



Northwest San Pedro Neighborhood Council

"Your Community Voice"

October 30, 2015

To: Mayor Pro Tem Susan M. Brooks

RPV City Council

RPV Planning Commission

Councilman Joe Buscaino

David Roberts, Council District 15

Esther Amaya and Conni Pallini-Tipton
LA City Planning Department

Ray Regalado
President

Laurie Jacobs
Vice President

Sarah Valdez
Treasurer

Cynthia Gonyea
Secretary

Subject: **MOTION ON PROPOSED WESTERN AVENUE IMPLEMENTATION GUIDELINES**

Dear Representatives:

The following "Comments on Proposed Western Avenue Implementation Guidelines" were approved by the Northwest San Pedro Neighborhood Council Board on September 14, 2015:

COMMENTS ON PROPOSED WESTERN AVENUE IMPLEMENTATION GUIDELINES

Northwest San Pedro Neighborhood Council supports the recommendations of the RPV Planning Commission that the utilities in the study area be placed underground and that a traffic study be conducted. Subject to a positive outcome from the traffic study, we also support the inclusion of bicycle lanes on Western from Trudie/Capitol Drive to Palos Verdes Drive North so long as there is no reduction in lane width or the width of the landscaped medians. Further, due to safety concerns the Northwest San Pedro Neighborhood Council reiterates its position that ALL parking be removed from Western where a bicycle lane or bicycle route is added.

We request that the traffic study include:

- 1) the impact of 700 new homes at Ponte Vista,*
- 2) the impact on both Western and cross street traffic of closing various Western Avenue entrances/exits to the shopping centers, and*
- 3) the impact of eliminating parking. Furthermore, we are opposed at this time to any requirements that would move buildings to front directly onto Western Avenue.*

We request that the proposed changes be incorporated into the drawing for the plan and made available to the community for review prior to being considered by Rancho Palos Verdes City Council.

Subject: MOTION ON PROPOSED WESTERN AVENUE IMPLEMENTATION GUIDELINES
Page Two

Finally, we request that the two Cities move as quickly as possible with the work needed to finalize the design elements such as lighting, street furniture, and landscaping.

(These comments were approved by the board with a vote of 9 yes (Cuevas, Jacobs, Nave, Regalado, Thompson, Valdez, Valle, Williams and Zavalney), 4 no (Burmeister, Bryant, Gonyea, Schach), 0 abstention(s).)

A copy of our previous comments from May 5, 2015 are attached.

We hope that you will support our position on this issue.

Sincerely,



Ray Regalado
NWSPNC President
on behalf of the Board of Directors of the
Northwest San Pedro Neighborhood Council





Northwest San Pedro Neighborhood Council

“Your Community Voice”

May 5, 2015

Joel Rojas
Community Development Director
City of Rancho Palos Verdes
30940 Hawthorne Boulevard
Rancho Palos Verdes, CA 90275

Heather Anderson
Office of Councilmember Buscaino
Council District 15
Harbor District Office
638 S. Beacon Street, Suite 552
San Pedro, CA 90731

Ray Regalado
President

Laurie Jacobs
Vice President

Sarah Valdez
Treasurer

Cynthia Gonyea
Secretary

Re: Proposed Western Avenue Design Implementation Guidelines

Thank you for the opportunity to comment on the proposed Western Avenue Design Implementation Guidelines. The Northwest San Pedro Neighborhood Council represents the residents of the City of Los Angeles who live adjacent to the Western Avenue Corridor and use it on a daily basis.

We have long been concerned about the congestion and the general appearance of this area. The Guidelines contain many great ideas for improving the Western Avenue Corridor. We do, however, have some concerns and additional recommendations.

It is important to note that Western is a major transportation corridor and not a local neighborhood street. The movement of cars and buses must be a primary goal of any plan.

Our suggestions/recommendations are as follows:

- Outside dining areas, while desirable, should be located away from Western Avenue, not adjacent to it.
- A Dash-type bus route should be developed that runs from Peck Park to Albertson's on a continuous loop. Stops should include the parking lots of major shopping areas, as well as a connection to the existing LADOT Dash line at Park Plaza. Such a bus route has the potential to reduce traffic on Western, reduce Green House Gas emissions, and increase pedestrian activity.
- Develop pedestrian lanes through major parking lots—preferably landscaped—to invite walking between destinations.
- To improve pedestrian safety, install crosswalks that connect the sidewalks that currently intersect auto driveways facing Western.

- Bicycle lanes should be adjacent to the sidewalk, separated by low plantings or other barriers. Further, if there are bicycle lanes, parking should not be allowed on Western Avenue.
- The long-range plan should include the widening of the exit from Park Plaza Shopping Center at Crestwood Avenue, in order to add a dedicated right turn lane.
- The City of Los Angeles should create a street behind the Park Plaza Shopping Center, connecting Park Western to Peck Park. This would reduce some of the traffic on Western, as well as assist with the problem of people turning left at the Park Plaza-Crestwood exit.
- Consider developing an entrance into Peck Park from Western Avenue that would connect directly into the existing parking lot.
- We oppose the proposal to reduce the curb cuts into the various shopping centers on the east side of Western because the connecting streets, particularly Park Western and Westmont, are challenged to accommodate the ingress and egress that currently exists. Increasing the use of those “side entrances” will only aggravate the situation. Additionally, the recently installed bicycle lanes on Westmont and Capitol have added confusion at those entrances/exits. Consider including in any long range plan, the acquisition of property along the front of the shopping centers to install dedicated right turn lanes.
- Streetscapes should include hydration stations such as those along the Third Street Promenade in Santa Monica. Hydration station infrastructure would support and encourage increased pedestrian activity and especially increased bicycle activity. As a public health benefit, hydrations stations ensure that all community members and visitors have adequate access to clean water at all times and in all types of weather conditions. Lastly, Hydration stations support and encourage the use of reusable water bottles, thus reducing the amount of carbon emissions created in the production of single-use plastic bottles.
- A single jurisdiction for the traffic signals along Western needs to be created to improve traffic flow.

Thank you for considering these comments. We look forward to seeing the completed guidelines and implementation plans.

Sincerely,



Ray Regalado, President

On behalf of the Northwest San Pedro Neighborhood Council

cc: Joe Buscaino, Patrick O'Donnell, Kit Foxx