



NORTHWEST SAN PEDRO NEIGHBORHOOD COUNCIL

Planning and Land Use Committee Report

Meeting Held at 638 S. Beacon on Wed. November 19, 6:00 pm. This was a joint meeting with the Central San Pedro NC Planning and Land Use Committee also attended by members of the Coastal San Pedro NC Planning and Transportation Committee

Committee Members:

- Diana Nave, Present
- Carolyn Grayson, Present
- Dan Dixon, Absent
- David Rivera, Present
- Pete Burmeister, Absent
- Jason Herring, Present
- Lee Williams, Present

Quorum? Yes

Non-Committee Member Attendees: Alan Williams, Karin Williams, Tina Parkison, Mike Browne (Chair Coastal NC Planning and Transportation Committee), Lance Graas, Adele Healy, Cathy Hetzer, Donald Galaz (Central), Leianna Hawkins, Kit Fox (City of RPV), Clay Marshall, Sadies Yanes (SPHS), Sue Castillo (Chair, Central NC Planning and Land Use Committee), Linda Alexander, Gordon Teuber, Ryan Ferguson (CD 15), Branimir Kvartuc (CD 15), Nat Gale (Mayor's Office), Lilly O'Brien (Mayor's Office), Jose Guerrero (Central), Grant Hartwell (Central), Anthony Kruzik, Leianna Hawkins (San Pedro High), Nicolas Rojas (San Pedro High), Delaney Whalen (San Pedro High), Roseanney Liu (San Pedro Today), Clay Marshall, Donald Galaz (Central), Alexander Hall (Central), Mona Sutton, Leslie Jones (Central), Debbie Rouser (Central), Chuck Hawley (Coastal), John.

I. Public Comment

Alan and Karin Williams, the owners of the property with the billboard below the pedestrian bridge at the 110-exit, need to sell their property and are offering it first to the City with the idea that the City could buy it, take the sign down, and incorporate the property into the welcome park. City has done an appraisal of the property and previously some conceptual drawings. The property owners asked the community to encourage the City to purchase the property.

2. Gas Station 311 N. Gaffey (at Sepulveda)

Gordon Teuber thanked the Central Neighborhood Council for their input on the landscaping plan for the station. As a result the developer engaged a second landscape firm and developed a much better plan that uses plant types that will match the Welcome Park. They have now obtained the building permit for a mini market and gas station, however they have encountered problems with soil conditions that are increasing the cost of building. They must resolve the soil issues before they can obtain the needed financing. Gordon's role in the project has ended.

3. Gaffey Conceptual Plan

Sue Castillo described the lane reductions tentatively planned as a part of the Gaffey Street Conceptual Plan. The current drawings show the elimination of the third traffic lane in each direction from Summerland to Fifth Street. Furthermore, the fourth northbound lane between Santa Cruz and the pedestrian bridge is to be eliminated as well with some of the property eventually incorporated into the Welcome and Exit Parks. According to LANI, 60,000 cars a day exit the 110 at Gaffey with 20,000 of them heading west on either First Street or Summerland. There is no proposal for a bicycle lane.

Significant concerns were raised about this proposal including the following:

- Request Traffic Impact Analysis, and supportive traffic accident data.
- Community effort resulted in the expansion to three lanes - don't undo this
- Reducing lanes on Gaffey would push traffic to Pacific and Western Avenues. Pacific Avenue is already slated for lane reduction, and Western suffers from existing severe traffic levels that will only increase with the development of Ponte Vista
- Gaffey Street should be recognized for the auto-centric street it is, compared to other streets in lower San Pedro.
- Police Department, Fire Department and Caltrans input should be taken on the proposed lane reduction. These should be shared with the community.
 - The emergency evacuation needs for San Pedro should be considered.
 - CA DOT website says road diet works best with 20,000 cars or less – this is 60,000

Ryan Ferguson (CD 15) and Branimir Kvartuc (CD 15) stated that this was only a concept, not a formal idea of the Council Office or Mayor's Office, and that the Council Office has heard many objections to the elimination of the lanes.

Nat Gail, Mayor's Office of Great Streets, said that the Gaffey Great Streets Initiative and the LANI Conceptual Plan are the same effort and represent a partnership with the community and the Council Office. Streets represent 15% of the land in Los Angeles (larger than San Francisco), and the Mayor's Office wants to do a better job of designing those streets. He asked us to consider what we DO want to see, how Gaffey works now, Do we feel safe, etc.

Comments included concerns about both pedestrian and vehicle safety, general safety (crime), homelessness, litter, lack of adequate lighting, need for beautification, the opportunity to beautify the Library since it is City owned, improved bus stops, tourist way-finding signage, and the need for better maintenance. The above problems result in residents avoiding Gaffey as a destination.

Gordon Teuber suggested contacting the Port regarding way-finding signage.

The three Land Use Committee Chairs will draft a motion and circulate to their committee members for comment. The motion will be forwarded to the three Councils for consideration.

Anticipate public review of draft Conceptual Plan in January – possible on the third Thursday. Final Plan should be done by mid 2015.

Exit Park – City now owns the property. Soil remediation is under way. While the design is a priority, it is not at the top of the list. Community would like to have input into the design.

Gaffey Pedestrian Bridge – Back Lit “San Pedro” signs have been installed on both sides. Blue lights have been placed on the top. There will be a ribbon cutting soon. This should create a dramatic entrance to San Pedro at night.

4. Draft Letter to Cal Trans

Chuck Hart presented a draft letter to Cal Trans requesting improved landscaping and upkeep along the right of way. Several suggestions were made including: expanding the scope of the area for which the request is made (Jason will create a map showing the revised area), request for art or vegetation on the sound walls being installed to reduce graffiti, reference to the increase in trash and graffiti that will result from the installation of the sound walls, and a request to allow the community to partner in getting the work done. The letter was approved with those changes. Diana will incorporate the changes and circulate the redrafted letter.

5. ReCode LA

Diana and Carolyn provided an update on RECODE LA based on the consultant’s report to the Zoning Advisory Committee. They have identified 230 unique zones based on base zone and height but this increases to 1,310 when you add all of the suffixes, Q;s and Ts. The plan is to flatten/combine/consolidate into bridge zones and then to new code when the community plans are updated.

This is a five-year project. The Code Evaluation has been completed. The “Approach Report” discussing how to accomplish this is due out in January. In January they will start drafting the downtown code and the citywide residential codes. They will do the commercial/ industrial codes after they finish downtown and the residential codes.

In January they will begin analyzing the City :

- In areas expected to undergo transformation; develop vision of what the community will look like and make sure the vision can be realized
- In areas intended to retain current character – map and understand existing patterns and how to support these into the future

They will do a Physical Analysis/Contexts

- Lot size, heights, set backs, etc
- #1 delusion of a neighborhood is that it is all single family homes

Considering developing “Community Character in a Box” – do it yourself kit for NCs to do own analyses of contexts and ID community issues.

Other observations

- Emphasis on transitions and where to have mixed use
- Concern about shallow commercial corridors (like Gaffey) – currently cant’ support 3 story buildings; perhaps if they change the parking requirements they could
- Anticipate most development to be “by right” with very few conditional use permits
- Delete the parking zone – leads to deteriorating shopping centers; parking would revert to surrounding zoning
- Delete Mini Malls

Transportation Choice

Jason reported on the Code Evaluation Report Section 4.0 Transportation Choice

Intro:

- * recognizes LA used to have the world's best transportation systems in the early 1900s, is one of the most congested cities in the US, and is now extremely car-oriented
- * 3 million hours spent annually sitting in traffic

4.1 Zoning around transit stations

- * Discusses approved Measure R and 30/10 transit project
- * Defines TOD - less than 10min walk or 1/2 mile distance to a transit station
- * City received \$4.5M grant towards planning work around 14 new and existing stations including the Regional Connector, Orange Line, SF Valley, and Purple Line. This is in addition to the 2012 \$3.1M Metro grant for Crenshaw and Expo Phase 2 planning.
- * Goal: new zoning must take advantage of this significant focus on TOD; eg, emphasize mixed-use; more efficient land use than parking - parking should be unbundled from rent or sales where possible.
- * Cited as a positive learning example: Vermont Western Station Neighborhood Area Plan (SNAP).
- * Walkability is to be emphasized, and parking between building and street should be banned (relegated to side/rear or in parking structures)
- * Maximum building lengths should be considered in station areas

4.2 Prepare street and block standards

- * Nationwide planning is trending away from car-centric streets and toward "complete streets"
- * Current LA regulations are missing an alternative transportation choices element and put insufficient focus on bicycle lanes, on-street tree planting and parking
- * New dimensional standards are being prepared
- * Street connectivity should be included in forthcoming street standards including directness of routes and alternate routes
- * Walkability/bikeability correlates with higher connectivity; a network of highly connective (offering multiple modes and routes) streets absorbs and diffuses traffic. Current standards do not adequately address this; cited is block size standard of 1700 feet in length maximum; downtown has adopted 500-700 feet and is much more walkable.
- * Different parts of the city require different levels of connectivity; this should be addressed in the zoning code.

4.3 Rightsize an approach to parking

- * Availability and cost of parking influence the choice of transportation mode (car, bike, walk, public transit)
- * Nationwide parking minimums have hampered re-use and development as well as discouraged alternatives to automobiles, as well as increased the cost of living as parking facilities costs are passed on to consumers.
- * Recent changes in LA parking code to be noted: 1) Cornfield Arroyo Seco Specific Plan (CASP) includes no minimums. This should be watched as a case study; 2) LA approved the Modified Parking Requirement (MPR) in 2012 which allows the creation of special parking districts in certain conditions: if a building's use change requires greater parking the older requirement can be grandfathered to the property; parking can be moved offsite if the location is within 1500 feet; case-by-case exceptions can be requested; requirements can be satisfied through a parking credit program. The

MPR can be created with a collection of 75% signatures of owners or lessees within the proposed district.

* Parking management districts can be created similar to MPRs but focused on revenue collection which can be used to finance parking improvements in the district (eg shared structures).

* Parking standards in the zoning code need addressing, including: flexible shared and on-street parking to meet requirements; re-evaluate all parking ratios; unbundle parking requirements from rentals or sales; consider maximum parking requirements near transit stations; organize parking requirements in a new dedicated section of the code; automated parking standards should be created; specific loading requirements should be removed and only space design standards retained.

* allow applications to submit alternative parking plans

* bike parking requirements should be refreshed

Jobs and Innovation

Diana reported on section 5, Jobs and Innovation

Background:

There has been a continual erosion of industrial land

In 2007 the industrial sector employed 25% of the City's total workforce. At that time 26% of the industrial land was used for non-industrial purposes, leaving 6% of the City's total land for active industrial uses

The City's current Industrial Design Guidelines can be found at
<https://www.dropbox.com/s/dowgy69ftlsroba/IndustrialDesign.pdf>

1. Create Industrial Sanctuaries

- a. Need to restrict use so as not to drive land cost up for commercial users;
- b. Develop consistent approach to buffering or screening

Comment (HCBF): While zoning boundary buffers can be useful tools to separate incompatible land uses, they should be designed to fit the types of incompatibility that exist in each neighborhood. As an example, the widespread Port and Port-related land uses in Wilmington and San Pedro create a series of incompatible land uses throughout the neighborhood. The need for buffers is self evident; however, the types of impacts from these uses are not all the same. As our own noise study found, specific hot spots in Wilmington, such as neighborhoods close to rail yards, experience the highest level of impact--in other neighborhoods, the greatest impact is diesel particulate matter, or glare. It's reasonable to conclude that other neighborhoods in LA have also face unique types of incompatibility. The framework offered here should call out for "need-based" approaches across the City so that "zoning boundary buffers" are effective and appropriate in separating incompatible land uses

2. Create New Industrial Zones to Implement Community Plans

These zones would be used in areas where some industrial uses remain viable and are expected to linger into the future. However, portions of the industrially-zoned area may be appropriate for commercial, mixed use or residential use. Will need to have regulations to ensure compatibility

3. ReZone Industrial Land only where necessary

Change zoning to reflect current use; change for transition zones

4. Enhance jobs/housing balance

Modernization of the home occupation standards – could be limited to specific zones or be in all zones; what types of occupations; what types of regulations are needed?

Clarify where Business Incubators are allowed

Mixed Use Buildings (both vertical and horizontal)

Hybrid Industrial - Cornfield Arroyo Seco area approached industrial protection by selecting specific blocks to be placed in a new zone (Urban Innovation) that restricts commercial office, retail, personal services, multi-family, and hotel to a portion of the building floor area in order to allow industrial uses to be included. Nearby, specific blocks are allowed to transition to residential uses

RECODE JOBS & INDUSTRY WORKING GROUP NOTES:

Looking at questions like how changing life styles and roles impact jobs and industry

What are the core industries in LA now and in the future

What does industry need

- Technology needs
- Logistics needs
- Needs of creative companies
- Mixed use districts?

San Francisco – tech workers want to live in the city while employment is in suburbs – how does this impact housing costs and density?

More information at recode.la.

NEXT Meeting: 6 pm Wed January 21, San Pedro City Hall

Tentative Agenda: Beekeeping Ordinance (Lee Williams), Recode La Framework: Centers and Corridors – Lee, Strong Core – Carolyn, possible presentation of Western Ave Vision