



COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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September 23, 2020

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Via Email
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At a recent public meeting of the Coastal San Pedro Neighborhood Council, the following resolution was passed by the Board of Directors:

Resolution regarding parking in San Pedro

Whereas San Pedro has a number of proposed developments that have requested waivers to the parking requirements. These are usually part of an SB 1818, AB 744 or TOC project. This is of concern to us for a number of reasons.

1. San Pedro is losing parking lots to development. Developments have been proposed for the following lots currently used for parking:
 - 576 W. 6th St – private lot used for parking
 - 511 S. Harbor – parking lot currently for restaurant
 - 448 W. 5th St – private parking lot
 - 111 N. Harbor – private lot used primarily for boat and long term RV parking
 - 452-462 W. 9th - public parking lot will still have some public parking
 - 505 Center – public parking lot that will still have some public parking
 - 505 S. Palos Verdes – private lot used for parking
2. Due to its age, San Pedro already has a number of narrow streets where cars are parked on both sides making them difficult to drive along. This is particularly true in Barton Hill, adjoining downtown San Pedro, and Point Fermin.
3. The mean travel time to work for San Pedrans is 27.05 minutes. 76.94% of them drive alone while another 13.53% carpool. Only 3.02% of workers report using public transportation.¹ San Pedro has extremely limited public transportation and the prospects for increasing it are slim. In fact, the decline in ridership resulting from the pandemic will most likely see a decrease in availability of public transit.
4. Studies by UCLA's Institute of Transportation Studies² found that even where good public transportation exists, and despite enormous investment in transit infrastructure and significant population growth, pre-pandemic METRO ridership was at its lowest in 30 years. Ridership on the Red/Purple Line went from 47,434,969 in 2010 to 43,301,200 in 2018. In Central Hollywood, a transit hub where over 2,000 new units have been constructed over the last decade, ridership on bus lines that serve the area is in steep decline.

5. At the same time, according to that same study, car ownership in LA has soared since 2000 with the biggest growth being in low-income families. In 2016 the average car ownership for a two-person household in LA County was 1.62 cars.³ The study concludes that the future of public transit in our region will be shaped less by people who do not use vehicles and more by encouraging vehicle-owning households to use transit more. In other words, even if we are successful in increasing transit use there will still be a need for residential parking.
6. In light of the recent pandemic and the risks of public transportation, it is likely that any family that can possibly afford a car will own one. According to Ahmed El-Geneidy, a professor of urban planning at McGill University who has studied transit ridership, "We know that people will be scared to use public transportation from a health perspective," Based on what's happening in China, a post-pandemic car sales boom may be in the offing.

The City of Los Angeles is to be commended for trying to get people to use alternative forms of transportation, however reducing parking requirements and decoupling parking in new construction is not viable in communities such as San Pedro.

Therefore be it Resolved, the Coastal San Pedro Neighborhood Council is opposed to any reduction in parking requirements.

Further be it Resolved, we strongly support requiring developers to contribute to alternate forms of transportation for future residents such as cargo bicycles, electric bicycles, pre-loaded TAP cards, and shared vehicles. One size parking requirements for the entire city does not work in Los Angeles.

¹ <http://zipatlas.com/us/ca/san-pedro.htm#commute.city-data.com/neighborhood/San-Pedro-San-Pedro-CA.html> ² <https://www.its.ucla.edu/2018/01/31/new-report-its-scholars-on-the-cause-of-californias-falling-transit-ridership> ³ <https://www.governing.com/gov-data/car-ownership-numbers-of-vehicles-by-city-map.html>

Please contact Robin Rudisill, Chair of the CSPNC Planning Committee, at 310-721-2343 should you have any questions related to this letter.

Sincerely,



Doug Epperhart, President
On behalf of the Coastal San Pedro Neighborhood Council Board

CC:

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