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Certified Neighborhood Council
Certification Date 02-12-02
NW San Pedro Neighborhood Council
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November 29, 2023

Vincent Bertoni
Director, LA City Planning
Sent Via Email

Re: COMMENTS ON HOUSING ELEMENT REZONING PROGRAM

The Housing Element has plenty of zoning opportunities in commercial corridors, public lands and through Adaptive Reuse to meet state housing density mandates; thus, there is no need to rezone, through overlays or other zoning devices, single-family residential zones or multi-family residential zones, many with sensitive rent-stabilized housing.

The densification beyond what is already allowed in our community plan is particularly challenging for San Pedro, sitting as it does at the end of a peninsula. Ingress and egress is very limited and there is virtually no public transit. The ingress and egress and lack of public transit is even worse in the areas identified as "high opportunity." The 2021 American Community survey found that only 0.7% of the people in zip code 90732 use public transit to get to work and 86% of them commute more than 15 minutes; Metro has no plans to improve the public transit system in San Pedro.

According to the Planning Department, the jobs to housing ratio for San Pedro is significantly lower than that for the city as a whole (in 2010 the City ratio was 1.34 while the ratio for San Pedro was only 0.44). Western Avenue would seem like a logical place for higher density but traffic there is already impacted. Western the only egress for much of the area and lacks the typical street grid. The problem is particularly acute between Capitol and Palos Verdes Drive North where emergency vehicles are sometimes forced to jump the median and travel the wrong way to get through. This will only get worse as the nearly 800 new units at Ponte Vista get developed and occupied. Furthermore, the City of Rancho Palos Verdes is proposing to locate virtually all of their planned density along this same portion of Western adding to the traffic congestion. Adding housing without additional jobs and improved public transit would have adverse environmental impacts.

The Pacific Avenue corridor is a logical place to incentivize densification. It has the best ingress/egress and access to transit and jobs. The Port of Los Angeles draft Connectivity Plan (<https://kentico.portoflosangeles.org/getmedia/3f956586-d934-49bd-83cf-582058bf7f85/20230830-Draft-San-Pedro-Waterfront-Connectivity-Plan>) proposes a Regional Transit Hub at Harbor and Beacon and Local Transit Hubs at 7th and Pacific and 22nd and Minor. The development of West Harbor and Alta Sea will make this the jobs hub for San Pedro. Redevelopment of this blighted historic corridor would also serve as an economic tool to further revitalize downtown San Pedro.

Finally, as the rezoning and incentive program moves forward there will be a need for strong design standards to ensure that the resulting development is integrated into the fabric of the neighborhood.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Regalado". The signature is fluid and cursive, with the first name "Raymond" and last name "Regalado" clearly visible.

Raymond Regalado, President
On Behalf of the Northwest San Pedro Neighborhood Council

CC: Thea Trindle, City Planner
Blair Smith, Sr. City Planner
Councilmember Tim McOsker
Pamela Thornton, Planning Director, CD 15