



agenda

**COASTAL
SAN PEDRO
NEIGHBORHOOD COUNCIL**

locally listening & leading ...  ..

BOARD AND STAKEHOLDER MEETING AGENDA

Tuesday 18 February 2025 6:30 PM

NOTE Tuesday meeting day

In-Person Meeting (Without Teleconferencing)

Los Angeles Yacht Club, 285 Whalers Walk, San Pedro CA 90731

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 on State Density Bonus Law/Evacuation Routes/High Fire Severity Zones / Safe Passage — Referred to Rules, Elections and Intergovernmental Relations Committee 1/15/25.
9. Motion on Housing Element Relief from Builder's Remedy.
10. Request for Virtual Public Participation at City Council and its Committees.
11. Motion on Board of Public Works (BPW) Sidewalk and Transit Amenities Program (STAP) Program Implementation.
12. Motion opposing Urban Panels.
13. Motion opposing proposed SB 79 (Wiener) — Transit-Oriented Development & Upzoning. Introduced 1-15-25. Sponsored by California YIMBY, Streets for All, Bay Area Council, SPUR, Greenbelt Alliance.
14. Motion supporting Council File 24-0602, to report on the impact of synthetic turf and recommend actions.
15. Motion requesting expedited action by Caltrans to address graffiti blight.
16. Treasurer's report.
Budget and Finance (Consent Calendar)
17. Approval of Monthly Expenditure Reports for January 2025.

18. 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.
19. Approval of funding requests received from committees.
20. Appointments of committee officers, committee members, and Board representatives including but not limited to appointing Robin Rudisill to the Coastline and Parks Committee.
21. Announcements.
22. Public comment on non-agenda items.
23. Adjournment.

8. Motion on State Density Bonus Law/Evacuation Routes/High Fire Severity Zones / Safe Passage — Referred to Rules, Elections and Intergovernmental Relations Committee 1/15/25.

https://clkrep.lacity.org/onlinedocs/2025/25-0002-S2_misc_01-15-25.pdf

Whereas the measure proposed in CF 25-0002-S2 seeks to support and place in the City's legislative 2025-2026 Program, the introduction and passage of legislation to amend State Density Bonus Law to require documentation of the impacts that additional residents would have on existing evacuation routes that would be used by residents of the development and the existing surrounding residents to ensure that evacuation routes are not overwhelmed during a wildfire or other catastrophic emergency, and should it be found that a development utilizing Density Bonus Law creates a negative impact on the evacuation route used by future residents of the development and surrounding residents, the development may be required to reduce the residential units of the development up to the point of not being able to utilize the additional density.

Resolved, the Coastal San Pedro Neighborhood Council supports adoption of CF 25-0002-S2 in recognition of the challenges identified in the evacuation of residents fleeing the recent Pacific Palisades fire disaster.

Further resolved, the Coastal San Pedro Neighborhood Council urges that this resolution be amended to include consideration of the effects of the state Density Bonus Law on areas affected by other types of natural disasters or catastrophic events, such as floods, tsunamis, and earthquakes.

CIS to Council File 25-0002-S2

9. Motion on Housing Element Relief from Builder's Remedy.

Whereas the City faces new challenges in meeting its State-assigned RHNA housing goals;

Whereas in addition to experiencing the loss of a significant number of housing units due to fire and the resulting need to rebuild/replace them, there will be significant new demands placed on the need for construction workers and construction materials that will have an impact on the overall cost of construction;

Whereas demands impact available supply, the increased costs may render planned projects infeasible – thus stunting the City's ability to meet RHNA goals;

Whereas the City is unable to control these variables and should not find itself at risk from the application of Builder's Remedy;

Whereas with the recent fires (and the introduction of tariffs on building materials), many approved and proposed housing projects will no longer "pencil out" as labor and materials will go up in cost and that will affect housing production;

Whereas cities can approve projects (and have done so only to see them stall when insurance costs and other items changed the project balance sheets) but they cannot guarantee they will be built;

Whereas Builder's Remedy will automatically apply if goals and benchmarks to goals are not met;

Whereas RHNA was a challenge when adopted but is now inconsistent with current community objectives;

Whereas Builder's Remedy, when applied during this time of disaster response, will bring with it heightened opportunities for developers to prey on vulnerable disaster victims;

Whereas it is the City's role to plan for development that creates livable, sustainable communities and not merely to incentivize housing production; and

Whereas Builder's Remedy does nothing to promote livable communities but rather it punishes neighbors and neighborhoods with out-of-scale development often in locations where it will damage overall livability and compromise public safety.

Resolved, the Coastal San Pedro Neighborhood Council requests Councilmember McOsker to introduce a measure to City Council stating that the City include in its 2025-2026 State Legislative Program SUPPORT and/or SPONSORSHIP for any legislation that would result in amendments to the State Density Bonus Laws and Housing Accountability measures to suspend the application of BUILDER'S REMEDY in the current Housing Cycle for those cities/municipalities in Los Angeles County that have adopted /approved Housing Elements.

CIS to Council File 21-1230

10. Request for Virtual Public Participation at City Council and its Committees.

Whereas, City Council has discontinued acceptance of virtual testimony at Council hearings and meetings — requiring members of the public to travel to City Hall to speak or testify; and

Whereas, requiring in-person testimony creates a significant barrier to public participation.

Resolved, the Coastal San Pedro Neighborhood Council requests Councilmember McOsker to introduce a motion requiring virtual participation at City Council and its Committee meetings.

Further resolved, the Coastal San Pedro Neighborhood Council requests that the City Council direct the City Clerk with the duty of seeking public input to create recommendations to improve the overall public comment process.

11. Motion on Board of Public Works (BPW) Sidewalk and Transit Amenities Program (STAP) Program Implementation.

Whereas YEAR 3 recommended locations for digital transit shelters and digital Urban Panels are to be considered at the Feb. 21, 2025 Board of Public Works (BPW) Meeting; and

Whereas the Coastal San Pedro Neighborhood Council opposes the proposed list of recommended digital ad structures on the BPW YEAR 3 list for the following reasons:

- BPW failed to release this list to the public and to Neighborhood Councils for adequate and meaningful review before voting on it;
- Many people, and in particular, City Council staff, have little or no knowledge of the program's Mitigated Negative Declaration (MND) environmental document adopted on 9/20/22 and do not know where program structures must comply with existing overlays, community plans, and/or the Mobility Element of the General Plan;
- The Board must consider the establishment of some guidelines related to the numbers of STAP structures located at, for example, a SINGLE intersection. It is pure visual pollution to locate electronic/digital transit shelters on four corners of an intersection AND have added urban panels at the same intersection;
- It could be dangerous to install digital changing ad structures of any kind directly adjacent to our City's high schools where new young drivers are more vulnerable to danger from distractions;
- It is a poor decision to install digital changing ad structures of any kind adjacent to City parks, open spaces and/or sensitive biological resources; and
- Some structures are listed on designated Scenic Highways which is a violation of the City's Mobility Element of the General Plan, which clearly states that no advertising structures may be placed within 500 feet of the center line of a designated Scenic Highway.

Resolved, the Coastal San Pedro Neighborhood Council requests that BPW staff circulate the LIST OF YEAR 3 LOCATIONS to all Neighborhood Councils whose areas have proposed shelters for meaningful review at the time they are distributed to Council District offices at least sixty (60) days prior to the BPW voting on it.

12. Motion opposing Urban Panels.

Resolved, the Coastal San Pedro Neighborhood Council opposes the installation of Urban Panels — two-sided digital ad structures that provide neither shade nor shelter for transit riders — intended to be placed on the public right-of-way.

13. Motion opposing proposed SB 79 (Wiener) — Transit-Oriented Development & Upzoning. Introduced 1-15-25. Sponsored by California YIMBY, Streets for All, Bay Area Council, SPUR, Greenbelt Alliance.

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB79

Whereas, SB 79 will make it legal to build multi-family housing near transit, including in areas currently zoned only for single-family homes, by requiring upzoning near rail stations and bus lines;

Whereas, the City has met the State's Housing Element requirements;

Whereas, the State has adopted many housing measures and should now leave cities to meet already adopted measures before adding additional measures; and

Whereas, evaluation of the existing housing measures should be completed before additional new policies are forwarded.

Resolved, the Coastal San Pedro Neighborhood Council requests that Councilmember McOsker introduce a motion opposing SB 79 in the City's 2025–2026 State Legislative Program.

14. Motion supporting Council File 24-0602, to report on the impact of synthetic turf and recommend actions.

Environment and Sustainability Committee

Whereas current City of Los Angeles policy does not discourage or prevent private sector property owners or public sector agencies from acquiring or installing synthetic turf products for installation in outdoor spaces, and

Whereas synthetic turf products are produced from raw petrochemical inputs including crude oil, and the production process inherently includes the formation and integration of a wide range of toxic chemicals into synthetic turf finished products, include a wide range PFAS, phthalate compounds, which almost universally decompose into microplastic contamination of ecosystem, causing widespread health impacts on humans and other plant and animal lifeforms, and

Whereas PFAS, phthalate and other compounds widely found in synthetic turf products are known to be carcinogenic, endocrine disruptive, and cause or contribute to a wide range of human and wildlife health problems, with particularly acute impact on cognitive development of children and adolescents, and

Whereas deployment of synthetic turf undermines the health and well-being of natural habitats, by blocking groundwater absorption, suppressing soil microbes, causing heat island effects, consuming and contaminating water resources, and causing injury to athletes who train and practice on it, and

Therefore the Coastal San Pedro Neighborhood Council supports CF 24-0602, which instructs the Chief Legislative Analyst to work with the Climate Emergency Management Office and other City agencies to prepare a 9-part assessment and report to Council, and other city agencies to undertake specific assessments related to the impact of synthetic turf on the City of Los Angeles, recommend policy changes to incentivize the removal of synthetic turf, and identify partners for study and funding.

CIS to Council File 24-0602

15. Motion requesting expedited action by Caltrans to address graffiti blight.

Resolved, the Coastal San Pedro Neighborhood Council approves the following letter requesting that the Council Office work with our State Legislators to request the promised and more expedited action by Caltrans to address ongoing graffiti blight.

February 19, 2025
Honorable Tim McOsker
Los Angeles City Councilmember, CD15 aka The One-Five
City Hall 200 N. Spring Street
Los Angeles, CA 90012

Councilmember McOsker,

We know how much you care about San Pedro and how important it is to you that San Pedro shed her ill-deserved reputation as a gang infested, decrepit port town and that San Pedro, be instead, elevated to her rightful place as a gateway port to the rest of the world and a vital economic hub as the second largest port on the Pacific Coast of the United States. Additionally, we're on the cusp of a renaissance period the expected result of which is to attract all kinds of people to our town as a desired place to work, live, and play.

Part of this renaissance is the new Caltrans project to expand the entrance and exit pathways to San Pedro and the new West Harbor development from the 110 Freeway to Harbor Blvd. and Gaffey Street via new lanes and routes enhanced with beautifully redesigned retaining walls to create a streamlined effect while driving in.

Caltrans held a substantial number of public outreach meetings through the Joint Planning and Land Use Committee of the three San Pedro Neighborhood Councils, and at every meeting, the issue of graffiti on the retaining walls was brought up by multiple community members. Caltrans assured the community that all of the new walls would be coated with special materials which make it easier for

graffiti to be removed and that they would also maintain the new surfaces to keep them clear of graffiti and the area clear of trash and other debris as well. Unfortunately, this has NOT happened.

Instead, what has happened is that numerous community members reach out to Caltrans reporting daily incidents of graffiti and wait endlessly for the promised cleanup to happen. Even when action is promised, Caltrans officials direct community members to follow a byzantine process of documenting what kind of surface the graffiti is painted on, where it is and then being sure to reach out to one of four separate graffiti cleaning divisions to file the report (because there are four different divisions equipped with specialized clean up materials to deal with particular kinds of graffiti, etc.), and still there's a massive queue that can last weeks before anything is done, and all the while, new graffiti is added daily.

While people in the community are willing and happy to report incidents in conjunction with Caltrans ALSO making an effort to regularly inspect these areas, it's neither safe nor the community's responsibility to paint over the graffiti. Moreover, the surfaces were supposed to be coated with material that makes it easy to remove rather than paint over graffiti.

This process should be as simple as reporting the location of the graffiti, stating what surface it's on, and submitting a photo or several via the LA311 app and then having a crew come out to remove it within 24 hours. Since no one knows the workings of the Caltrans system better than those who work at Caltrans, there should be an app, or some other way for the community to easily report problems in this vitally important area of new development and the so called "front door" of our community, and then let Caltrans handle the rest in a timely and expeditious manner as they promised multiple times in multiple community meetings.

Right now, even the newest of the new is quickly defaced, and anyone entering who has had a "bad" opinion of what kind of place San Pedro is will likely feel that they were correct in feeling that way. It's a terrible look for our town which only perpetuates the negative opinions many people have, albeit unjustifiably, and it won't be solved by one massive and well-advertised cleanup day that wouldn't be good for anything more than an expensive photo op.

Caltrans needs to come up with a solution that includes regular inspections of this area and quick action to mitigate any problems. In addition, the Los Angeles Police Department should develop a strategic and tactical plan to catch people in the act of defacing this area. Because it's not practical for various LAPD units to be stationed all night every night, which is when most of this activity happens, it may be worth considering the installation of high-resolution infrared cameras to record and live broadcast activities to the police which, with the main police station a few blocks away on John S. Gibson Blvd, they could arrive to catch people very quickly. Then word would get out that this is a very risky spot to engage in these kinds of behaviors. Lastly, and certainly not least, is the community's willingness to continue actively participating in the process by notifying Caltrans as incidents occur, but again, it's not okay to force the community to negotiate a byzantine labyrinth of bureaucratic quagmires only to be told they did something wrong or even if everything was done correctly, to then have to wait weeks or months for any response or action.

Councilmember McOsker, please find a way to help us resolve this issue quickly and smoothly. The success of any San Pedro renaissance including the future of the West Harbor development will be directly affected by the FIRST impression people have as they arrive.

Sincerely,

Doug Epperhart, President

On behalf of Coastal San Pedro Neighborhood Council Board

CC:

Drew Leach, San Pedro Field Deputy, Office of Councilmember Tim McOsker, CD15
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Brian M. Martinez, Office of Senator Laura Richardson, 35th Senate District
bryan.martinez@sen.ca.gov

