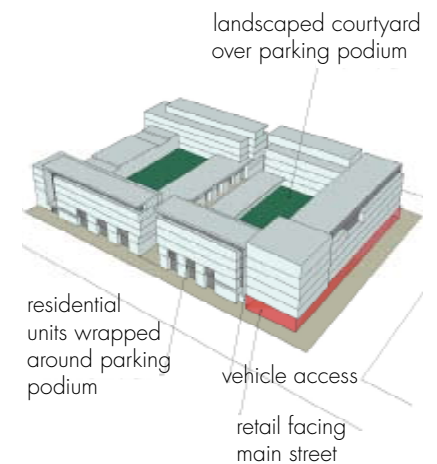
1. Contain solid decorative walls and/or baffles to block light and deflect noise along those sides closest to residential use;
2. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize headlight glare;
3. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and
4. Not contain exhaust vents along sides closest to residential uses.

Standard 13d: Ensure that the ground level of parking structures is well-screened from public view, preferably with active ground floor uses. All surface parking adjoining the street should be screened by a durable barrier, such as a solid wall, fence, berm, hedge or landscaping that is tall enough to screen at least vehicle headlights.

Guideline 13 example. This parking structure is located along the property line and provides retail space along its ground floor. The result is a functional building that ensures an active and inviting pedestrian experience.



Guideline 13d example. Retail or residential uses should be designed to “wrap” around parking uses.



Signage

14. General – All Signs

The purpose of signage is to provide identification for businesses and to assist pedestrians and vehicular traffic in locating their destination without dominating the visual appearance of the area. The overall size, materials and graphic composition should be integrated with the building and landscape design and should complement the facade or architectural element on which it is placed. Because Downtown is an area of high pedestrian activity, especially along 6th and 7th Streets, the signs should be sized and oriented to persons on foot.

It is desirable to include a pedestrian-oriented sign as one of the permitted signs for a business. Pedestrian-scale signage (i.e., at a height and of a size that is visible to pedestrians) can help to identify the structure and use, and facilitates access to the entrance.

Guideline 14: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown through context-sensitive signage design. Ensure that signage design is suitable in terms of location, layout, and style. Minimize sign clutter and emphasize pedestrian-scale design.

Standard 14a: Signs shall complement buildings with respect to style, design, materials, and colors. If illuminated, glare shall be carefully controlled, and if internally illuminated, lighting sources shall be concealed. Extensive use of neon lighting is discouraged.

Standard 14b: The exposed backs and sides of all signs visible from a public right-of-way should be suitably finished and maintained.

Standard 14c: The following signs are prohibited: billboards, free-standing pole signs, banners, illuminated architectural canopy signs, inflatable devices, blinking or scrolling signs, canister wall or canister blade signs, and signs with vinyl letters.

Note: Within 90 days of closing a business, any related signs shall be removed and replaced with blank panels or painted out,

pursuant to Section 14.4.4 of the Los Angeles Municipal Code.

Note: Temporary signs shall be permitted pursuant to Section 14.4.16 of the Los Angeles Municipal Code.

Context - sensitive signage should complement building design.



Refer to LAMC section 14.4.4 for additional definitions.



15. Wall Signs

Guideline 15: Promote the identity and success of individual businesses through the appropriate placement of wall signs. Locate signs in a manner so as to not detract from building architecture. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Standard 15a: Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.

Standard 15b: Wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length. Signs facing alleys or parking areas shall not exceed five (5) square feet.

Standard 15c: Signs shall be located at the entrance to the business.

Standard 15d: Signs shall not dominate or obscure the architectural elements of building facades.

Standard 15e: The height and width of signs, letters and logos shall be properly proportioned to the building and fit well within the appropriate area for signage (i.e., signs should not be placed above the 1st story level except for high rise structures).

Standard 15f: Wall signs should not project more than 10 inches from a wall.

Standard 15g: Signs facing alleys or residentially zoned areas shall not be internally illuminated.

Standard 15h: Any wall signs located more than 100 feet above grade shall be used as identification signs only. These signs shall be contained in a length that is not more than 30% of the width of the building face. The sign shall be placed no less than ten (10) feet below the top of the building elevation on which the sign

is to be placed. The height of the letters shall not exceed six (6) feet. Signs are not allowed on the rear sides of buildings that face residentially zoned areas.



Standard 15f example. This wall sign projects just slightly from the wall plane, enough to provide some added definition without becoming garish.



Wall sign: Any sign attached to, painted on, or erected against the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall.

16. Projecting Signs

(a.k.a. Pedestrian or Blade Signs)

Guideline 16: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown through the appropriate placement of projecting signs. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Standard 16a: Each business or tenant shall be permitted one pedestrian sign, limited to a maximum of six (6) square feet in size.

Standard 16b: Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 lineal feet of street frontage.

Standard 16c: Blade signs are encouraged at the corner of prominent buildings, limited to a maximum of 12 square feet in size. Sign depth should not exceed one (1) foot.



Projecting sign: A sign, other than a wall sign, that is attached to a building and projects outward there from with one or more sign faces approximately perpendicular to the face of the building.

Pedestrian sign: A projecting sign that is sized and oriented toward pedestrians.

Guideline 16 example. Pedestrian signs can offer some three-dimensional variation to a streetscape, providing visual interest to pedestrians and helping to identify business locations.

17. Awning or Canopy Signs

Guideline 17 example. Awning signs can add three-dimensional variation to a storefront, provide shade for passers-by, and can enhance the identity of the establishment.



Guideline 17: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade through the addition of three-dimensional variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Note: Projections into the public right-of-way extending beyond private property must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Standard 17a: Size and placement of awnings and canopies should enhance the building's overall design, detail and rhythm. Placement should correspond to the location of a storefront or entrance.

Standard 17b: In lieu of a Wall Sign, each business or tenant shall be permitted one Awning Sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed 10 inches.

Note: Awnings can be provided in addition to wall signs provided that the awning does not include any storefront identification.

18. Other Signs



Information Sign: A sign that is limited to a message giving directions, instructions, menus, selections, or address numerals.

Identification Sign: A wall sign that is limited to a company logo, generic type of business or the name of a business or building.

Standard 24a example. This window sign identifies the business while not obstructing views into the display windows.

Guideline 18: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown, through the appropriate placement, size, and quantity of additional signage.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Standard 18a: Window Signs shall not exceed 10 percent of the total window area. In no case shall the window sign exceed four (4) square feet. Signs should not obscure windows or window trim and molding. If a sign cannot be located above a transom window, consider locating it behind the window so the window's details are still visible from the street.

Standard 18b: Information Signs shall be permitted two per building, and shall not exceed four (4) square feet cumulative.

Standard 18c: Building Identification Signs shall be permitted one per building, and shall not exceed four (4) square feet for one-story buildings. For each story above the first, the size of the sign(s) may increase an additional two (2) square feet. An additional Building Identification Sign shall be permitted for buildings located on a corner lot. Signs located on the side street façade shall not to exceed four (4) square feet.

Standard 18d: One portable menu board sign may be permitted in the right-of-way for eating establishments, bakeries, florists, and similar businesses whose primary sales consist of perishable goods, provided that all of the following conditions are met:

1. The sign is removed at the end of each business day.
2. The sign's dimensions do not exceed two feet by three feet.
3. The sign does not interfere with pedestrian movement or wheelchair access
4. The sign has a weighted base capable of keeping the sign upright in moderate wind.
5. The sign is not illuminated.
6. The sign's permits have been secured from the appropriate City of Los Angeles departments.

Standard 18e: Mural Signs are encouraged. The written message shall not exceed three percent of the total area of the sign. Signs must be approved pursuant to Section 14.4.20 of the LAMC. Mural signs require additional approval from the Cultural Heritage Commission.

Standard 18f: One monument sign shall be permitted per residential development, and shall be not more than 25 square feet in size and the top of the sign shall be not more than eight (8) feet above sidewalk grade.

APPURTENANCES

High quality architecture should be maintained in the various elements of building and streetscape design including security features, maintenance equipment and enclosures and lighting. Security grilles often obscure storefront windows and create a negative ambience that detracts from the pedestrian environment, while adequate lighting and sidewalk dining contribute to an active street life.

19. Security Grilles

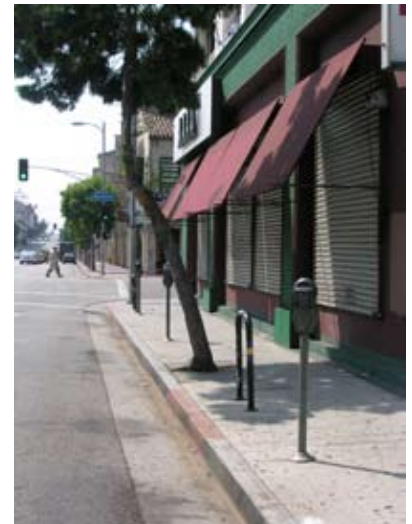
Guideline 19: Provide storefront security as needed without obscuring storefront windows and creating blank walls along the sidewalk. Minimize the presence of security grilles and bars as visible from the street.

Standard 19a: Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts.

Standard 19b: External security grilles shall not be affixed to any facade abutting a public street, excluding rear alleys.

Guideline 19 examples. Security grilles that are unsightly or that conceal store-front windows when closed are discouraged. Interior security grilles are preferred.

Discouraged



Preferred



20. Utility & Service Areas/ Mechanical Equipment



Guideline 20 examples. Structures housing mechanical equipment adjacent to the public right-of-way should be screened with landscaping or designed in a way as to be as inconspicuous as possible.



Guideline 20: Improve the pedestrian environment along the sidewalk and minimize visual blight by obscuring unsightly equipment adjacent to streets and other public rights-of-way.

Standard 20a: Utility lines should be placed underground for all new developments subject to site plan review as approved by the Department of Water and Power.

Standard 20b: Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground when feasible. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.

Standard 20c: All utility boxes or facilities shall be installed below grade in the public rights-of-way.

Standard 20d: All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas, should not be visible from public rights-of-way. No mechanical equipment e.g., air conditioners shall be permitted in window or door openings.

Standard 20e: Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

21. Sidewalk Dining Enclosures



Guideline 21: Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Standard 21a: Enclosures must utilize open fencework. The materials and design should be decorative and coordinate with the structures on the site.

Standard 21b: No fence or wall abutting a public street shall be taller than 42 inches.

22. Lighting

Guideline 22: Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. Outdoor lighting in front of buildings provides security for pedestrians at nighttime. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.

Standard 22a: Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

Standard 22b: Exterior lighting fixtures should be compatible with the architectural design of the building.

Standard 22c: All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare to adjoining properties.

LANDSCAPING

Well maintained landscaping unifies streetscapes and provides a positive visual experience while allowing for a variety of plant materials and flexibility in design. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials and annuals, as well as other materials such as rocks, water, sculpture, art, or paving materials. Trees and shrubs provide shade and emphasize sidewalk activity by separating vehicle and pedestrian traffic as well as defining spaces. Plant materials should be used for framing views, accenting architecture, creating inviting spaces and screening unattractive areas.



Native plant shall be defined according to LAMC Section 12.40 D as "[a]ny (plant) species indigenous to the Los Angeles area existing before European settlement, as identified in James Hendrickson's The Jepson Manual, or its successor standard reference, as adopted by the Director of Planning."

"Low-water" plants " shall be defined according to Guidelines AA, Table II, Option 6 in the City of Los Angeles Landscape Ordinance (Ordinance #170, 978): as those "[p]lants. . . that will, in the designed location, and properly established for three years, remain in good health with no more than monthly watering in summer."

23. Site Landscaping

Guideline 23: Create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping.

Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, annuals, as well as rocks, water features, sculpture, art, or paving materials.

Standard 23a: All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials.

Standard 23b: Drought-tolerant, California native plants are encouraged. An automatic irrigation system should be installed within landscaped areas of more than ten (10) square feet. A drip irrigation system is recommended.

Standard 23c: For new development projects subject to site plan review, trees shall be planted in the adjacent public right-of-way at a ratio of one (1) tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.

Standard 23d: Utilize small urns, vessels or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas. Plant materials shall be well maintained.

24. Landscaping for Parking Lots and Structures

Guideline 24: Enhance parking areas by providing landscaping that shades, buffers, and screens unattractive views of parking. Parking lots and structures should receive landscape treatment that is well integrated with the building design to enhance the aesthetic appearance of parking garages. Landscaping should provide a pleasing, safe and secure environment for pedestrians on the street.

Note: Standards apply to areas that include six (6) or more parking stalls and shall be in addition to, and consistent with, the requirements set forth in Sections 12.21. A.6(g), A.6(h), and 12.21. A.6(i) of the Los Angeles Municipal Code.

Standard 24a: Ground covers that provide interest and complete coverage without excessive maintenance or water usage should be utilized. The landscaping should provide a buffer between the parking and other uses, soften glare from vehicles, and filter noise.

Standard 24b: Where parking structures are not wrapped with retail uses at the ground floor, they shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of trees, planters and vegetation around their perimeters.

Standard 24c: A five-foot landscaped buffer shall be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.

Standard 24d: A minimum of seven (7) percent of the total area of surface parking shall be landscaped, including one tree for every four (4) parking spaces evenly dispersed throughout the lot. Tree species should be of a variety that produces a large canopy, but does not produce excessive plant material.



Standard 24a example. A five-foot landscaped buffer between the parking lot and the public right-of-way screens the lot from view while providing shade for passers-by.

Resource Protection

25. Sustainable Building Design

The combination of old and new buildings in Downtown San Pedro adds an interest and richness to the urban fabric of the Downtown. New building design presents an opportunity to integrate sustainable or “Green Building” concepts that reduce resource consumption and encourage natural systems for cooling, lighting and shading.

Historic structures often include architectural elements and design consistent with the guidelines and standards present in this CDO. Downtown San Pedro contains several historic structures that were built within periods of historic significance, including the Warner Grand theatre, an art-deco theatre that opened in 1931. This structure was designed by architect B. Marcus Priteca, who also later designed the Pantages Theater in Hollywood. Other historical commercial buildings in the downtown include the Brown Brothers commercial building and the John T. Gaffey building.



Guideline 25 example. This project incorporates solar technologies directly into the façade design, and is organized around a site layout that encourages cross-ventilation, natural lighting, and shading from the strongest daytime sun.



Standard 25b example. This exterior awning or sunshade limits internal heat gain from intense daytime sun, thereby minimizing the need for air conditioning.

Guideline 25: Design projects to take advantage of natural systems and features – breezes, daylight, tree canopies – and to minimize the need for artificial lighting, cooling, and heating. Incorporate sustainable building elements into the overall form and aesthetic of projects.

Standard 25a: Projects are encouraged to meet LEED certification requirements. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high performance green buildings. The LEED green building rating system was developed and is administered by the U.S. Green Building Council.

Standard 25b: To minimize heat gain, projects should employ high-performance glazing (i.e., dual paned window), coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.

Standard 25c: Except on ground-level storefronts, projects should favor more windows along the north- and northeast-facing walls, with fewer windows along the west- and southwest-facing walls.

Standard 25d: The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

Standard 25e: Building and construction materials should use reclaimed, recycled, and recyclable materials when available.

26. Historic Resources

The purpose of the guidelines is to encourage structures that were built within their historic period of significance to retain the features that identify them as belonging to that period. The standards below shall apply to all structures that are listed or determined to be eligible for listing on the National and/or State Register of Historic Places. In addition, there are a few structures that are considered to be historically significant by the community. It is recommended that any modification to these structures also comply with the guidelines and standards.

The key rules for rehabilitation of an historic building are: 1) repair rather than replace, and 2) uncover rather than mask. Where new design elements, architectural features, and materials are required, they should be compatible with the historic character of the building, and not distract from its distinguishing qualities. Prior to modification, historic documentation of the building's original appearance and later alterations should be located.

The Design Standards and Guidelines for the Pacific Corridor Redevelopment Project outline historic district design standards that ensure new development remains compatible with existing historic buildings. The guidelines herein are consistent with, and in addition to, the CRA guidelines. Appendix A includes a listing of historical structures within the downtown area that should be subject to application of the CDO guidelines.

Guideline 26: The Secretary of Interior's Standards for Rehabilitation provide specific recommendations for retaining original elements and existing historic features. These standards should be referenced when pursuing remodels of older buildings. When buildings are listed as historic resources, it is these standards to which they are held.

Standard 26a: Alterations to or demolitions of properties identified in Appendix A, Potential Historic Resources, shall be reviewed first by the City of Los Angeles Planning Department Office of Historic Resources, which shall provide a recommendation to the Director of Planning.

Guideline 26 example. The Warner Grand theatre at 478 West 6th Street near Pacific Avenue is identified as an historic resource and is a City of Los Angeles Historic-Cultural Monument.



Note: In absence of a formal survey or completion of a citywide survey, the properties listed in Appendix A were identified as potential historic resources that should be further evaluated as structures to protect. Other potential resources may be identified as part of Survey LA, the Los Angeles Historic Resources Project, or through other survey activity. Where possible, existing historic buildings should be preserved and integrated into overall project design. Upon staff recommendation, a qualified historic preservation consultant may be required to determine whether or not the building is eligible for listing at the local/state/national level as a historical resource worth protecting.

Standard 26b: For buildings greater than 50 years old at time of project application, unpainted masonry shall not be painted.

Standard 26c: For buildings greater than 50 years old at time of project application, original patterns of transom windows shall be maintained. Covering transom windows with paint, signs, awnings, or wood panels is not appropriate.

Standard 26d: For buildings greater than 50 years old at time of project application, signage, if applied to the façade directly, shall be affixed in such a manner so as to not damage the façade.

APPENDIX A. HISTORICAL COMMERCIAL STRUCTURES IN DOWNTOWN SAN PEDRO

Address	Description of Historical Resource	OHP*	Significance/Source of Information
333 W. 6th Street	The John T. Gaffey Building; Classical Revival, 2-Story Commercial; Built: 1924	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
455 W. 6th Street	Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources
450-478 W. 6th Street	Warner Brothers Theatre; Jaurez Theatre; Art Deco, 2+Story Theatre; built 1930-31	2S2	City of Los Angeles Historic-Cultural monument #251, declared 8/25/1982; OHP CHRIS Database: PROJ.REVW; HUD900627A; 07/25/90; OHP CHRIS database: HIST.SURV.;0053-0303-0000; 05/22/91; Gebhard & Winter, 1994,p.62.
461 W. 6th Street	Brown Brothers; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
301-305 W. 7th Street	Commercial, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
510 W. 7th Street	Croatian of Greater Los Angeles; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
543-555 W. 7th Street	First Baptist Church of San Pedro; Eclectic, 3-story Church; Built: 1919	5/3S	Los Angeles Historic-Cultural Monument #505, 5/22/90
122 W. 8th Street	Harbor health Center; Contemporary, 1-story Health Center; Built 1949	5S3	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources. OHP CHRIS Database: HIST>RES.; DOE-19-94-0216-0000; 07/09/94
Harbor Blvd. & 5th Street	LIBERTY HILL; Monument; Built: 1924	5-OHP	California State Historic Landmark #1021, site of 1923 strike by Marine Transport Workers Industrial Union 510; association with Upton Sinclair; OHP CHRIS Database: ST.HS.LDMK; 19-0238; 05/13/96
630 S. Pacific Avenue	Art Deco, 2-Story Commercial; Built: 1938	5	
Other Potentially Significant Structures			
300 block 331-371 W. 7th Street			1-story structure built in 1921
245,253-69 W. 7th Street			Façade only of former LaSalle Hotel

* California Office of Historic Preservation historical resource status codes. A "5" indicates ineligibility for the National Register but still of local interest.
Source: Design Standards and Guidelines, Pacific Corridor Redevelopment Project San Pedro, CA, Appendix A. Historical Structures, Rev.02.07.05

ACKNOWLEDGMENTS

Department of City Planning

S. Gail Goldberg, AICP Director of City Planning
Betsy Weisman, Principal Planner

Monique Acosta
PJ Gagajena*
John Kamp*
Debbie Lawrence, AICP
David Olivo
Conni Pallini-Tipton, AICP
Jeff Pool
Cecily Session*

Graphics

Joyce Odell
Louisa Ranick
Michael Uhlenkott

*Former Project Staff

COMMUNITY REDEVELOPMENT AGENCY OF LOS ANGELES

SMWM (Consultant)