



City of South Gate

HOLLYDALE VILLAGE SPECIFIC PLAN

DRAFT SPECIFIC PLAN

Community Workshop #4
Wednesday, May 10, 2017, 6:30 – 8:30 p.m.

DISCUSSION NOTES

The fourth Community Workshop for the Hollydale Village Specific Plan was held on May 10, 2017, in the Community Room at Hollydale Park Plaza, 12222 Garfield Avenue. Spanish translation was provided at the workshop. The workshop was attended by over thirty participants. The Public Hearing Draft for the document was released in February 2017. The intent of this event was to present the Draft Hollydale Village Specific Plan document and get additional feedback from the community. On March 7, 2017, the Planning Commission made a recommendation to the City Council for approval of the Specific Plan, with a few changes. Feedback on these changes was also solicited at this workshop.

After introductions, the consultant team presented PowerPoint slides showing the Specific Plan area boundaries, background and purpose of the Specific Plan, goals and policies, the process and work accomplished to date, community input and vision, and a detailed review of the Specific Plan's recommendations. Following and during the presentation, the community had the opportunity to ask questions and provide comments regarding the Specific Plan. The following is a summary of the questions and comments received.

The Public Hearing Draft Specific Plan document, an Executive Summary (in both English and Spanish), the PowerPoint presentation and the meeting agenda are all available on the website.

Land Use and Zoning

The presentation included a description of the four mixed use zones as well as four commercial/industrial and residential zones. For each of these zones, the intent of the zones as well as information regarding permitted densities and height limits were presented. Also, included were photo examples representing high-quality and appropriately-scaled development

in each of these zones. A brief overview of the Specific Plan's design standards and guidelines was provided.

Participants questioned whether mixed-use buildings would be successful in Hollydale, given that the Hollydale Park Plaza has had high vacancy rates in the retail portion since the project was built. Other comments included a request to consider a two-story height limit on Garfield Avenue (HMU1).

There was some discussion on the potential increase in the number of housing units in the area. It was explained that the new development was focused on the corridors (Garfield Avenue, Paramount Boulevard and Imperial Highway), so that the single-family neighborhoods are protected and preserved. In addition, the Specific Plan is a long-term plan with a 30-year time horizon. The area is not expected to reach build-out instantaneously. Moreover, while the Specific Plan establishes zoning for the area; it does not require any property owner to actually redevelop their property to the maximum permitted.

Property owners in the industrial corridor (CDR3 Zone) asked for clarification regarding their current uses and how legal non-conforming uses would be treated after adoption of the Specific Plan. Bookstores were suggested as a good use for the area.

Participants disagreed with the Planning Commission's recommendation to allow e-cigarettes/vapor/smoke shops/hookah along Paramount Boulevard and Imperial Highway with a CUP without the requirement of being located in a regional shopping center of 2 acres or more.

Mobility – Transportation, Bicycles, Parking, Eco-Rapid Transit

The mobility and parking part of the presentation overviewed the goals for improving mobility in the Specific Plan area. The existing street network, improvements to the pedestrian system with improved crosswalks for enhanced pedestrian safety, and information regarding the expanded bicycle network was presented. Changes to the recommendations, made per previous community input, were also highlighted. In addition, information about the future Eco-Rapid Transit and the two stations adjacent to the Specific Plan was provided.

Many of the traffic related comments were focused on the potential of increased traffic and parking issues that may result from higher density housing being built, especially on Garfield Avenue.

The proposed median on Paramount Boulevard was discussed at length. Some participants felt that additional trees and landscaping would make the street more attractive. Additionally, the median may help in reducing traffic accidents by limiting left turns and limiting traffic speeds. Those opposed to the median believed that a median would limit the ability of semi-trucks to turn into driveways and that the reduced number of traffic lanes would increase congestion. The consultants clarified that the number of traffic lanes on Paramount was **not being reduced**.

However, the width of each lane was being reduced to City standards to accommodate the median and Class II bike lanes.

A participant felt that the recent installation of Class II bike lane on Gardendale Street (a separate City project), which reduced the street from two lanes to one lane, has made it unsafe. Questions about the bicycle related recommendations in the Specific Plan included whether the streets will need to be narrowed or lanes taken away to accommodate bicycle lanes. The consultants again emphasized that **no traffic lanes were being removed** to accommodate bicycles in the Specific Plan area.

Others mentioned the need for slowing down traffic to make the routes to the schools safer. Bike lanes along these routes were considered desirable as many school children ride bicycles to the schools in the area. Other ideas discussed include speed bumps to slow traffic, especially on Main Street between the rail tracks and Hollydale Elementary School.

The Eco-Rapid transit line is expected to take another ten years or more to be built. Potential increase in crime at the transit stations, as well as with increased access to the area by undesirables, was brought up as a concern. Additional police presence and a substation were again suggested.

Open Space and Streetscape Improvements

The Specific Plan includes extensive recommendations to improve the public realm in Hollydale. It includes an extensive street tree planting program, median improvements on Garfield Avenue, a new landscaped median on Paramount Boulevard, bio-swailes on Main Street, new street furniture and pedestrian-scaled lighting, and a comprehensive wayfinding and signage program. Another important aspect of the Specific Plan recommendations is to create strong pedestrian and bicycle linkages with Hollydale Regional Park, Los Angeles River and Los Angeles River Bike Path. These connections will improve access for Hollydale residents to these open space resources as well as attract users of these open spaces to Garfield Avenue retail.

Implementation

The Specific Plan identifies comprehensive implementation measures that will result in the desired changes articulated in the Specific Plan. Elements of this strategy include a comprehensive capital improvements program, possible value capture public financing and economic incentive methods such as EIFDs and Business Improvement Districts, and a phased list of implementation actions. Other requests included adding road/pothole repair in the Specific Plan area to the City's CIP, as well as to the capital improvements priority list in the Specific Plan.

Other Comments/Requests

A few other comments that fall outside of the purview of the Specific Plan and received at the workshop include a strong request for a police substation in the area as well as consideration of a "graywater" (recycled water) system in the area.