



**City of South Gate
TWEEDY BOULEVARD SPECIFIC PLAN**

PRELIMINARY LAND USE AND DESIGN PLAN

**Community Workshop #2
Saturday, November 22, 2014, 9:30 – 11:30 a.m.**

**Steering Committee Meeting #2
Wednesday, November 19, 2014, 6:30 – 8:30 p.m.**

DISCUSSION NOTES

At the second Community Workshop and Steering Committee Meeting, the participants discussed the preliminary land use and design plan for the Tweedy corridor, which was presented by the consultant team. The comments received by the participants were generally in support of the preliminary plan and are noted below.

Land Use/Tenant Mix

- Medical office uses on upper floors may be difficult for people to access.
- Some expressed concern that existing businesses will be forced out; others feel businesses that are not doing well will eventually move out on their own.
- More businesses need to be open after 5pm to generate evening activity.
- Need for more entertainment uses.
- Businesses need to match demographic and economic levels.
- Not all uses on Tweedy Boulevard are necessarily good uses; we want to keep people from leaving South Gate to shop, dine, etc.
- Want to see a variety of choices.
- Most merchants depend on regional shoppers to survive, not just local.
- Difficult to rent out larger empty stores.
- Tweedy Boulevard should become a “lifestyle;” needs to be a destination.
- Need to create activity and traffic flow along the Boulevard.
- We can improve what we have now to attract new businesses.
- Tweedy Mile is lacking national companies; there is a need for anchors.
- The majority of Los Angeles County doesn’t have national chains; we can’t rely on national businesses. “Main Streets” rely on independent stores.

Mobility

- General agreement for the “hybrid” mobility approach that was presented, which builds upon existing infrastructure and provides flexibility for future changes.
- A portion (approximately 25%) of what we need in terms of existing infrastructure is already in place for making the recommended street improvements.
- Hybrid recommendation is increasing what is already there (i.e. bulb-outs) to enhance the pedestrian environment; this solution ties economic development and mobility.
- Concern was expressed that the hybrid alternative reduces parking by increasing the size of the bulb-outs; hence there is a need to replace what is lost in on-street parking.
- Recommendation for 25 mph signals would increase safety for pedestrian and bicyclists.
- If we slow down traffic on Tweedy, some traffic would divert to Michigan and Missouri (residential streets). This will make it more difficult at rush hour.
- Slowing down traffic on Tweedy will also slow down buses a bit.
- A shuttle along Tweedy may not make sense because the current ridership of GATE shuttles is fairly low, but there is a lot of student ridership.
- A shuttle on Tweedy would be a good way to link activities at the South Gate Park to Tweedy Mile.
- Is there a study on bike use in the City? If we build bike lanes, will they be used?
- Zoning requirements should include bike parking; bike parking should be included in the parking lots off the alleys as well.
- Consider having bike rentals on Tweedy; “bicycle hubs.”
- Opportunity to connect bicyclists along the Los Angeles River to the stores and restaurants on Tweedy Mile.
- Need to better connect to the alleys and utilize the off-street network for parking and circulation.
- Major problems with sidewalks and streets in terms of ADA compliance; they are not wheelchair friendly; need to fix the streets and improve maintenance.
- Opportunity to get a lot of grant funding for projects that improve ADA compliance and pedestrian circulation.
- Need ADA compliance within stores as well.

Parking

- There are differing perceptions about parking supply: business owners feel parking is not sufficient, especially during peak hours of business; while residents/shoppers think parking along Tweedy Boulevard is adequate.
- Parking problems, or perceived parking problems, could be handled by better management (i.e., prohibit employees from using short term spaces).
- There is not enough public parking and a lot of underutilized private lots.
- Parking becomes a problem when the Boulevard becomes successful.

- Narrative of the Boulevard should not be “there is a parking problem” because we want to draw more people here; an over abundance of parking lots will deaden the space.
- If we create a street that’s interesting to walk, parking a few blocks away is not a problem.
- A lot of the national chains want more parking; the City should allocate more parking spots to businesses to attract more national chains.
- There is a need for shared parking between private owners and City lots.
- In short, parking issues are localized problems; the overall supply is adequate. There is a need for parking management.

Streetscape Design

- Sidewalks need continuity and need to be wider to accommodate things like outdoor dining.
- South Gate has urban problems; new street furniture should be graffiti resistant and there is a need for good lighting for safety.
- Change the existing light poles and provide more electrical outlets for lighting the street for special events and holidays.
- Need identity for Tweedy Boulevard, not generic recommendations.
- Bus stops need to be improved, including better lighting.
- Do not underestimate small changes to the street environment; a little can go a long way.
- Crosswalks need to be more visible.
- Storm water retention is important because there has been flooding on the Boulevard in the past; this should be further explored.

Other Comments

- Tweedy Mile goes all the way to State Street; this should be reflected in the Tweedy Mile subarea boundary.
- The merchants on the west end of Tweedy Mile are those complaining the most; they should be included in the Tweedy Mile portion of the Specific Plan.
- Tweedy Boulevard needs to be clean to feel safe; this will attract businesses.
- Business owners need to take pride and responsibility in keeping the area clean.
- Skateboarding is a problem in the City; the City should consider a skateboard park.
- Need input from property owners along Boulevard; this is occurring with the Tweedy Boulevard Specific Plan Steering Committee.
- It was discussed how the Specific Plan process is reaching out to local schools as part of the community engagement process.
- Need implementation measures to make City Hall more business friendly – especially to new businesses.