

June 5, 2012 Land Use & Public Works Joint Committee Report

On May 16th, the joint committee met and recommendations that the following comments on the Draft Community Plan Update be forwarded to the City Planning Department (action item).

The numbers preceding the paragraphs below refer to page numbers of the draft report dated April 12.

3 The CP should acknowledge that although downtown San Pedro is readily accessible to both the 110 freeway and Route 47 to Long Beach, it is not well connected to public transit, but that improved mass transit opportunities would help San Pedro reach it's potential for sustainable growth.

16 Reference to Sunken City is only negative, although this site has geological and historic interest to many residents.

25 The Plan also supports the ~~creation~~ **maintenance and expansion** of ~~an~~ **its** Arts, Cultural and Entertainment District. Also, a customized public sidewalk dining plan should be created for the ACE district to facilitate permitting.

36 Policy LU5.3; Add restrictions on pawn shops, liquor stores and bars, as stated on pg 33.

37 Policy LU5.12; Add: improve and widen public sidewalks where feasible, move utilities underground, and enhance bus stops with public art and other amenities.

40 Seventh St as well as Sixth St constitutes the core or heart of the Downtown Community Center, which is not mentioned in other sections of the draft as well. Please note that Seventh Street will replace Sixth St as the connection to the waterfront when the Port reconstructs Harbor Blvd as planned, and only Seventh Street provides a signalized intersection with Gaffey Street.

42 Policy LU7.5; AGFs (above ground utility facilities) should also be eliminated on Pacific Avenue, as this is an important pedestrian corridor.

43 "Harbor Blvd - Welcome Gateway"; The Caltrans surface parking lot may be better used for the construction of a parking structure serving the Cruise Terminal (or Park and Ride attached to an extended Red Car system traveling north) than as a "signature building". Also, the relocation of assisted housing units from the freeway exit loop (old Seven Seas motel) and landscaping of this area would greatly improve this community entrance.

53 The California Coastal Trail that passes through San Pedro is a very significant feature for our area, and should be mentioned in the introduction of this section and treated with its own specific policy statement.

59 San Pedro Prioritized Streets; Seventh St should be included with priorities for both pedestrians and motor vehicle. Again, see Port's plan to make it the primary connection between downtown and the waterfront.

70 Policy M5.3 - add "on existing rail rights-of-way continuous with the Port's Red Car Line" with respect to the extension of the Metro Green Line and/or Harbor Subdivision Light Rail to San Pedro.

71 Identify the three bus stops at the intersection of Pacific Avenue and Seventh Street as the most significant downtown serving bus stops, and most in need of improvement and enhancements.

72 Pacific Avenue does not suffer from traffic congestion (LOS is good), and should not be listed as congested and a principle mobility concern.

73 Policy M7.2; motorized vehicle priority street list should include Harbor Blvd.

81 Mention the California Coastal Trail in the context of Recreation and Scenic Highways

Other comments that are not directly tied to existing sections of the draft include:

The inadequate sidewalks adjacent to these two streets should be widened:

- The west side of Centre Street between 6th and 7th Streets.
- The west side of Harbor Boulevard between 6th and 7th Streets.

The important bus stops at the following intersections of should be enhanced with additional seating and made more attractive:

- Pacific Ave & Seventh St
- Gaffey and First St

Public transit routes should connect senior housing and other special populations to medical facilities. Our DASH should be routed along 7th Street (instead of Summerland St) to provide better access to the hospital and medical offices on 7th Street.

A bus transit map should be created showing the current bus routes serving San Pedro and the bus and rail transit hubs to which they connect; this should be included as an exhibit to the community plan. Such a map would assist the community in analyzing additional transit needs as well as helping make existing transit options clearer.

Official street tree plans should be created for 6th St, 7th St, Pacific Av. and Gaffey St. Tree well standards that conform to the existing sidewalk grid pattern should be created.

San Pedro supports community-based agriculture and community gardens, which should be included in the redevelopment of large sites such as Rancho San Pedro, Ponte Vista, and military housing compounds.

Knoll Hill has no pedestrian access. Trails are needed to allow pedestrian access outside of the road to the hilltop.