



## NORTHWEST SAN PEDRO NEIGHBORHOOD COUNCIL

### Planning and Land Use COMMITTEE REPORT

Meeting Held at 638 S. Beacon on Wed. October 15, 6:00 pm

#### Committee Members:

- Diana Nave, Present
- Carolyn Grayson, Present
  
- Dan Dixon, Absent
- David Rivera, Absent
- Chuck Hart, Present
- Pete Burmeister, Present
- Pat Nave, Present

Quorum? Yes

**Non-Committee Member Attendees:** Augie Bezamlinovich (Port), Lee Williams, Jason Herring

#### **I. Plans for Harbor/Front Street/N. Pacific – Augie Bezamlinovich**

Augie presented the plans for the beautification of the east side of Harbor Blvd/Front Street/N. Pacific Avenue, from the Fanfare Fountain to the existing improvements on N. Pacific. Currently the underground pipes belonging to Phillips and Chevron are being removed. Final design is currently under negotiation with the City. Planned improvements include curbs, gutters, landscaping, and a multipurpose path the entire way. Where Pacific joins Front Street (on the corner between Front and the railroad tracks) there will be a Gateway Plaza with seating area but no tables. The existing fence in front of China Shipping will be planted with vines. A pathway will be added to enable bicyclists to cross the train tracks. The \$9.1 million project includes removing 30 inches of contaminated soil and replacing it with clean soil and redoing the street itself including correcting the flooding problems. Unfortunately, they will not be undergrounding the utilities which would have cost an additional \$3 million, nor will there be any tables or lighting. After remediation, the next phase of the project is expected to begin at the end of 2015.

On the south (west) side of the street they will be installing curb and gutters and planting the flat areas. They will not be planting the hillsides. They will be beautifying the corner of Pacific and Front Street by the Occupational Center and add benches and trash receptacles. This portion is funded by \$3.2 million from the China Shipping Mitigation Funds.

California Native plants will be used. China Shipping has plans to construct an administration building someplace on their site. Augie will try to find out more.

## **2. Support for Port Tech Los Angeles**

It was moved and seconded to recommend that the NWSPNC adopt the following statement of support for PortTech Los Angeles:

*The Northwest San Pedro Neighborhood Council supports PortTech Los Angeles, which brings together entrepreneurs, strategic partners, and investors to accelerate innovation, advance clean technologies, and create economic opportunities. PortTech promotes and develops technologies that enable enterprises to meet their environmental, energy, security/safety, and transportation goals.*

*Since 2009, PortTech's collaborative efforts have brought economic and community development to the region adjacent to the San Pedro Bay port complex. This crucial effort creates jobs and builds thriving businesses. We encourage PortTech Los Angeles to seek additional funds needed for expansion.*

## **3. Comments on SB 743 regarding use of Vehicle Miles Traveled**

SB 743 has three goals: reducing green house gas, promoting multi-modal travel, and diversity of land uses. It wants to encourage densification - building up rather than out. It mandated a change in how transportation impacts are analyzed under CEQA at least in transit oriented development areas. Regulations are currently being developed. They looked at a lot of possible metrics and then chose VMT (Vehicle Miles Travelled). VMT is already used in the CEA process to calculate greenhouse gas emissions. This would replace LOS (Level of Service). However, the two metrics measure very different things. LOS measures congestion- how much traffic might be added to an intersection. VMT measures Herringhow the project will affect the number of miles traveled (e.g., how close or far is it from employment centers). There are advantages and disadvantages to both measures.

The State is proposing that there be a presumption of no negative impacts if the development is within ½ mile of transit or if it reduces areawide VMT (e.g., a grocery store is being added to a residential area). It might have a significant impact if the VMT/person exceeds the average for the SCAG planning area.

One unanswered question is if there has been modeling to compare the results of the two measures. Comments are due Nov 21. More information is available at [http://www.opr.ca.gov/s\\_transitorienteddevelopmentsb743.php](http://www.opr.ca.gov/s_transitorienteddevelopmentsb743.php)

*It was moved and seconded to prepare a comment for Board approval requesting that the use of both VMT and LOS be required for at least two years at the end of which time, the comparative impacts could be evaluated.*

## **4. Mobility Plan**

The Draft Mobility Plan and Draft EIR are available for review on LA2B.org. The project goals and objectives are attached. The Final EIR will be released Nov 6 and will be considered by the City Planning Commission on Nov 20. The plan stresses multi modal

transportation systems and complete streets (i.e., streets that can be used by cars, bicycles, pedestrians, and mass transit). Among the goals and enhancements proposed:

- They do not like cul de sacs
- People Streets - an idea to encourage the use of “unused” or “little used” portions of streets for parklets (e.g., in the parking spaces)Be
- Vision Zero - goal is 0 collisions between pedestrians and motor vehicles
- Development of real time bus arrival information at bus stops

## **5. ReCode LA**

ReCode LA is a comprehensive revision of the zoning code. It is not an attempt to change the zoning of a specific parcel. Currently over half of all properties in the City are in some type of overlay zones and many have special conditions on them creating some 266 different zones. The current code is over 600 pages long plus additional documents. The five-year project will develop a dynamic web-based zoning code with a wider variety of zoning options than currently exist. The first year was an examination of the current zoning and resulted in a document that outlines core values and strategies organized in 8 chapters: Distinct Neighborhoods, Housing Affordability and Diversity, Centers and Corridors, Transportation Choice, Jobs & Innovation, A strong Core (Downtown LA), A Healthy City, and Code Delivery.

Early 2015 should have an “approach report” - they anticipate using a current zone to bridge zone to new zone. The downtown development code will be released in 2015. In 2016 the draft citywide code will be released and final adoption and implementation will be 2017.

### **Distinct Neighborhoods**

- Development of new base zones that incorporate the full spectrum of overlays
- Protect historic preservation overlay zoning (but not allow any new ones because the City can’t manage review process); neighborhoods could create standards for context-sensitive development for desired character and apply as an overlay.
- Address issue of group home facilities (currently there is a City Council Ad Hoc Committee working on this issue); there is no regulation regarding the number of unrelated people who can live in a single family home
- Leasing of units for fewer than 30 days not allowed in R1 zones
- Develop transition areas between industrial and residential
- Retain the rural lifestyle where it exists within the City

More information at [recode.la](http://recode.la).

**NEXT Meeting:** 6 pm Wed November 19, San Pedro City Hall

Tentative Agenda: Update on Plans for Gas Station on N. Gaffey, Update Gaffey Vision and prepare possible comments, Draft Letter to Cal Trans re hillside by Swinford (**Chuck**), Beekeeping Ordinance (Lee Williams), Recode La Framework: Centers and Corridors – Lee, Transportation Choice – Jason; Jobs and Innovation – Diana; Strong Core – Carolyn.