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A City of Los Angeles
Neighborhood Council
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October 27, 2023

SWA Consultants
Attn: Gerdo Aquino
Via Email: gaquino@swagroup.com

Re: Central San Pedro Neighborhood Council's Response to the Connectivity Plan

To Whom It May Concern:

After reviewing the Draft Connectivity Plan, there are several issues that arise out of the public response that have not been adequately addressed.

First, is the nearly complete removal of the Red Car Line from the plan, we have opposed this in the past and continue to propose returning it to the plan.

Second, is the failure to understand that there are realistically only two transit routes to the San Pedro Waterfront, both involve the 110 Freeway which on any given day can be heavily congested especially if the Cruise ships are embarking or disembarking. A real alternative need to be further explored to include a light rail connection to the cruise ship center from the LAX line extension, for which the LA MTA has at least two plans under study but not funded. The POLA and the City of LA need to find the federal or state transportation funds to get this project to move forward.

Third, the concept of expanding 22nd Street from Gaffey as an alternative to using 7th street means that traffic would be directed through three blocks of residential neighborhoods where the streets are narrow.

Fourth, the Connectivity plan doesn't even address connecting San Pedro to our sister community of Wilmington, which is going through its own renovation at Banning's Landing; and, if the red car line connected both waterfronts, remote parking could be utilized using at least 3 other exits from the 110 Freeway (Anaheim and Harry Bridges streets as well as the Channel street exit).

Fifth, the Port of Los Angeles seems to feel restricted on expending any budget on solutions that are off of Port tidelands even though the impacts of more traffic will have serious effects on streets and infrastructure. Because of this, Harbor Blvd. continues to act as a barrier to community access to the waterfront to attain the goal of a "seamless interface" between the waterfront and the town.

Sixth, to address the connectivity problem more cross-Harbor Blvd. solutions need to be created so that the residents of San Pedro can easily transit to the waterfront without getting into a car. The most obvious location would be at the foot of 13th street where a pedestrian bridge could be built using the public right-of-way to make easy access over Harbor Blvd.

Seventh, the Connectivity plan proposes to take the working fishing docks known as the SP Slip and turn that area into a pedestrian-tourist friendly experience. This presumes that this area won't need to be preserved for some future commercial fishing purposes nor does it address the history of fishing in the LA Harbor area.

Eighth, The Central San Pedro Neighborhood Council requests that the Port of Los Angeles Connectivity Plan (POLA-CP) be updated to permanently designate no less than 1% (or 4.6 acres of the land area within scope of the POLA-CP, whichever is greater) for **new** natural wildlife habitat.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dillon Clark", written in a cursive style.

Dillon Clark, President
On behalf of the Central San Pedro Neighborhood Council
(Passed by the CeSPNC Board on Oct. 17, 2023)
cc: Board of Harbor Commissioners
Council 15 Office