



agenda

**COASTAL
SAN PEDRO
NEIGHBORHOOD COUNCIL**

locally listening & leading ...  ..

BOARD AND STAKEHOLDER MEETING AGENDA

Monday 16 October 2023 6:30 PM

In-Person Meeting (Without Teleconferencing)

Wigwam Sequoia Tribe Hall, 543 Shepard St., San Pedro, CA 90731

[Note location differs from September location; see map at end of agenda]

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS — Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the assembly's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the assembly is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future meeting. Public comment may be limited to a fixed time per speaker or a limited number of speakers by the presiding officer of the assembly. Those wishing to make comment, but not wanting to speak publicly, may submit written communications to the Board.

1. Voluntary opportunity to say the Pledge of Allegiance.
2. Public comment on non-agenda items.
3. Call to order and roll call.
4. Board member comment on non-agenda items. *[May include comment on Board members' own activities/brief announcements; brief response to statements made or questions posed by persons exercising their general public comment rights or asking questions for clarification; introduction of new issues for consideration by the Board at its next meeting; or requests for research and a report back to the Board.]*
5. Approval of prior meeting minutes.
6. Report from law enforcement and public officials.
7. Committee reports *[2 minutes per committee]*
8. Motion supporting a Charter amendment to increase the number of City Council Members.
9. Motion calling upon the Department of Neighborhood Empowerment to assist neighborhood councils in finding places to meet.
10. Motion to support the Accessory Dwelling Unit project at 717 W 33rd. Street.
11. Motion opposing Housing Element's proposed rezoning of residential neighborhoods.
12. Request to Councilmember for study of Transportation Demand Management (TDM) Strategies.
13. Motion requesting an update to the Port of Los Angeles Connectivity Plan (POLA-CP) to designate natural wildlife habitat.
14. Discussion and possible action on proposed logos for the Coastal San Pedro Neighborhood Council.
15. Treasurer's report.

Budget and Finance (Consent Calendar)

16. Approval of Monthly Expenditure Reports for September 2022.
17. Approval of Monthly Expenses, including approval of Treasurer's payment of all recurring Neighborhood Council expenses including (but not limited to) Bridgegap Temporary Staffing and Services Agency in the amount not to exceed \$1,000 per month, The Mailroom in the amount not to exceed \$1,000 per month, office supplies in the amount not to exceed \$1,000 per month, an amount not to exceed \$300 for refreshments for the monthly Board meeting, and an amount not to exceed \$200 for cleaning fees after the Board meeting.
18. Motion to reallocate funds from Outreach/Neighborhood Purpose Grants (NPGs) to Office/Minute Taking.
19. Motion to approve payment for minute taking services.
20. Motion to allocate funding for printing the newsletter.
21. Motion to allocate funding for mailing the newsletter.
22. Appointments of committee officers, committee members, and Board representatives.
23. Announcements.
24. Public comment on non-agenda items.
25. Adjournment.

8. Motion supporting a Charter amendment to increase the number of City Council Members.

Whereas, each of the 15 members of the Los Angeles City Council now represent more than 250,000 constituents; and

Whereas, this results in a lack of accountability and diversity which means many communities are not adequately represented and whose needs are often not considered or served; and

Whereas, fewer councilmembers result in a government which is more likely susceptible to influence by special interests which have little or no care for what is best for Angelenos;

Therefore, be it resolved, the Coastal San Pedro Neighborhood Council supports amending the Los Angeles City Charter to increase the number of city council members to no less than 29; and

Be it further resolved, any expansion of the Los Angeles City Council should take effect with the 2026 election.

9. Motion calling upon the Department of Neighborhood Empowerment to assist neighborhood councils in finding places to meet.

Whereas, many neighborhood councils have experienced much difficulty in securing places for board and committee meetings, and

Whereas, the Department of Neighborhood Empowerment is obligated to assist neighborhood councils in the performance of the councils' work,

Therefore be it resolved, the Coastal San Pedro Neighborhood Council calls upon the General Manager of the Department of Neighborhood Empowerment to consult with neighborhood councils for the purpose of determining which councils need immediate assistance with obtaining meeting locations, and

Be it further resolved, the Department of Neighborhood Empowerment shall compile and maintain a list of available meeting spaces at public facilities.

To Department of Neighborhood Empowerment and CIS to Council File 02-0090.

10. Motion to support the Accessory Dwelling Unit project at 717 W. 33rd. Street.

Joint Coastline and Parks and Planning, Land Use, and Transportation Committees

Resolved, the Coastal San Pedro Neighborhood Council supports the project at 717 W. 33rd St. for a conversion of a recreation room into a new Accessory Dwelling Unit (ADU) with the condition that one of the existing visitor parking spaces becomes a designated parking space for the new ADU.

11. Motion opposing Housing Element’s proposed rezoning of residential neighborhoods.

Joint Coastline and Parks and Planning, Land Use, and Transportation Committees

Whereas, the City of Los Angeles, like every California city, is required to update its General Plan Housing Element every 8 years; however, the City’s new draft Housing Element identifies zoning for 1.4 million new housing units, when compliance only requires the City to add 255,000 newly zoned housing units;

Whereas, the City proposes to find room for all of these extra housing units in our single and multi-family residential neighborhoods;

Whereas, the Housing Element has plenty of zoning opportunities in commercial corridors, public lands and through Adaptive Reuse to meet state housing density mandates; thus, there is no need to rezone, through overlays or other zoning devices, single- or multi-family residential zones, many with sensitive rent-stabilized (“RSO”) housing;

Whereas, San Pedro, sitting as it does at the end of a peninsula, is in a unique position as we have virtually no public transit and it is even worse in the area identified as a high opportunity zone;

Whereas, San Pedro’s infrastructure is already stretched and a plan for upgrading/replacing and/or maintaining it must be in place before density is increased;

Whereas, the 2021 American Community survey found that only 0.7% of the people in zip code 90732 use public transit to get to work and 86% of them commute more than 15 minutes;

Whereas, to increase density an upgraded transit plan must be in place, and Metro has no plans to improve the public transit system in San Pedro;

Whereas, Gaffey St. and Pacific Ave. are main routes for emergency egress, such as during a Tsunami;

Whereas, according to City Planning the jobs to housing ratio for San Pedro is significantly lower than that for the city as a whole (in 2010 the City was 1.34 while the ratio for San Pedro was only 0.44);

Whereas, adding housing without additional jobs and improved public transit would have adverse environmental impacts; and

Whereas, Western Avenue would seem like a logical place for higher density but traffic there is already impacted and will only get worse as the nearly 800 new units at Ponte Vista get developed and occupied; and furthermore, the City of Rancho Palos Verdes is proposing to locate virtually all of their planned for density along Western avenue abutting San Pedro, adding to the traffic congestion.

Resolved, the Coastal San Pedro Neighborhood Council opposes the Housing Element’s proposed rezoning and densification of single- and multi-family residential neighborhoods beyond what existing laws allow.

File CIS to Council File 21-1230.

12. Request to Councilmember for study of Transportation Demand Management (TDM) Strategies.

Joint Coastline and Parks and Planning, Land Use, and Transportation Committees

[See attached letter]

Whereas, Councilmember Tim McOsker has introduced a motion requesting a parking study for downtown San Pedro;

Whereas, when the City created its current Transportation Demand Management (TDM) policy, the community was concerned about the impact of the Parking TDM Strategies 1. “Pricing and Unbundling Parking” and 5. “Reduced Parking Supply” (see attached letter);

Whereas, we have not yet seen the true impact of these strategies in San Pedro as most of the new developments that have opened were built prior to the adoption of the TDM policy; and

Whereas, we are very concerned about how implementation of the TDM policy for the newer developments will impact the already critical parking situation in San Pedro.

Resolved, that the Coastal San Pedro Neighborhood Council respectfully requests that as part of the parking study Councilmember McOsker asks the Department of Transportation (DOT) to study the impact of Transportation Demand Management (TDM) strategies 1. and 5. in locations where they have been implemented, particularly in communities similar to ours that lack good public transit.

13. Motion requesting an update to the Port of Los Angeles Connectivity Plan (POLA-CP) to designate natural wildlife habitat.

Sustainability Committee

Whereas all 3 Neighborhood Councils, LA City District 15 office, the San Pedro Chamber of Commerce, and hundreds of individual stakeholders collaborated in 2013–2017 to create the San Pedro Urban Greening Implementation Plan (SPUGIP), and

Whereas Opportunity 26 of the SPUGIP requests that the Port of Los Angeles create natural habitat in the open space on 22nd St, east of Miner and adjacent to the Red Trolley (rail) maintenance depot, and

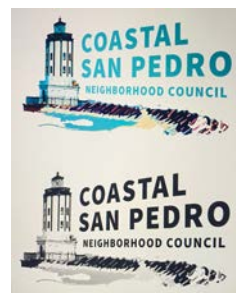
Whereas the Port of Los Angeles Connectivity Plan (POLA-CP) designates that same parcel for overflow parking, in addition to several other areas designated for overflow parking,

Therefore the Coastal 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 natural wildlife habitat.

14. Discussion and possible action on proposed logos for the Coastal San Pedro Neighborhood Council.



Option 1



Option 2



Option 3



Option 4

18. Motion to reallocate funds from Outreach/Neighborhood Purpose Grants (NPGs) to Office/Minute Taking.

The Coastal San Pedro Neighborhood Council shall move \$3,000 in its budget from Outreach/Neighborhood Purpose Grants (NPGs) to Office/Minute Taking.

19. Motion to approve payment for minute taking services.

The Coastal San Pedro Neighborhood Council approves an amount not to exceed \$3,000 to Bridgegap Temporary Staffing and Services Agency for minute taking services.

20. Motion to allocate funding for printing the newsletter.

The Coastal San Pedro Neighborhood Council authorizes an expenditure of no more than \$1,500 to Reed Printing company for newsletter printing.

21. Motion to allocate funding for mailing the newsletter.

The Coastal San Pedro Neighborhood Council authorizes an expenditure of no more than \$3,000 to Perry Mailing Service for newsletter postage and mailing.

FOR MORE INFORMATION, please call 310-918-8650; write to CSPNC, 1840 S. Gaffey Street #34, San Pedro, CA 90731; or visit the Coastal San Pedro Neighborhood Council website at www.cspnc.org.

STATE OF CALIFORNIA PENAL CODE SECTION 403 (Amended by Stats. 1994, Ch. 923, Sec. 159. Effective January 1, 1995.) — Every person who, without authority of law, willfully disturbs or breaks up any assembly or meeting that is not unlawful in its character, other than an assembly or meeting referred to in Section 302 of the Penal Code or Section 18340 of the Elections Code, is guilty of a misdemeanor.

NOTICE TO PAID REPRESENTATIVES — If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code §§48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

PUBLIC ACCESS OF RECORDS — In compliance with government code section 54957.5, non-exempt writings that are distributed to all or a majority of the Board members in advance of a meeting may be viewed at 1840 S Gaffey St, San Pedro, CA 90731, at our website: <http://www.cspnc.org>, or at the scheduled meeting. In addition if you would like a copy of any record related to an item on the Agenda, please contact the Coastal San Pedro Neighborhood Council at 310-918-8650.

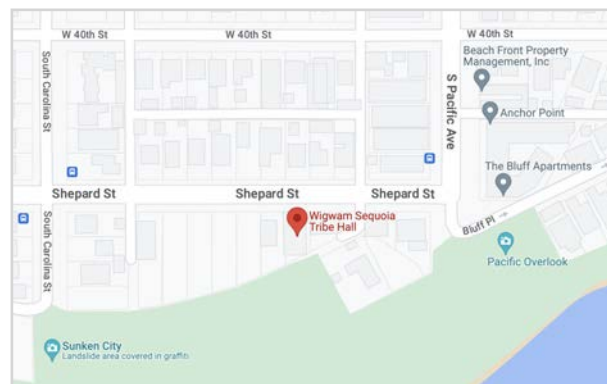
PUBLIC POSTING OF AGENDAS — Coastal San Pedro Neighborhood Council agendas are posted for public review as follows: 1840 S Gaffey St, San Pedro, CA 90731 and <http://www.cspnc.org> You can also receive our agendas via email by subscribing to L.A. City's Early Notification System at: <http://www.lacity.org/government/Subscriptions/NeighborhoodCouncils/index.htm>

RECONSIDERATION AND GRIEVANCE PROCESS — For information on the Coastal San Pedro Neighborhood Council's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the CSPNC Bylaws. The Bylaws are available at our Board meetings and our website <http://www.cspnc.org>

THE AMERICAN WITH DISABILITIES ACT — As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assisted listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services please make your request at least 3 business days (72 hours) prior to the meeting by contacting the CSPNC secretary at 310-918-8650.

SERVICIOS DE TRADUCCION — Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Secretaria, CSPNC, al 310-918-8650 o por correo electrónico board@cspnc.org para avisar al Concejo Vecinal.

MEETING LOCATION — *Wigwam Sequoia Tribe Hall, 543 Shepard St. Park on Shepard St., Pacific St., or in the Overlook Park parking lot.*



Christian Guzman, President
 Chris Vaile, Vice President
 Melanie Labrosque, Treasurer
 Vicki Christensen, Secretary




Certified Neighborhood Council
 Certification Date: 02-12-02
 NW San Pedro Neighborhood Council
 638 S. Beacon Street, Box 688
 San Pedro, CA 90731

TELEPHONE: (310) 918-8650 • WEBSITE: NWSanPedro.org • E-MAIL: BOARD@NWSanPedro.org

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We recommend that the Guidelines be changed to not allow Parking Strategies 1 and 5 in older neighborhoods, unless they are TOC eligible. A good proxy for "older neighborhoods" might be those areas that have substandard streets.

If the City is serious about reducing the use of private cars, it should make funding for public transportation a high priority. For starters, the City should demand that the Green Line and the Vermont Corridor Line be extended to San Pedro. The City also should consider establishing a public transportation fund and include payment into it as a major mitigation under the TDM Guidelines.

We look forward to your response.



Ray Regalado, President
 On Behalf of the Northwest San Pedro Neighborhood Council

August 1, 2022

Planning.mobility@lacity.org
 Via Email

Re: CPC-2021-3141-CA - Transportation Demand Management Guidelines

Our Planning and Land Use Committee has reviewed the proposed Transportation Demand Management Guidelines. While the guidelines contain a lot of very good mitigations, we are extremely concerned about Table 12, Parking Strategies, particularly Strategy 1, Pricing and Unbundling Parking, and Strategy 5, Reduced Parking Supply. While these may be good strategies in some parts of Los Angeles, they would be disastrous if implemented in the older parts of San Pedro, and we suspect other older communities as well.

These concerns are based on two primary considerations: 1) the lack of real public transit opportunities throughout San Pedro, and 2) the lack of adequate existing parking in these neighborhoods.

San Pedro, located at the tip of a peninsula, has very inadequate public transportation, with nothing on the horizon to improve it. Many parts of San Pedro are also not well suited for bicycles due to both hilly topography and substandard roads. Asking people not to own cars would essentially deprive them of any meaningful form of transportation.

A great deal of San Pedro's housing was built in the 1920's and 1930's when there were fewer automobiles and so lack adequate parking. Streets in these neighborhoods are usually substandard in width and are already lined with parked cars. Many of these streets are so narrow that when they're "parked up", the street is de facto one-way—there is insufficient space for cars to pass, so cars can move in only one direction at a time. Given that there's often no parking available, vehicles frequently double-park to unload passengers and goods, or to conduct other business, blocking traffic flow in both directions.

Incentivizing developers to replace the older single family housing stock with multiple units while not providing adequate parking would only aggravate this situation. The reduced amount of parking despite increased housing units would also add to greenhouse gases, with people circling the neighborhood looking for a parking spot and would create safety problems for vulnerable persons returning home after dark having to park 2-3 blocks from their homes.