



THE CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

STAKEHOLDER MEETING AGENDA

TUESDAY, NOVEMBER 8, 2011

Port of Los Angeles High School, 250 W. 5th Street, San Pedro, CA

Refreshments will be provided at 6pm; Meeting starts at 6:30 p.m.

6:00 p.m. Refreshments and Presentation of I-Watch Video

6:30 p.m. Call to Order & Roll Call

1. **President's Report**
 2. **Approval of Minutes:** October 11, 2011 Board and Stakeholder Meeting (Action Item)
 3. **Public Comment on Non-Agenda Items.**
 4. **Public Safety Report:** Reports from LAPD, LA Port Police and PBID Security, if any.
 5. **Discussion on Role of Neighborhood Councils.**
 - a. Draft Resolution related to Neighborhood Councils having more authority within the city structure (Action Item).
 - b. Discussion on Process for Neighborhood Councils to submit Council Files
 - c. Motion to authorize representative to file Community Impact Statement on behalf of Central SPNC. (Action Item)
 - d. Discussion and possible vote on creating a Committee to work on more effective coordination of information amongst Neighborhood Councils, NC Alliances, etc. (Action Item).
 6. **Croatian Cultural Center Parking:** Update from Maya Bristow, Friends of Croatian Cultural Center, on current status of parking lot. (Possible Action Item)
 7. **Downtown Parking Meter Issues:** (Scott Gray)
 - a. Board Approval of letter to Dept. of Transportation requesting the status of the study on removing the downtown meters. (Action Item)
 - b. Board Approval of Letter to Council Office requesting free downtown parking during holidays. (Action Item)
 8. **ACE District Issue:** Discuss and consider motion for potential expansion of ACE District Boundaries to include Warehouses 9 and 10. (Action Item)
 9. **Council District 15 Report**
 10. **Update on Central's CD15 List** (Andrew Silber)
 11. **Bylaws/Election Committees:** (Scott Gray/Bill Roberson) Joint Report Re: Expiring Terms of Board Members in 2012. (Possible Action Item)
 12. **Motion Re: Endorsement of a clean-energy and jobs-creation concept funded by an AMP-offset fee paid from windfall profits from the project.** (Action Item)
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13. Inactive Board Members: Board Approval of motion to give notice to Inactive Board Members prior to consideration of removal from Board. (Action Item)

14. Port of Los Angeles Report (Augie Bezmalinovich)

COMMITTEE REPORTS

15. FINANCE COMMITTEE: (Kali Merideth) Approval of monthly expenditures for October 2011 (Action Item).

16. OUTREACH COMMITTEE: (Pat Carroll)

- a. Motion to approve expenditure of \$500 for Central SPNC logo creation utilizing students in the Design Department at Harbor Occupational Center. (Action Item)
- b. Motion to encumber \$2000 to support the marketing program being formulated for the USS Iowa welcome. (Action Item)
- c. Motion to approve expenditure of up to \$3,000 for stakeholder survey mailer to be included in upcoming Central SPNC Newsletter. (Action Item)
- d. Motion to approve \$500 for translation services related to Spanish language section on Central SPNC website. (Action Item)
- e. Newsletter Update

17. LAND USE PLANNING COMMITTEE (Sue Castillo):

- a. Discuss and consider Board Resolution Re: Proposed Parking Structure/Development in downtown San Pedro (Action Item)
- b. Motion to approve Community Impact statement regarding proposed transfer of liability for street tree damaged sidewalks to property owners (Action Item)

18. PCAC (Port Community Advisory Committee) (Carrie Scoville)

19. HANC (Harbor Alliance of Neighborhood Councils) (Carrie Scoville)

- a. Board Support of HANC Motion Re: Day Laborer Program (Action Item)
- b. Ratification of HANC's opposition to the automatic extension of Neighborhood Council Board member terms ending in 2012 to 2014. (Action Item)

20. ACE District (Arts, Culture, and Entertainment) (Linda Alexander)

21. CRA (Community Redevelopment Agency) (Sue Castillo/Andrew Silber)

22. Adjournment. Next meeting: December 13, 2011

***NOTE:** (1) Public comments (on non-agenda items) are limited to 3 minutes each. Members of the public are further entitled to speak on any agenda item following the presentation of that item for three minutes. (2) The Central San Pedro Neighborhood Council may adopt positions by resolution on any of the above items.

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CITY OF LOS ANGELES

CALIFORNIA

Jaime de la Vega
GENERAL MANAGERANTONIO R. VILLARAIGOSA
MAYORDEPARTMENT OF TRANSPORTATION
638 S. BEACON STREET, ROOM 204
SAN PEDRO, CA 90731
(310) 732-4599
FAX (310) 732-4598

November 4, 2011

Linda Alexander, President
Central San Pedro Neighborhood Council
1840 S. Gaffey Street, Box 212
San Pedro CA 9073115-Southern-12-0350-52
Pacific Av S/O Front St
Gaffey St near Elberon Br
Palos Verdes St & 14th St**SUBJECT: RESOLUTION REGARDING DANGEROUS TRAFFIC SITUATION**

Dear Ms. Alexander,

The Department of Transportation (DOT) has received and reviewed the resolution passed by the Central San Pedro Neighborhood Council on August 9, 2011 in regards to the dangerous traffic situations on Pacific Avenue and Front Street, Gaffey Street and the Elberon Bridge, and Palos Verdes Street at 14th Street. This request was clarified at a meeting on September 1, 2011 with the Council Office, LADOT, and several Neighborhood Councilmembers.

DOT has studied the curves on Pacific Avenue south of Front Avenue. Curve warning signs and 20 mph advisory speed signs will be added for Pacific Avenue approaching the curves. In addition, chevron signs will be installed for northbound traffic approaching Front Street to better delineate this curve. This roadway segment is also scheduled for street resurfacing, and DOT is considering the installation of bike lanes along Pacific Avenue. A resolution from the Neighborhood Council supporting the installation of bike lanes would provide valuable feedback to DOT regarding the future striping. Pacific Avenue is on the Bicycle Master Plan as a backbone bicycle facility.

DOT reviewed the traffic striping on Gaffey Street between Channel Street and Summerland Avenue as requested to determine if a bike lane or edge line can be installed to provide a pedestrian walking area. The review revealed that this segment of Gaffey Street is on the Bicycle Master Plan as a backbone bicycle facility. The existing roadway width and striping support the installation of bike lanes. A work order has been issued for the Design Division to prepare a striping plan for the installation of bike lanes. DOT cannot estimate when the plan will be approved since Caltrans approval is required for the striping modifications at the intersection of Gaffey Street, Miraflores Street, and the Vincent Thomas Bridge ramps.

DOT conducted an engineering study at Palos Verdes Street at 14th Street. We have issued work orders to repaint the intersectional red curb. In addition, we reviewed the traffic controls on Palos Verdes between 13th Street and 17th Street to assess the complaint about speeding on Palos Verdes Street. DOT's findings have authorized all-way stops to be installed at 15th Street and Palos Verdes Street. School-age pedestrians walking to the 15th Street Elementary School are most likely to need assistance crossing Palos Verdes Street at 15th Street. In addition, 15th Street provides better spacing between the existing stop controls at 13th Street and at 17th Street which will reduce the opportunities to speed.

We appreciate your concern regarding these traffic safety issues.

Sincerely,



Crystal Killian
Transportation Engineer
Southern District Office

c: Gerry Miller, CLA
Doane Liu, CD 15
Erika Velazquez, CD 15



THE CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

Stakeholder Meeting Minutes - Tuesday, October 11, 2011 Port of Los Angeles High School, 250 W. 5th St, San Pedro, Calif.

1. **Call To Order & Roll Call:** Scott Gray called the meeting to order at 6:34 p.m. The following board members were in attendance: Harvey Contreras, Kali Merideth, Phill Trigas, Art Almeida, Pat Carroll, Scott Gray, Carrie Scoville, Sue Castillo, James Allen and Bill Roberson. Julia Parker arrived at 7:39 p.m. Excused: Linda Alexander, Frank Anderson, Kara McLeod, and Andrew Silber. Absent: JR Perez and Alan Ramirez. Approx 20 stakeholders in attendance.
2. **President's Report:** There was an announcement of the Candidate Forum sponsored by Random Lengths, scheduled for October 12, 2011, 6 p.m. at Harbor College. It was also mentioned that there was a Bylaws Committee Meeting scheduled for tomorrow.
3. **Minutes of September 13 meeting.** James Allen moved to approve the minutes of the September 13, 2011 Board and Stakeholder Meeting as presented, seconded by Sue Castillo, and passed unanimously by the Board.

Reports from Public Officials:

4. **Mayor's Office:** Ricardo Hong reported on the following:
 - a. October 29, 2011 is the Mayor's Budget Day and two representatives per neighborhood council are asked to participate.
 - b. Update on Cyclavia: Annual bicycle riding event in downtown LA
 - c. Assembly Bill 131 (Allows undocumented college students in the state to obtain the same kind of publicly-funded financial aid for tuition now available to U.S. citizens and legal residents): Ricardo read the Mayor's statement about it and it has also been signed into law by the Governor.
 - d. James Allen asked about the Mayor's position on medical marijuana. Ricardo will report back on that issue.
 - e. There was also a request from a stakeholder asking for the Mayor's position on adjustable rate mortgages. Ricardo commented on workshops that the city is sponsoring to help homeowners.
5. **CD 15 Report:** Ana Dragin reported on the following:
 - a. At the upcoming Transportation Committee meeting October 12th, they will be discussing the parking lot adjacent to the Cultural Center.
 - b. There will be a meeting October 13th with the CRA and DOT regarding the proposed changes to Pacific Avenue.
 - c. Update on Marshall Court. Utilities are being relocated.
 - d. Update on Plaza Park. The Bureau of Engineering has to redesign the project to gain Coastal Commission approval. They are hoping for groundbreaking in the next 2-3 months. Rec. and Parks will be asked to do a presentation in the near future.
 - e. New skate park at Peck Park: Rec. and Parks will be forming a work group. They hope to have it built within the next year.
6. **LAPD.** Officer Nua reported on the following.

- a. Crime is currently up in areas of aggravated assault, homicide, burglary and theft from motor vehicles. The LAPD is campaigning hard through neighborhood watch groups to educate the community on ways to deter theft from vehicles.
- b. A lot of parolees are being released and programs are being put in place. There is a special detail with the specific task of conducting compliance searches. The activities of parolees are being monitored.
- c. There are now 4 neighborhood watch groups in the Central San Pedro area.

7. PORT OF LOS ANGELES: Augie Bezmalinovich was not in attendance but sent an email to Carrie responding to questions from the Board:

- a. **The Central SPNC would like to know the dollar amount of all remaining unexpended China Shipping Mitigation Funding to be applied to San Pedro, including both the original funding AND the supplementary funding tied to the 4 additional cranes installed in the China Shipping Terminal in May of this year, which was reported to be in the order of \$3 - 3.7 million. What are the plans for expending the remaining funds?**

Response: All funds for San Pedro have been allocated to projects. The most recent deposit of \$3.2 Million dollars was made due to the delivery of 4 cranes at China Shipping. In accordance with the settlement, \$800,000 per crane was required for San Pedro Aesthetics for a total amount of \$3.2M.

The \$3.2 M has been applied to a project for landscaping along Front Street. This landscaping would be in addition to the current landscaping the Department is doing. The Board approved this project in concept in December 2009.

The Port is assigning someone from Engineering to work on it. When that is done, they will sit down with the project applicants and others, as necessary, to discuss design concepts. The project applicants for this project are Carrie Scoville and the CRA.

San Pedro Projects: Northwest San Pedro Beautification \$5.2M; Plaza Park Redevelopment \$5M; Gaffey Street Pool \$6,966,012; Front Street Landscaping; \$3.2.

- b. **In June of this year, CSPNC requested that the landscaped section of Front Street be widened from the proposed 23 feet to 27 feet, in order to provide a 5-foot wide parkway and a 10-foot wide inner planted area. We would like an update with specifics on where the plan is now, what is happening regarding the City's request to take some of the land, etc.?**

Response: An unanticipated hurdle has arisen with regards to Front Street. Front Street is classified as a Class II Hi-way and as such the City is requiring the Port to expand the street by 4 feet (the half within our project area) and wants the Port to give them 12 feet of sidewalk area. Agreements with utility companies for utilities running under the 16 feet of area would have to be transferred to the City.

The Port is working with the city to figure out ways where the Port may keep, improve and maintain the 12 feet of sidewalk so that we can continue with the project. Meetings are scheduled with our Engineering, Real Estate divisions and with our city attorneys. I can speak in more detail of this at our next Port committee meeting.

- c. **Please let us know what is going on with new construction just inside the China Shipping Terminal gate along Front Street, north of Swinford, just north of the Knoll Hill exit road on Front Street.**

Response: I'm not aware of any construction at this area unless you are talking about the continual work of removing the "dirt pile" from the China Shipping site? If so, that is what is happening there as reported in the past.

- d. Carrie also announced an upcoming public meeting scheduled for October 20, 2011 where the Port's 5-Year Strategic Plan will be presented and comments can be submitted.

8. PORT POLICE: Officer Stacey Creech reported on the following:

- a. I-Watch Program: Reminder to stakeholders that unusual activity in their communities should be reported. If it's not reported the authorities do not know it is happening. Brochures on the I-Watch Program were available.

- b. Upcoming event: Happy Harbor Halloween Oct. 29 noon to 3pm will be held on the promenade between 3rd and 5th Streets.
- c. The new Port Police Building is not yet occupied but plans are to have it open by the Spring of next year.

9. Public Comment on Non Agenda Items:

- a. Michael from People's Yoga announced their Party in Pink event, Sunday 2-4.
- b. Gordon Teuber, Candidate for CD 15, talked about some of the issues on his platform and gave an update on his participation in Cyclavia. He also responded to questions from Board members related to neighborhood councils in general.
- c. Carrie Scoville commented on the Occupy LA event which is supported by the San Pedro Neighbors for Peace and Justice.
- d. Katherine Gray representing the Convention and Visitors Bureau commented on a bi-monthly "Calendar of Events" and announced the next upcoming Merchant's Meeting.
- e. Jayme Wilson, Candidate for CD 15, also gave a short speech.

10. Sidewalk Repair Ordinance: Sue Castillo talked about the system of public sidewalks and how the city wants to make the property owners financially responsible for repairs. Highlights from her presentation included:

- a. The bulk of sidewalk repairs is needed due to overgrown city trees.
- b. 1.2 billion dollars worth of repairs are needed throughout the city.
- c. The City must be ADA compliant within the next 25 years.
- d. Community Impact Statements have been filed by several neighborhood councils.
- e. Suggestion that there should be a large scale program that property owners can utilize.
- f. Sue would like to see the Central SPNC carefully craft a community impact statement.
- g. James Allen suggested the concept of issuing a general obligation bond for the repairs to sidewalks as well as sewer infrastructure etc.
- h. Board members and stakeholders gave additional input.
- i. Gordon Teuber commented that sidewalk repair should be a "shovel ready" project. He also mentioned that the private sector can repair sidewalks for \$1 for every \$5 the city charges and this is a problem.
- j. After discussion, the issue was referred to the Land Use Planning Committee for drafting of a potential motion.

11. FINANCE COMMITTEE: Kali Merideth reviewed the financial report.

- a. Approval of Monthly Expenditures for September 2011: **A motion brought forth from the committee to approve the report as presented was passed unanimously.**
- b. The application process for funding will be opened December 27th. Presentations will be shared at the next Finance Committee Meeting on January 24, 2012. There is currently \$3,000 available for community improvement projects.

12. PCAC (Port Community Advisory Committee). Carrie Scoville presented the following action items that will be before the PCAC for a vote on October 18, 2011:

- a. **PCAC Election Endorsement – Motion to approve recommendation from the CSPNC Executive Board as follows: This neighborhood council has a representative on the PCAC, Carrie Scoville, and we emphatically support her advancement within that organization. We hereby endorse her as an Officer of the Port Community Advisory Committee. Motion to approve the recommendation passed unanimously by the CSPNC Board.**

- b. **LA Waterfront Plan Participation** - The EIR/Aesthetic Mitigation Subcommittee approved the following recommendation on September 8, 2011.

Recommendation:

Whereas, the PCAC was established through LA City Resolution #6039 and charged with the responsibility of reviewing past and present Environmental Impact Reports and Port impacts and mitigations affecting Harbor Area Communities;

Whereas, the Port of LA conducted public presentations of the LA Waterfront Plan without PCAC participation or recognition of the responsibility assigned to PCAC by the LA City Resolution;

Therefore, be it resolved, that PCAC strongly recommends to the Board of Harbor Commissioners that it ensure the PCAC can fulfill responsibilities assigned by City Resolution #6039 by recognizing the PCAC as the necessary venue for public presentations and discussions regarding the LA Waterfront Plan and/or that the Waterfront Plan meetings be conducted through POLA/PCAC partnership. **Motion to approve the recommendation passed unanimously by the CSPNC Board.**

- c. **Colonial Yacht Anchorage / Wilmington Youth Sailing Center** - The Wilmington Waterfront Development Subcommittee approved the following recommendation on June 14, 2011.

Recommendation: The Wilmington Waterfront Development Subcommittee recommends to the PCAC that the PCAC recommend to the Board of Harbor Commissioners (BHC) that the Port continue to designate Colonial Yacht Anchorage's existing land and water space for recreational uses and to preserve the existing uses that include a boat yard, a launch ramp and marina slips. The Port designate Colonial's storage yard and surrounding slips on the southwest corner of Anchorage and Shore Roads for the Wilmington Youth Sailing Center, separate from any future lease of the boat yard, launch ramp and marina slips. **Motion to approve the recommendation passed unanimously by the CSPNC Board.**

- d. **Wilmington YMCA Swimming Pool Funds** - The Wilmington Waterfront Development Subcommittee approved the following recommendation on August 9, 2011.

Recommendation: The Wilmington Waterfront Development Subcommittee supports the request from the Wilmington YMCA for an additional \$500,000 for cost overruns on the swimming pool project that was funded by the China Shipping Mitigation. The overrun came from increased construction costs and the unanticipated remediation costs for methane gas. The Committee directed Gary Kern, the Chair of the Wilmington Waterfront Development Subcommittee, to draft a letter of support proposing that the money be drawn from any ~~remaining mitigation~~ available funds /TraPac funds or from the Port's Harbor Revenue Fund.

- i. At the last PCAC meeting Carrie put forth a motion to amend the language of the final sentence to insert the word Wilmington before "mitigation funds" to read "Wilmington mitigation funds." However, Carrie's motion to amend was defeated. She suggests that our PCAC representative either abstain or vote no.
- ii. Sue Castillo suggested amending the motion to "opposition to money being taken from San Pedro mitigation projects."
- iii. Chuck Taylor commented that he had just attended the Wilmington Waterfront Committee meeting and that they had amended the motion to change the words "remaining mitigation" funds to "available" funds.
- iv. James Allen felt that this issue should not be used to divide our communities.
- v. Jayme Wilson spoke in support of the motion.
- vi. **After discussion the Board voted in favor of the amended motion as shown above.**

13. Outreach Committee Report. Pat Carroll reported on the following:

- a. The newsletter is in the planning stage and she is looking for input.
- b. The committee talked about cancelling the social media budget for this year and also reviewed goals set at the retreat, one of which was to increase stakeholder participation. There was also a suggestion to produce a television commercial, continue to enhance the website and the Facebook page, and consider having a brand/logo created for Central.

- c. A motion from the committee to move \$500 from Outreach/Computer project to Outreach event for the Christmas Parade was passed unanimously by the Board.
- d. Michael from People's Yoga suggested more outreach to stakeholders asking them what their dissatisfactions are in areas where the neighborhood council can help.

14. Election Committee Report. Bill Roberson reported on the following:

- a. The Election Committee met but that there is not much the CSPNC can do at this point since the election issue is still in the discussion state. The current question is whether we can "opt out" of the City Clerk elections. Bill will be attending the meeting at Peck Park on October 18th related to Elections.
- b. An update was given on the upcoming Candidates Forum scheduled for Sat. Oct. 22, 12noon, at the Student Center, Harbor College.

15. Port Committee Report: no report.

16. HANC: Written notes were included in the agenda packet written by Diana Nave. Carrie Scoville also reported on the following:

- a. Day Laborer Program run by nonprofit group. They are asking for letters of support from the NC's. HANC passed a motion in support and would like it on our agenda as an action item for our next meeting.
- b. Survey being sent around by DONE regarding Krekorian motions.
- c. City Clerk Elections. There has been a motion put forth to ask the City Clerk to extend our terms of office until 2014 when the City Clerk will conduct NC elections. HANC opposes this motion.
- d. James Allen shared his ideas on the potential role of neighborhood councils. He posed the question: How do we get more than an advisory role for neighborhood councils? He made a suggestion to have this as a motion on our next agenda. James would like input from the other board members on this.
- e. Vacancy on the BONC. Applications are being accepted.
- f. Los Angeles Chamber of Commerce Economic report.

17. ACE DISTRICT. James Allen and Pat Carroll reported on the following:

- a. First Thursdays is extremely successful. The food trucks are being considered for the Holiday Parade. It is hoped to bring more business to the downtown merchants on this date. Allyson gave some details on what is being proposed.

18. CRA: Sue Castillo reported on items discussed at the CRA meeting which included:

- b. \$700,000 is being held for improvements but can't be disbursed until a new Council Person is elected.
- c. The CRA is going ahead with a survey to determine which alleys will be repaired.
- d. The proposed park on 8th Street is moving forward.
- e. Fresh and Easy construction should be starting soon.
- f. Construction is moving forward on 18 units at 8th and Mesa.
- g. An RFP will be issued for downtown pedestrian enhancements for several San Pedro projects.
- h. The Vue building is now 83% leased. 1 bedroom \$1500/mo; 2 bedroom \$1900/mo.
- i. James Allen commented on the problems with having a vacant city council seat.

19. Adjournment: The meeting was adjourned at 8:45pm.

Respectfully submitted by Kristina Smith
Administrative Assistant to the Central San Pedro Neighborhood Council

**RESOLUTION
RE: ROLE OF NEIGHBORHOOD COUNCILS
ON LAND USE AND ZONING ISSUES**

Whereas Section 900 of the City Charter states that two purposes of neighborhood councils are 1) to promote more participation in government and 2) to make government more responsive to local needs; and

Whereas neighborhood councils have had an increasing interest in the importance of land use and zoning issues; and

Whereas Los Angeles City Council members have become increasingly aware of the value of neighborhood council input on these matters;

Therefore be it Resolved that whenever a city council member does not concur with a Central San Pedro Neighborhood Council official position on land use or zoning issues that they respond with a written veto addressed to this council which clearly outlines and delineates the reasons for their actions.

Filing a Community Impact Statement

In mid-2003, the City began a new system through which Neighborhood Councils can adopt Community Impact Statements that summarize its official position on City issues and have them printed directly on the meeting agendas. It's a unique and unprecedented way for each Neighborhood Council's voice to be known to the City Hall decision-makers and the world before a vote is taken. There are several ways to send Community Impact Statements to the City Clerk for inclusion on the agendas of the City Council, its committees, and City commissions. A paper version may be sent via postal mail, hand-delivery, fax or online at <http://cityclerk.lacity.org/cis/>.

Early Notification System (ENS)

Early Notification System (ENS) is an on-line system where stakeholders can subscribe and receive meeting agendas and special events announcement sent to their e-mailbox. To start your subscription, go to: <http://www.lacity.org/SubMenu/ENSEarlyNotificationSystem/EarlyNotificationSystem/index.htm>.

The Department of Neighborhood Empowerment posts Neighborhood Council meeting agendas or a Neighborhood Council sponsored special event announcement on the City's website, please e-mail a copy of the document in Adobe Acrobat PDF format to: done.ncagendas@lacity.org. Please allow 7 business days to be posted. The Neighborhood Council is responsible for the document's content and accuracy. The NC agendas and NC sponsored special event announcements are available at <http://lacity.org/index.htm> under "City Meetings & Agendas" and "City Events Calendar".

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Motion to extend ACE district to include Warehouse 9 & 10

Whereas, the CRA/LA has approved and funded the Arts, Culture and Entertainment district for the Downtown area of San Pedro to promote the arts in their various forms for the public benefit and

Whereas, the ACE district exists to promote a sustainable arts community that attracts and retains artists in this community and that this goal is parallel to the concept of a crafts center just beyond the borders of the ACE district; and

Whereas the Port of Los Angeles has entered into an agreement with a developer for Warehouses 9 & 10 for the express purpose of creating an arts & crafts center open to the public and on the tide-lands of the Port of Los Angeles, and has entered into an agreement for the USS Iowa to be berthed at docks 88-90 on the main channel; and

Whereas, currently the ACE district boundaries are Fourth Street on the North to 10th Street on the South and from the west side of the properties facing South Pacific Avenue extending all the way to the center of the Main Channel on the east; and

Whereas, it would be in the best interests of the CRA/LA, the community and Port of LA to extend the borders of the existing ACE district to include the proposed craft center on Harbor Blvd.

Therefore Be It Resolved, that the Central San Pedro Neighborhood Council urges the CRA/LA to expand the boundaries of the current Arts, Culture and Entertainment (ACE) district to be expanded from 10th Street where it intersects with Beacon Street on the north and all properties between Harbor Blvd. on the east and Beacon Street heading south to the properties included in the Warehouse 9 & 10 leases, as a natural and conceptual addition to the ACE District and its plan.

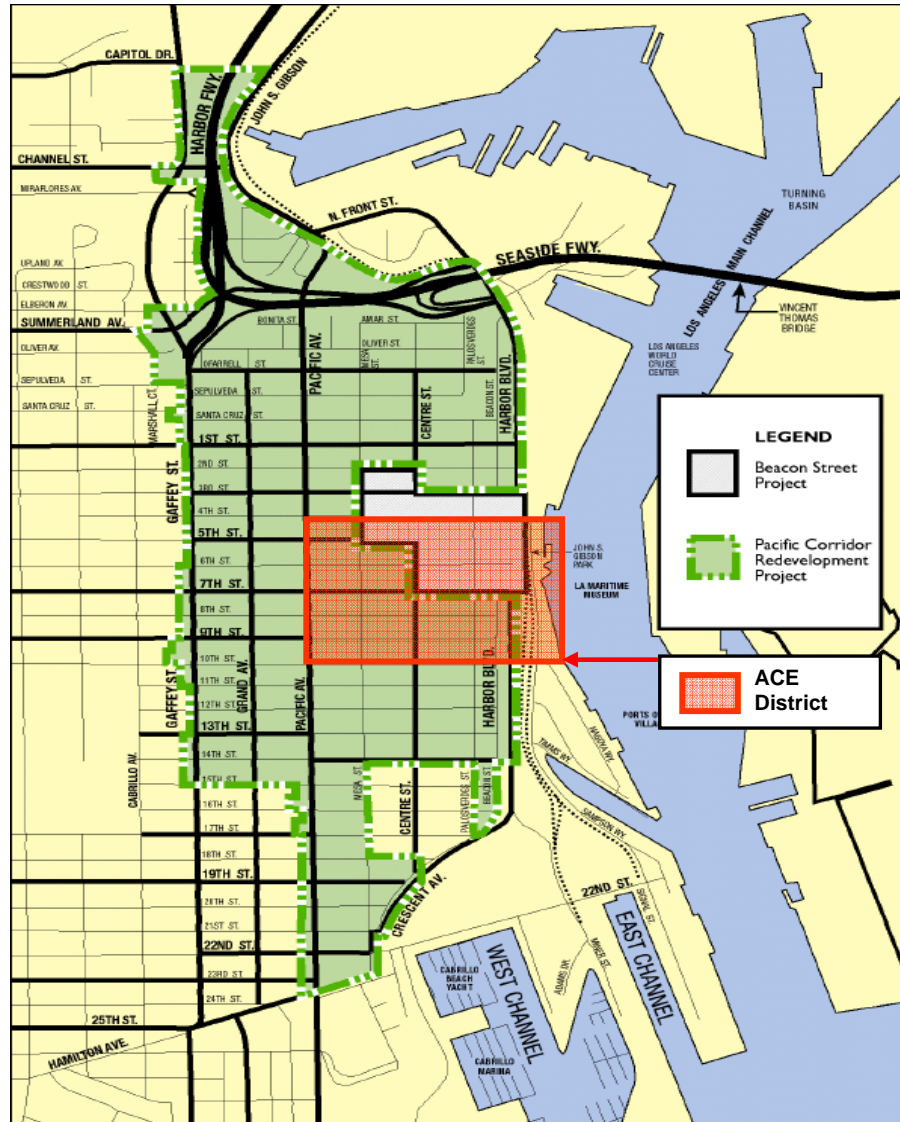
And furthermore, that the district be expanded to include all of the waterfront areas now included in the San Pedro PBID assessment district that is inclusive but not limited to the docks where the USS Iowa will soon be berthed. This would also include the waterfront south of the Maritime Museum known as Ports O' Call Village and portions of the SP Slip.

San Pedro Arts, Culture, Entertainment District Plan

Boundaries & Map

The ACE District of downtown San Pedro is bounded by Pacific Avenue, to the west, from 4th to 10th Streets, 4th Street to the north, from Pacific Avenue to the Los Angeles Main Channel, 8th Street to the south, from the Main Channel to Pacific Avenue and the Main Channel to the east from 4th to 8th Streets. (See Figure 1)

Figure 1: ACE District Map



The ACE District's boundaries are intended as an area where arts, culture and entertainment activities will be concentrated and actively promoted. However, it is envisioned that technical and supportive services, as they are put in place, will be open to all. It is the Formation Committee's intention to be inclusive and to partner with entities that advance the vision and mission of the District.

Central San Pedro Neighborhood Council
Governing Board Selection Procedures

Election Committee

I. The Election Committee shall be comprised of at least three stakeholders and chaired by a member of the Governing Board of the Central San Pedro Neighborhood Council (CSPNC). No member of the Election Committee may be a candidate for the Governing Board.

II. As authorized by the Bylaws and absent regulations from the Department of Neighborhood Empowerment (DONE) or the Los Angeles City Clerk, the Election Committee will conduct a Selection Process to fill the seats on the Governing Board before the conclusion of the current term.

Duties

- I. Recruit, qualify, and place for selection stakeholders to fill seventeen (17) at-large Governing Board seats.
- II. Establish a process for publicizing the opening of Governing Board seats and identifying and recruiting potential candidates. The publicity and recruitment process shall reach out as broadly as possible among and across the constituency of CSPNC.
- III. Make the CSPNC Board Application Form available at least 45 days prior to the date of the election.
- IV. Review applications by the deadlines specified in these procedures to ensure applications are complete and that information provided qualifies the submitter as a stakeholder of the Central San Pedro Neighborhood Council.
- V. Develop an official printed ballot with candidates' names and space for write-in candidates.
- VI. Ensure the posting of candidate names on the CSPNC web site as they are certified.
- VII. Select one or more Third Party individuals, a group independent of CSPNC, or Independent Election Authority (IEA) to administer the official proceedings of candidate selection.
- VIII. Work with the Outreach Committee to develop and execute a wide ranging campaign to notify stakeholders about the Selection Process to encourage both their potential candidacies and balloting.
- IX. Identify and secure a location within the boundaries of the Central San Pedro Neighborhood Council for the Selection Meeting and any related public gatherings that is accessible and ADA compliant.
- X. Devise a plan to accommodate physical challenges and different abilities of stakeholders in procuring candidate applications, information, and casting ballots.
- XI. Publicize the availability of interpreters and secure necessary services for all segments of stakeholders who notify the committee at least 72 hours in advance of the selection proceedings of their need for interpretive services.

Third Party/Independent Group/IEA (“Third Party”) Responsibilities

- I. The Third Party will ensure the election is conducted in accordance with CSPNC selection procedures.
- II. The Third Party will tally votes and report the results.

Candidates

Eligibility

- I. Candidates eligible to stand for selection to the Governing Board as specified in Article IV of the Bylaws are those who live, work, or own property in the neighborhood and also those who declare a stake in the neighborhood and affirm the factual basis for it.
- II. As specified in Article X of the Bylaws, candidates must be at least 14 years of age.

Nomination

- I. The Election Committee shall distribute the CSPNC Governing Board Application Form for nominations and applications beginning at least 45 days before the scheduled selection process.
- II. Individuals may apply or be nominated only via this form.
- III. In case an individual is nominated, the Election Committee shall contact that person and receive her or his assent to standing for selection and shall ensure that all information on the form has been completed accurately and fully.
- IV. The deadline for submitting application forms shall be the fifteenth (15th) day prior to the scheduled Selection Meeting.
- V. The Election Committee shall verify the eligibility of individuals to stand for selection.

Write-in Candidates

- I. An individual may declare as a write-in candidate up to ten (10) days prior to the scheduled date of the Selection Meeting by completing and submitting the application form to the Election Committee.
- II. The Election Committee shall verify the eligibility of individuals declaring as write-in candidates to stand for selection.

Disqualification of and Challenges to Candidates

- I. The Election Committee shall review each application and determine by majority vote whether the individual qualifies to stand for selection according to the provisions of the Bylaws.
- II. Any individual disqualified by the Elections Committee to stand for selection will be notified not later than five (5) days prior to the scheduled Selection Meeting.
- III. Disqualified individuals will be given the opportunity to provide further proof of their eligibility to stand for selection, which the committee will consider and vote upon.
- IV. Those disqualified may appeal the decision of the Election Committee to the Third Party, whose decision will be final.
- V. A stakeholder may challenge the eligibility of any candidate approved by the Election Committee in writing at least five (5) days before the selection meeting.
- VI. The Third Party will consider such challenges and make a decision regarding the eligibility of the challenged candidate to stand for selection.

Campaigning

- I. Candidates will have the opportunity to submit a written statement of not more than 250 words to be posted on the CSPNC web site and distributed in other ways as determined by the Outreach Committee and the Election Committee. Candidate statements submitted in time will be published in an issue of the CSPNC Newsletter if an issue is printed and distributed prior to the Selection Meeting.
- II. Candidates will have the opportunity to make a verbal statement outlining their qualifications for the office at the Candidate Forum to be held as part of the Selection Process.
- III. No campaigning, signs, or literature will be allowed within one-hundred (100) feet of the polling place on the day or night of the election.

Method of Voting

- I. The Election Committee shall arrange for a Candidate Forum, which may be held immediately prior to or as part of the Selection Meeting.
- II. The Selection Meeting will be held in conjunction with a regularly scheduled CSPNC Stakeholder/Governing Board meeting.
- III. Stakeholders wishing to cast a ballot will show proof of their eligibility to vote and receive a ballot on which will be printed the names of all qualified candidates and eight (8) spaces for write-in votes.

- IV. Names of write-in candidates will be conspicuously posted in the polling area.
- V. The order of names on the ballot shall be determined by a random drawing.
- VI. Stakeholders may vote for or write in a total of eight (8) candidates.
- VII. No voter may vote more than once for any individual candidate.
- VIII. Ballots with more than eight votes will be deemed null votes and discarded.
- IX. Proxy voting is not allowed.
- X. No absentee ballots will be provided.
- XI. Homebound individuals who desire to vote in the Selection Process may make a request at least 72 hours in advance of the Selection Meeting, which the Election Committee shall strive to fulfill.
- XII. Stakeholders shall sign their ballots.

Results

- I. Ballots will be counted under the supervision of the Third Party.
- II. The seventeen (17) candidates receiving the most votes will be deemed elected.
- III. If one or more individuals have the same number of votes and the tie affects whether one of the candidates in the tie wins a seat and the other does not, there shall be a revote among those candidates before the results are reported and preferably at the Selection Meeting. In case it is not feasible to hold the revote for tied candidates at the Selection Meeting, a ballot will take place at the beginning of the next regularly scheduled Stakeholders Meeting.
- IV. In case not all seats are filled, the CSPNC's regular procedure for filling vacant seats will be implemented at the next regularly scheduled Stakeholders Meeting.
- V. Election results will be announced at the Selection Meeting as soon as ballots are counted and the results will be posted in writing. They will also be posted on the CSPNC web site and distributed through regular publicity channels.
- VI. The Third Party shall complete an official canvas of results within seven (7) of the Selection Meeting.
- VII. The Third Party shall accept challenges to results for up to five (5) days after the release of the official canvas.
- VIII. Challenges may be based only on questions regarding a candidate's eligibility for office or violation of campaigning regulations.
- IX. Challenges shall be resolved by the Third Party within 30 days of the Selection Meeting.
- X. Upon all challenges being resolved, the Third Party or IEA shall convey results to the CSPNC Secretary and DONE.

Article VII COMMITTEES AND THEIR DUTIES

Section 1: Standing

- **The Election Committee:** The Election Committee shall be a standing committee of the Governing Board. The Election Committee shall have authority to set up and operate elections [or a selection process](#) if the City Clerk does not conduct the Council's election process. The Election Committee shall conduct oversight of any election/[selection](#) process used to elect members to the Governing Board.

Supertankers Cashing In on Loophole in AMP Rules

Neighbors Want to Offset Supertanker Air Pollution with Solar Roof and Electric Car Subsidies Paid by Windfall Profits from Supertankers Not Ready for Shore-side Power

Peter M. Warren

Harbor Area residents are caught in a catch-22 by the new Plains All American supertanker berth proposed for San Pedro: They support the project but feel it should not proceed without much tougher rules to reduce the air pollution from the giant ships, which will run their engines while in port.

As a result, residents who live in the diesel death zone around the Port of Los Angeles say that if the Pier 400 project proceeds under current dirty-docking rules, shippers should share their windfall profits by paying a pollution offset fee to fund a Jobs and Clean Energy Project for the Harbor Area.

While air-quality agencies have set rules requiring container and cruise ships to plug into shore power, no air-quality agency requires the supertankers to do the same. As a result, until at least 2029 or 2030, most of the supertankers coming to Los Angeles will run their engines 24 hours a day when docked, burning diesel fuel to heat the crude oil on board and then pump it off the ship.

Despite protests from residents and neighborhood groups, Port of LA (POLA) will allow dirty docking of three supertankers per week for the next 10 years, and 40 annually forever after.

Shoreside electric power, also called alternative marine power (AMP), is a common way to power oceangoing vessels when they are docked because it cuts pollution from their engines. Long Beach uses it for supertankers. Yet in Los Angeles, for the first 10 years of operations, 85% of all Pier 400 tanker calls (up to 170 a year) will not plug in.

The proposed AMP-offset fee, which could be required by POLA in Plains' lease, would reduce air pollution and build sustainable energy solutions by subsidizing residential solar, as well as electric cars. It also encourages shippers to convert supertankers to AMP.

The Coastal San Pedro Neighborhood Council passed a resolution supporting the Amp-offset fee, and called on all City Council candidates to take a stand on it. Several endorsed it, including Jayme Wilson and Bob Farrell. (See story page XX)

The supertanker berth is a cash machine. In addition to the profit from importing crude, each trip will provide an additional windfall of up to \$2 million. That's because the supertankers will not have to lighter, or off-load, the crude into smaller tankers to bring the oil to Los Angeles.

During the lightering process, which takes place at sea off Catalina, the supertanker unloads crude into several smaller tankers, which then bring the oil ashore. Lightering specialists charge up to \$2 million to unload a supertanker at sea. In the project's fifth year, 150 supertankers will avoid lightering by docking at Pier 400. By year 15, there will be 200 calls a year – saving the shippers up to \$400 million annually.

The AMP-offset fee would tap this windfall, create thousands of jobs, help clean our air and build a more sustainable green-energy future, while providing for more efficient importation of crude. The tanker facility itself is not a large job provider. It will employ fewer than 50 people when open.

The AMP-offset subsidies, on the other hand, would create thousands of jobs and opportunity for young people. It would boost the local solar industry by reducing the cost of residential solar to about \$5,000. The electric car subsidy would increase sales by creating a local rebate for zero-emission cars, as exists in other parts of California. More solar and electric cars in LA would provide local offsets for air pollution from the Pier 400 operations.

Plains All American says it is impossible to require AMP for more supertankers that use the terminal because some ships will make infrequent calls in Los Angeles and, since AMP requirements at ports worldwide are lax, few supertankers have AMP.

But in Los Angeles, shippers will profit enormously from efficiencies at the facility. When containerization came to the shipping industry, the ILWU forced owners to share the profits from efficiencies with workers. Similarly, the AMP-offset would have shippers share their windfall profits with the community and encourage converting supertankers to AMP.

Pier 400 is big business. Officials estimate it will handle \$20 billion to \$70 billion in crude annually. Savings from ending lightering will be as high as \$300 million to \$400 million annually.

Beyond profits, there is the health issue.. That's because using AMP reduces air pollution from docked ships by up to 98%, according to the environmental impact report on the project. Diesel emissions cause increased risk for lung cancer, asthma and respiratory disease. A 2005 study by the California Air Resources Board found that the more than 2 million people in the port areas have an increased cancer risk due to emissions from docked vessels. CARB estimates that some 61 premature deaths per year can be attributed to exposure to diesel exhaust generated from ships in port.

Fairness requires that Plains share its windfall with harbor residents. The AMP-offset fee would capture a portion of this windfall as a community benefit, creating a Jobs and Clean Energy Project, while encouraging a more rapid conversion to AMP. The project is pro-energy, recognizing that crude will fill part of our transportation needs for decades, but it also uses our oil addiction to build a green community by the sea with a cleaner energy future.

Supertankers Cash In On Lax AMP Rules

*-Neighbors Call for a **Jobs & Clean Energy Project** that Offsets Supertanker Pollution with Solar Roof, Electric Car Subsidies;*

*-Paid for with **Windfall Profits** from Shippers Not Ready for Shore-side Power; A Real Jobs Issue for the Council Race*

The **Plains All American supertanker** berth proposed for San Pedro permits **Dirty Docking** of hundreds of ships a year at Pier 400. **Tell the Port to fix it.**

Require AMP (plugging into shore-side electric power) for all supertankers--**or require an AMP-offset fee to cut air pollution in the Harbor Area.**

Thousands of supertankers are coming to Pedro in the next 15 years. Make Plains share **windfall profits** through an AMP-offset fee to fund a **Jobs and Clean Energy** Project for the Harbor Area.

Supertankers coming to the Port will **run their engines 24 hours a day** when docked. There will be **Dirty Docking** of 150 ships a year for the next 10 years. What use to Pedro are proposed pollution offsets as far away as Eureka or San Diego?

The **AMP-offset fee** cuts air pollution. It will provide **thousands of dollars to local residents for solar for your house**, as well as electric cars and public charging stations. It encourages shippers to convert supertankers to AMP.

Tell Plains to share \$300 million to \$400 million in windfall profits with Harbor Area.

The new berth lets supertankers unload right in San Pedro, avoiding lightering into smaller ships at sea off Catalina. These efficiencies **save Plains \$2 million a trip and up to \$300 million to \$400 million a year.** Within 5 years, 150 supertankers will be coming to Pedro a year. By year 15, there will be **200 calls a year.** That annual windfall is in addition to all the profits from importing foreign crude oil. Should all the money go to Texas and the Mideast?

Coastal San Pedro Neighborhood Council endorsed the plan.

- **Call on all Harbor Area City Council candidates to take a stand on it.**
- **Tell your NC to do the same.**
- **Tell the Port to fix it.**

The AMP-offset fee would **create a Jobs and Clean Energy Project** – with training programs at Harbor College and the Harbor Occupational Center. The subsidy would build demand for residential solar by cutting the cost to \$5,000 and reduce pollution in LA.

WE CAN HAVE a sustainable green-energy future, while providing for cleaner importation of crude. Help build a **green community by the sea with a clean energy future.**

COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

PORT & ENVIRONMENT COMMITTEE Report

Report from Chair Peter M. Warren.

Submitted for Board Meeting of September 19, 2011

The Port & Environment Committee met on Saturday, Sept. 10.

Present were members Richard Havenich, Dean Pentcheff, Valen Watson, and chair, Peter M Warren. Also present were CSPNC members Claudia Kreis and Robert Brandon.

The committee unanimously approved the following motion:

1: Motion for the Coastal San Pedro Neighborhood Council Jobs and Clean Energy Project

Jobs and Clean Energy

Motion from Port & Environment Committee

Sept. 10, 2011

Whereas, each supertanker unloading at Pier 400 will save its owners up to \$2 million each time they dock because the ships no longer will have to lighter their crude oil into smaller tankers west of Catalina to bring it to Los Angeles,

Whereas, alternative marine power (AMP) is currently not required for all Supertanker calls at the new Supertanker berth at Pier 400,

Whereas, this will require and permit hundreds of Supertankers to unload while running engines 24 hours a day at dockside during the first decade of the project,

Whereas, the Harbor Area is a federal non-attainment zone for air pollution,

Whereas, an AMP-offset fee would fund a jobs and clean-energy program for the Harbor Area and beyond using windfall profits from the project,

Resolved, the Coastal San Pedro Neighborhood Council endorses a clean-energy and jobs-creation concept, funded by an AMP-offset fee paid from windfall profits from the supertanker project or by donations from Plains All American, the permittee,

Further Resolved, the Coastal San Pedro Neighborhood Council asks other Neighborhood Councils in the City of Los Angeles to endorse the clean-energy and jobs-creation concept,

Further Resolved, asks each candidate for the CD 15 seat to take a stand for or against the clean-energy and jobs-creation concept and further to pledge once elected to seek the plan's implementation by the city of Los Angeles, as well as any necessary enabling legislation.

The committee received the following report on the Jobs and Clean Energy project. It was presented by Chair Peter M. Warren:

The following tables are from the Final Environmental Impact Report for the Supertanker marine facility at Pier 400.

MM AQ-15 AMP

By end of year 2 of operation, all ships capable of utilizing AMP and all frequent callers (2 or more a year), shall use AMP at the facility. At minimum, ships calling at the Berth 408 facility shall use AMP. Ships calling at Berth 408 facility shall use AMP while hoteling at the Port in the following at minimum percentages while hoteling at the Port in the following at minimum percentages:

- By end of year 2 of operation – 6 (4%) vessel calls
- By end of year 3 of operation – 10% of annual vessel calls
- By end of year 5 of operation – 15% of annual vessel calls
- By end of year 10 of operation – 40 50% of annual vessel calls
- By end of year 16 of operation – 70 80% of annual vessel calls

Table 1-1. Proposed Project Land and Throughput Comparison¹

<i>Element</i>	<i>CEQA Baseline (2004)</i>	<i>Proposed Project (2010)</i>	<i>Proposed Project (2015)</i>	<i>Proposed Project (2025)</i>	<i>Proposed Project (2040)</i>
Marine Terminal Acreage	0	5.0 acres (2.0 ha)	5.0 acres (2.0 ha)	5.0 acres (2.0 ha)	5.0 acres (2.0 ha)
Total Tank Farm Acreage	0	48.8 acres (19.7 ha)	48.8 acres (19.7 ha)	48.8 acres (19.7 ha)	48.8 acres (19.7 ha)
Acreage for Administration Building near Tank Farm Site 2	0	1.1 acres (0.45 ha)	1.1 acres (0.45 ha)	1.1 acres (0.45 ha)	1.1 acres (0.45 ha)
Pig Launching Facility (Site A)	0	1.2 acres (0.5 ha)	1.2 acres (0.5 ha)	1.2 acres (0.5 ha)	1.2 acres (0.5 ha)
Alternate Pig Launching Facility (Site B)	0	0.61 acres (0.25 ha)	0.61 acres (0.25 ha)	0.61 acres (0.25 ha)	0.61 acres (0.25 ha)
Total Project Acreage ²	0	55.5 - 56.1 acres (22.5 - 22.7 ha)	55.5 - 56.1 acres (22.5 - 22.7 ha)	55.5 - 56.1 acres (22.5 - 22.7 ha)	55.5 - 56.1 acres (22.5 - 22.7 ha)
Tanker Calls	0	129 per year ³	147 per year ³	201 per year ³	201 per year ³
Average Crude Oil Throughput	0	350,000 bpd	500,000 bpd	677,000 bpd	677,000 bpd
Barge Calls	0	6	8	12	12
Crude Oil Storage Tanks	0	16	16	16	16
Crude Oil Tank Capacity	0	4.0 million bbl	4.0 million bbl	4.0 million bbl	4.0 million bbl
Employees	0	523 peak ⁴	48 ⁵	54 ⁵	54 ⁵

Below is an OP ED article that appeared in the Daily Breeze about the project.

Supertankers to Cash In on Loophole in AMP Rules

Neighbors Want to Offset Supertanker Air Pollution with Solar Roof and Electric Car Subsidies Paid by Windfall Profits Hundreds of Millions of Dollars a Year from Supertankers Not Ready for Shore-side Power

Residents of the Harbor Area are caught in a Catch-22 with regard to the new Plains All American supertanker berth: No air quality agency regulates the plugging into shore-side power by the supertankers that will soon dock in Los Angeles; not the South Coast Quality Management District (AQMD) nor the California Air Resources Board (CARB).

Despite protests, the Port of Los Angeles has agreed to allow dirty docking of three per week of these supertankers for the next 10 years, and 40 annually forever after. As a result, these massive ships will run engines night and day while at dock, instead of plugging in to use shore-side electric power (also called alternative marine power--AMP). For the first 10 years of operations, fully 85% of all tanker calls (up to 170 a year) will not plug in.

Residents who live in the Diesel Death Zone around the Port of L.A. say that if the project proceeds under current dirty-docking rules, then shippers should share their windfall profits of up to \$400 million a year by paying an AMP-offset fee to fund a clean-energy jobs project. The project would reduce air pollution and build sustainable energy solutions in the region by subsidizing residential solar installations and electric car purchases.

The supertanker berth is a cash machine for the berth's builder, shippers and the port. In addition to the profit made from importing and sales of the foreign crude oil, each call at the dock will provide an additional windfall of \$2 million per trip for the oil industry. That's because the supertankers will not have to lighter, or off-load, the crude into smaller tankers off the coast to bring the crude to Los Angeles.

During the lightering process, which takes place at sea off Catalina, the supertanker unloads crude into as many as five smaller tankers, which in turn bring the crude to shore. The specialists in lightering charge up to \$2 million a trip to unload the supertankers at sea.

The AMP-offset fee would capture some of this, creating a fund to subsidize electric cars and solar roofs in the Harbor Area and beyond. This will create thousands of jobs, help clean up our air, and build a more sustainable green-energy future, while providing for importation of crude oil. The tanker facility is not a large job provider. It will employ fewer than 50 people once it is in operation.

As approved by the harbor commissioners, even in the year 2026, fully 50% of the supertankers (100 vessels) unloading at the terminal will NOT be required to use AMP while docked. Even in the 16th year of operations and beyond, 40 vessels (20% or more than one a week) will not be required to use AMP. Diesel emissions have been tied to increased risk for lung cancer, asthma, respiratory disease and premature deaths in numerous medical studies.

The AMP-offset fee would support a residential solar and electric car subsidy program. It would create permanent local jobs in solar installation, encourage cleaner air and build it on our dependency on imported oil. The program recognizes that gasoline and diesel are needed for some transportation needs for decades, but uses that "addiction" to help us build a green energy future in Los Angeles.

The subsidy would be a huge boon to the solar industry, reducing the price of a residential solar system to about \$5,000, while making residential solar affordable and providing some offset for the additional pollution. The electric car subsidy would help build the state fund that promotes zero-emission car sales.

Plains says that business realities make it impossible to require that all VLCC using the terminal have AMP capability because some ships will be making infrequent calls in Los Angeles. Currently, because of lax or no AMP requirements at ports worldwide, there is a limited availability of AMP-capable VLCCs.

Plains has refused to consider the green energy jobs plan, saying it prefers to contribute to local charities. Shippers are notoriously resistant to any green proposals, yet they profit at the expense of residents' health while reaping the savings of not having to either lighten their VLCCs or equip them with AMP.

Officials estimate that (depending on crude price) the project will import annually between \$20 billion and \$70 billion worth of crude. If Plains receives 1% of that as a fee, it will gross between \$200 million and \$700 million a year. In addition, it creates a second profit stream because each tanker docking at Pier 400 will save at least \$2 million per shipment from avoiding the costly lightering process.

The plan would create a green community beside the port. It would be a plus for Plains, for the port, the city and residents. This is a 21st century approach to a new energy future, where refined products are saved for particular uses, and petroleum funds energy technologies that preserve crude oil for its large, specialized niche.

The AQMD does not regulate these ships because the supertankers are considered mobile sources of pollution. AQMD only regulates stationary polluters such as refineries and auto painting shops. Residents had hoped CARB, which does regulate ship emissions, would step in, but while CARB does regulate ship emissions, it has decided not to propose any regulations governing the AMPing of supertankers.

The supertanker docking facility would be built at berth 408 on the southwesterly face of Pier 400, which is nearest to Angels Gate entrance to L.A. Harbor; a mile from Cabrillo Beach. The project includes several crude oil tank farms, as well as pipelines facilities. Construction would take up to three years.

The project is owned and operated by Houston-based Plains All American Pipeline, LP. Under the proposed 30-year lease, Plains would annually dock and unload up to 201 supertankers or Very Large Crude Carriers (VLCC) at Pier 400. Each supertanker would carry about 2.5 million barrels of crude

Residents and others have sharply criticized the port authorities for failing to require that all Los Angeles-bound supertankers turn off their engines and plug into dockside electricity. AMP significantly reduces pollution from vessels in port. Air pollution from docked ships is reduced 88 percent to 98 percent by AMP, according to the environmental impact report (EIR) on the project.

Diesel emissions have been tied to increased risk for lung cancer, asthma and respiratory disease. A 2005 CARB study at the ports of Los Angeles and Long Beach found that the more than 2 million people living in areas around the ports have an increased cancer risk and a substantial increased health risk due to emissions from docked ocean-going vessels. From that study and other data, CARB estimates that about 61 premature deaths per year can be attributed to exposure to diesel exhaust generated from ships in port.

Peter M. Warren
Port & Environment Chair, Coastal San Pedro Neighborhood Council
pmwarren@cox.net
310-519-1585



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CITY OF LA - DONE

ACCOUNT NUMBER XXXX-XXXX-XXXX-4490
STATEMENT DATE 10-21-11
TOTAL ACTIVITY \$ 1,363.06

000002395 1 MB 0.390 106481303488438 P

KALI MERI DETH
CENTRAL SAN PEDRO NC
850 UPLAND AVENUE
SAN PEDRO CA 90731-1445

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NEW ACCOUNT ACTIVITY					
POST DATE	TRAN DATE	TRANSACTION DESCRIPTION	REFERENCE NUMBER	MCC	AMOUNT
10-05	10-04	PAYPAL *KRISTINASMI 402-935-7733 CA PUR ID: 5829196965 TAX: 0.00	24492151277849291970244	8999	980.00
10-06	10-04	THE MAILROOM 310-514-1797 CA PUR ID: qcc11ca7 TAX: 0.00	24506011278980056961950	7399	170.00
10-13	10-11	NUMERO UNO MARKETS 106 LOS ANGELES CA PUR ID: 00001567 TAX: 0.00	24733091285258000015670	5411	13.06
10-17	10-14	GEORGES CAFE SAN PEDRO CA PUR ID: 145 TAX: 0.00	24692161288000243437569	5812	200.00

Default Accounting Code:			
CUSTOMER SERVICE CALL 800-344-5696	ACCOUNT NUMBER XXXX-XXXX-XXXX-4490		ACCOUNT SUMMARY PREVIOUS BALANCE \$.00
	STATEMENT DATE 10-21-11	DISPUTED AMOUNT \$.00	PURCHASES & OTHER CHARGES \$1,363.06
SEND BILLING INQUIRIES TO: C/O U.S. BANCORP SERVICE CENTER, INC U.S. BANK NATIONAL ASSOCIATION ND P.O. BOX 6335 FARGO, ND 58125-6335	AMOUNT DUE \$ 0.00 DO NOT REMIT		CASH ADVANCES \$.00
			CASH ADVANCE FEE \$.00
			CREDITS \$.00
			TOTAL ACTIVITY \$1,363.06

CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

Draft Community Impact Statement and response to City of Los Angeles proposal to make individual property owners financially responsible for the repair of sidewalk fronting their properties where such repairs are made necessary by City-owned street trees.

This neighborhood council is very concerned about the condition of the public sidewalks in the City of Los Angeles and recognizes the following:

Although State of California Law currently provides that cities *may* enact regulations that place 100% of the burden of sidewalk repairs on the adjacent property owner, the common law of easements specifies that the party that benefits from an easement shall pay the costs of installing and maintaining the improvements that serve the purposes of that easement. Although sidewalks in good condition enhance private property values to some degree, the party benefiting from public sidewalks is *primarily* the public. Therefore, we conclude that the public sidewalks should be maintained *primarily* at common or public expense.

The public sidewalks of a City are an important component of its transportation and recreational infrastructure. It is in the general interest of the City to encourage its citizens to walk rather than drive to destinations whenever possible, and to walk for recreational purposes as well. Public sidewalks in good condition serve these common (public) purposes.

The cost of replacing sidewalks destroyed by adjacent street trees could exceed \$10,000 along a single property frontage, which is beyond the reasonable financial means of many property owners in this City. Tree-root damaged sidewalks are scattered irregularly throughout the City, where sidewalks in perfect repair exist side-by-side to sidewalks in need of total replacement, through no fault of the adjacent property owner. Placing the burden of repair solely on fronting property owners is an unjust solution to a common problem.

The trees along the streets of a city provide many benefits to the residents of the city, including air quality improvements, urban heat sink reduction, and aesthetic benefits. The proposed transfer of liability of street tree damage on private property owners is very likely to produce changes in the behavior of property owners which will result in the significant loss of trees to the city, including the health benefits provided by such trees. The impacts of the ordinance are likely to be most severe in low-income neighborhoods, where the cost of sidewalk and tree maintenance is proportionately higher relative to home values.

While it is logical to require individual property owners to plant, water and maintain their own parkway plantings, the least cost-effective way to repair sidewalks is for individual property owners to contract for repairs on a per-property basis. The most cost-effective way to repair public sidewalks is through a large-scale sidewalk repair contract that is focused by locality, or neighborhood.

The poor condition of sidewalk in the City of Los Angeles did not occur overnight and cannot be fixed overnight. Patience, creativity and a focus on cost-effective and just cost sharing among the citizenry are required to solve this problem. Demonstration projects prior to implementing a "final solution" would allow the city to observe the best practices of other cities, experiment with different repair approaches, and follow up with the implementation of a rational citywide program.

This neighborhood council requests that the City return to the planning phase of a citywide sidewalk repair plan that includes the input of neighborhood councils. Demonstration citywide sidewalk repair programs should consider inclusion of the following strategies:

The city should prioritize sidewalk repairs to address the worst sidewalk conditions first, based on objective criteria. Most-need repairs should be prioritized by the degree of damage and offset; priorities should also be assigned by general accessibility considerations such as the volume of pedestrian traffic, walk to school routes, proximity to retail centers and public facilities such as hospitals and other public buildings. These priorities should be established in a Sidewalk Evaluation and Needs Guidelines (reference City of San Diego).

The City should re-examine its budgeted priorities for its existing revenue stream. If it is conclusively determined that there are insufficient existing funds to carry out a first or demonstration phase repair program based on the guidelines referenced above, the City should place a measure on a city ballot enabling a bond issuance to obtain the needed funds for that phase, spreading the repair costs across the public served. If the priority repair areas reflect distinct neighborhood patterns, assessment districts unique to those neighborhoods could be proposed.

The City should enter into large-scaled sidewalk repair contracts that maximize cost efficiency. Such contracts should be geographically focused, as contractor mobilization within a limited area (versus city-wide) will achieve greater efficiency.

Prior to implementing general expense-only contracts, the City should recreate its 50/50 voluntary repair program. This program should emphasize prioritized repairs (see guidelines above) and be carried out as large-scale competitively-bid contracts. The 50% private share should be established exclusive of City administrative fees (reference cities of Berkeley and San Diego and their 50/50 programs). By implementing this before repairs made at general (taxpayer or assessment district) expense, the inventory of needed repairs will be reduced early on.

No residential property owner should be charged City overhead costs, including permit fees, when that property owner opts to voluntarily contract for the repair of their adjacent sidewalk at their own expense.

Sidewalk repairs under 25 square feet shall be made to City standards but shall not require a City permit (reference City of Oakland; also City of San Jose, where a free permit is mailed with the notice to correct and the property owner may do the work without hiring a contractor).

In the event that financial responsibility is laid directly on a property owner for the repair of their adjacent sidewalk, there should be a \$500 ceiling fixing the maximum cost that an owner-occupied residence must bear for repair of their adjacent sidewalks (also reference City of Livermore, CA, for which the maximum per property liability is fixed at \$1,765). Proof of inability to pay should extinguish any lien or postpone the payment.

Every effort should be made by the City to protect its urban forest. Valuable and sustainable trees shall not be removed. Trees deemed by Urban Forestry to be less than valuable and sustainable should, if removed, be replaced by a suitable species in appropriate location(s).

Although assignment of liability for damages suffered due to trip and fall accidents on out-of-repair sidewalks are ultimately determined in a court of law, the City shall enact no legislation or policies which place or tend to place an extraordinary burden of oversight and care for the common property of public sidewalks and trees on individual property owners, who are "laypersons" with respect to these matters.

Finally, this neighborhood council strenuously opposes a point-of-sale repair requirement that places unlimited cost burdens on individual residential properties regardless of the equity held or profit to be gained by a sale of a property.

Central San Pedro Neighborhood Council

November 8, 2011

Port Community Advisory Committee Report

Action Item for November 18 PCAC Meeting
(No CSPNC Action Requested at this time)

September 8, 2011, the EIR/Aesthetic Mitigation Subcommittee approved a recommendation that was amended on October 18, 2011 by the full PCAC. The amended recommendation was moved by Pat Nave, second by June Burlingame Smith and carried with 12 Ayes, 4 Nays and 4 Abstentions.

Amended Recommendation:

Whereas, the PCAC has historically opposed the existence of the Ultra Hazardous Amerigas/Rancho Liquid Propane Gas (LPG) facility in San Pedro and has consistently urged the City and Port of LA to relocate the facility due to its high risk;

Whereas, the risk of hazard continues to increase with every day due to the facility's aging infrastructure, increased likelihood of earthquake or natural disaster due to its location in a seismically dangerous area and tsunami zone, and a growing threat of terrorism in a port city acknowledged as a probable target site;

Whereas, the facility entered into the community 37 years ago without benefit of a Risk Analysis and failed to engage in an EIR process when for example the business significantly changed its Business operation from the transport of LPG and Butane primarily by sea to the more hazardous mode of transportation by truck and rail when pipelines from refineries were constructed and connected;

Whereas, the restoration of a legal public process needs to be instituted to ensure the right of our communities to live in a safe environment;

Whereas, a portion of the rail line spur accommodating the rail transportation of the Liquid Gas for Rancho LPG falls under the jurisdiction of the Port and City of Los Angeles ***pursuant to Revocable Permit No. 10-05 dated February 2011, and Section 4(h) of said Revocable Permit allows reasonable regulation of the business practices on the parcel subject to the permit but Rancho has refused to reveal any information whatsoever about the rail tank cars transported to and from the Facility, such as routing, quantity, storage elsewhere in the Port awaiting further transport, etc.;***

NOW THEREFORE, be it resolved that the PCAC recommends that the Board of Harbor Commissioners direct the Port of LA to immediately revoke the permit to rail line access for the Rancho LPG Facility until an Environmental Impact review ***and a Risk Analysis*** process has been completed that reflects the current Rancho LPG operation and proves that harbor communities are not exposed to an unnecessary and elevated risk of hazard due to their operation, ***including the transport of product to and from the Facility by pipeline, by rail tank car and by truck tank cars; and***

BE IT FURTHER RESOLVED, that the Board establish a working group of persons to assist in examining the risks associated with the operation of the Facility and transport of products by rail and truck, including representatives of the Los Angeles Fire Department, United States Geological Service, university research community, local organizations and PCAC.

Bold Italic – Text Added

**Central San Pedro Neighborhood Council
November 8, 2011**

October HANC Motions for Consideration

Day Laborer Program

Doug moved and Tom seconded the following motion:

The Harbor Alliance of Neighborhood Councils endorses the renewal of the Right of Entry Permit with the Day Labor Center on Figuerora Place for as long as possible.

Motion carried with yes votes from Harbor City, Harbor Gateway North, Harbor Gateway South, and Coastal San Pedro. Northwest San Pedro and Central San Pedro abstained because this issue has not been considered by their respective Boards.

The secretary was asked to send letters to the General Manager for Recreation and Parks with copies to Larry Frank, Ricardo Hong, and CD 15.

2012 Elections

The City Council instructed the City Attorney's office to draft language to automatically extend all terms of office ending in 2012 to 2014. Diana made the following motion:

The HANC opposes the automatic extension of Neighborhood Council Board member terms ending in 2012 to 2014 and requests a change in the Plan for Neighborhood Councils to allow Neighborhood Councils who chose to do so, to conduct their own elections in 2012.

Motion carried with yes votes from Harbor City, Harbor Gateway North, Harbor Gateway South, and Coastal San Pedro. Northwest San Pedro and Central San Pedro abstained until this is considered by their respective Boards.