



agenda

COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

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BOARD AND STAKEHOLDER MEETING AGENDA

Monday 21 April 2025 6:30 PM

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. Presentation regarding disposition of the Phillips 66 refinery.
7. Report from law enforcement and public officials.
8. Committee reports *[2 minutes per committee]*
9. Motion supporting continuation of the Community Emergency Response Team (CERT) program and training.
10. Motion supporting Council File 25-0118 for PAIP and the Port's Leasing Policy to be considered by the Charter Reform Commission.
11. Motion regarding angled parking along the north side of West Paseo Del Mar across from Pt. Fermin Park.
12. Motion recommending that the Port of Los Angeles refrain from the purchase or installation of artificial turf.
13. Motion recommending additional funding for the speed hump program.
14. Motion recommending opposition to SB 607 (Wiener).
15. Motion opposing the Interactive Kiosk Experience (IKE) program.
16. Motion allocating a Neighborhood Purpose Grant to the Marine Mammal Care Center.
17. Motion allocating funding to NC Congress.
18. Motion allocating funding to NC Budget Advocates Budget Day.
19. Treasurer's report.

Budget and Finance (Consent Calendar)

20. Approval of Monthly Expenditure Reports for March 2025
 21. 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.
 22. Approval of funding requests received from committees.
 23. Appointments of committee officers, committee members, and Board representatives.
 24. Announcements.
 25. Public comment on non-agenda items.
 26. Adjournment.
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9. Motion supporting continuation of the Community Emergency Response Team (CERT) program and training.

Emergency Preparedness and Public Safety Committee

The Coastal San Pedro Neighborhood Council calls on the City of Los Angeles to continue with and maintain the Community Emergency Response Team (CERT) and to continue CERT training.

10. Motion supporting Council File 25-0118 for PAIP and the Port's Leasing Policy to be considered by the Charter Reform Commission.

Planning, Land Use, and Transportation Committee

[See Council File appended to Agenda]

Resolved, the Coastal San Pedro Neighborhood Council supports Councilmember McOskey's motion on Council File 25-0118 for the PAIP and the Port's Leasing Policy to be considered by the Charter Reform Commission.

11. Motion regarding angled parking along the north side of West Paseo Del Mar across from Pt. Fermin Park.

Coastline and Parks Committee

Whereas, parking on the north side of West Paseo del Mar across from Point Fermin Park used to be angled and was changed some years ago by the City to parallel parking, and

Whereas, this change greatly reduced the number of available parking spaces in an important Coastal visitor serving destination and also reduced available parking for residents and their guests, and

Whereas, any parking reductions in the Coastal Zone and especially in the Dual Zone are prohibited without an approved Coastal Development Permit, and

Whereas, the change to parallel parking also made room for RV's to illegally park for extended periods of time (the angled spaces were too narrow for those) and also made it easier for others seeking similar long term parking options, which has created a number of problems for the community, and

Whereas, angled parking spots provide more spots than parallel parking over the same distance, and

Whereas, the District 15 Council Office informed the San Pedro Bay Historical Society (printed in their newsletter) that the LA Department of Transportation has proposed a one block-long angled parking area on the east side of Beacon Street next to the Muller House Museum which will potentially increase spaces for cars and discourage parking large RVs and trucks along the stretch, and

Whereas, additionally back-in angled parking spots are safer for drivers, pedestrians, and cyclists, and easier to merge into traffic,

Resolved, the Coastal San Pedro Neighborhood Council requests The One Five Councilman to direct the Los Angeles Department of Transportation (LADOT) to design a plan to implement angled parking on the north side of West Paseo del Mar and strongly consider back-in parking as the preferred and safer alternative and that the design also includes replacing the park parallel signs with appropriate angled parking signs.

Further Resolved, the Coastal San Pedro Neighborhood Council requests that the design be completed in a timely manner and that the Council Office update the CSPNC on the progress toward implementation at that time.

12. Motion recommending that the Port of Los Angeles refrain from the purchase or installation of artificial turf.

Whereas, LA City Council has initiated CF 24-0602 to review and update city policy regarding the use of synthetic turf products in LA public spaces, and the potential that the use of such products may be greatly curtailed or disallowed as a consequence of this policy review,

Therefore, CSPNC requests that the Port of Los Angeles and all its tenants and subcontractors do not purchase or install any synthetic turf on Port property, including the entire West Harbor development, and the proposed sound stage and theater within that project.

Community Impact Statement on CF 24-0602

13. Motion recommending additional funding for the speed hump program.

Whereas, on April 9, 2022, Coastal San Pedro Neighborhood Council requested that the District 15 Council Office immediately take action to ensure that LADOT provides speed humps in this area to mitigate the threat of speeding vehicles on these streets so local residents can once again feel safe, but no action has been taken;

Whereas, LADOT will not be opening applications for the 2025 Residential Speed Hump Program cycle and instead is proposing to transition from the current application-based system, organized by Council District, to a process that prioritizes speed hump locations based on the City's safety and equity goals;

Whereas, with this change, many Council Districts would be excluded from any consideration for new speed humps;

Whereas, the City's 2024-2025 Budget reflects a reduction of Residential Speed Hump Program funding from \$1,900,000 to \$715,000;

Whereas, according to data provided by LADOT, in 2023, over 300 Angelenos were killed and over 1,600 were seriously injured in vehicle collisions, and speeding is the primary contributing factor to the severity of traffic collisions;

Whereas, LADOT uses a variety of tools to slow vehicles — roadway reconfigurations, traffic signals, stop signs, raised crosswalks, and speed humps — and speed humps in particular have proven to be one of the most effective methods for reducing vehicle speeds and preventing crashes;

Whereas, a 2021 UCLA study concluded that speed humps are the most cost-effective and reliable traffic-calming measure for improving transportation safety on residential streets; and

Whereas, based on a study by LADOT of best practices in 12 other major north-American cities, with a reduced \$715,000 annual budget Los Angeles would fall to the lowest funding of residential speed humps per capita of all 13 major cities.

Resolved, the Coastal San Pedro Neighborhood council requests that other funding sources, including grants, budget transfers, and Council District discretionary funding, be explored so that funding for the Speed Hump Program can be returned to its prior funding levels and the program can continue to be organized by Council District, based on local needs.

14. Motion recommending opposition to SB 607 (Wiener).

Whereas, Senate Bill 607 would make multiple major changes to the California Environmental Quality Act (CEQA), including exemption from CEQA for any zoning change that was consistent with the jurisdiction's approved Housing Element (except those allowing construction of a distribution center or oil and gas infrastructure);

Whereas, a Housing Element is primarily concerned with housing, and more specifically ensuring that there is a sufficient supply of housing, and it is not primarily concerned with public safety, preservation of open space, adequacy of emergency access, preventing the spread of toxic materials, or numerous other issues that affect the environment; thus, consistency with the Housing Element does not ensure that a rezoning, whether or not involving housing, will have no adverse environmental impacts;

Whereas, the proposed bill would redefine the standard of review for a Negative Declaration (ND) or Mitigated Negative Declaration (MND) from a "fair argument" standard (is not deferential to the agency such that if any substantial evidence--including expert opinion or factual data--suggests the project may cause a significant impact, an Environmental Impact Report (EIR) is required, even if the agency disagrees) to make the standard of review identical to that for a full EIR where approval must be upheld if any substantial evidence supports the approval decision; however, unlike an EIR, neither the ND nor the MND contains the detailed analysis of possible environmental impacts that might justify applying such a deferential standard of review. With this change there would never be any reason for an agency to require an EIR, which would reduce CEQA to an empty shell; and

Whereas, the proposed bill would require the Office of Land Use and Climate Innovation to redefine the Urban Infill categorical exemption to include any area, regardless of the presence of existing urban uses, whose zoning designation is consistent with infill development. This could include not only housing, but also most commercial and industrial uses (with the sole exception of distribution centers or oil and gas infrastructure). For example, building a chemical plant, a private sewage storage and treatment facility, or a toxic waste storage and treatment facility would be exempt from CEQA review.

Resolved, the Coastal San Pedro Neighborhood Council requests that Councilmember McOsker introduce a motion opposing SB 607 in the City's 2025-2026 State Legislative Program.

15. Motion opposing the Interactive Kiosk Experience (IKE) program.

Whereas, on April 21, 2023 the City Council approved the release of a Request for Proposal (RFP) to install and maintain Interactive Kiosk Experience (IKE) program interactive kiosks in the City's public right-of-way and that RFP has yet to be issued;

Whereas, on April 11, 2025 a Motion was submitted to City Council from the Trade, Travel and Tourism committee that instructs the City Tourism Department to release the Request for Proposal for the installation and maintenance of interactive kiosks in the City of Los Angeles public right-of-way within 30 days;

Whereas, such a program will cause significant visual pollution and blight, as well as significant driver distraction;

Whereas, since the time that the Tourism and Convention Board first proposed this kiosk program in 2023, the City approved and embarked upon the Sidewalk Transit Amenities Program (STAP), which relies upon advertising revenues to support the construction, installation and maintenance of transit shelters, shade structures, and additional program elements that include digital advertising "urban panels" that are very similar to IKE kiosk ad panels;

Whereas, STAP relies upon ad revenues to support growth of the program, to provide discretionary funds for each Council District office, and to support the RAISE program* initiatives;

Whereas, the City has and will continue to invest heavily in STAP in exchange for a 65% share of ad revenues, which is a much larger share of ad revenues than other advertising program opportunities. In fact, to get STAP started, a significant loan was advanced to STAP from the Public Works Trust Fund. Revenues from IKE do not support the Council District offices, the construction of new transit shelters or the RAISE program but rather they diminish those future funds;

Whereas, according to outdoor advertising professionals, advertisers budget a set amount of money for their outdoor ("out-of-home") annual advertising programs, and having a second sidewalk-based ad program will provide competition for those dollars needed to ensure STAP's success;

Whereas, the IKE program is neither needed nor a wise offering for Los Angeles. Other cities that have adopted similar kiosk programs do NOT have ad programs on their transit shelters (Santa Monica and Culver City are the local examples). Their sole advertising program is via a sidewalk kiosk program. L.A. is different in that it has already made a commitment to transit riders to provide much-needed shade and shelter via STAP. Support of IKE undermines STAP and the pledge made to transit riders and the public; and

Whereas, there will be many attempts to increase advertising on the City's public right-of-way as world-class events come to L. A. as outdoor advertising companies will seek to cash in on the eyeballs of visitors attending the World Cup, Super Bowl and Olympics games. The City should be wise and should channel those advertising dollars into the STAP program which already is facing stiff competition from Metro's TCN Program with its planned digital billboards that will be installed both on LA's freeways and city streets.

Resolved, the Coastal San Pedro Neighborhood Council requests that the City not move forward with the RFP for IKE.

** The RAISE LA program—short for Reinvestment in Accessibility, Infrastructure, and Streetscape Enhancements for Los Angeles—is a city initiative to improve public infrastructure and street-level amenities. RAISE LA is designed to fund and implement enhancements that make Los Angeles neighborhoods safer, more accessible, and more comfortable for residents and visitors. The program focuses on: Repairing and resurfacing sidewalks, Installing and upgrading bus shelters and shade structures, Improving pedestrian and mobility infrastructure, including crosswalks and curb ramps, and Enhancing streetscapes to promote walkability and community engagement.*

16. Motion allocating a Neighborhood Purpose Grant to the Marine Mammal Care Center.

The Coastal San Pedro Neighborhood Council shall allocate a Neighborhood Purpose Grant to the Marine Mammal Care Center for an amount not to exceed \$5,000.

17. Motion allocating funding to NC Congress.

The Coastal San Pedro Neighborhood Council shall allocate \$1,000 to support the NC Congress.

Motion allocating funding to NC Budget Advocates Budget Day.

18. Motion allocating funding to NC Budget Advocates Budget Day.

The Coastal San Pedro Neighborhood Council shall allocate \$1,000 to support the NC Budget Advocates Budget Day.

For more information, please email cspnclive@gmail.com; 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

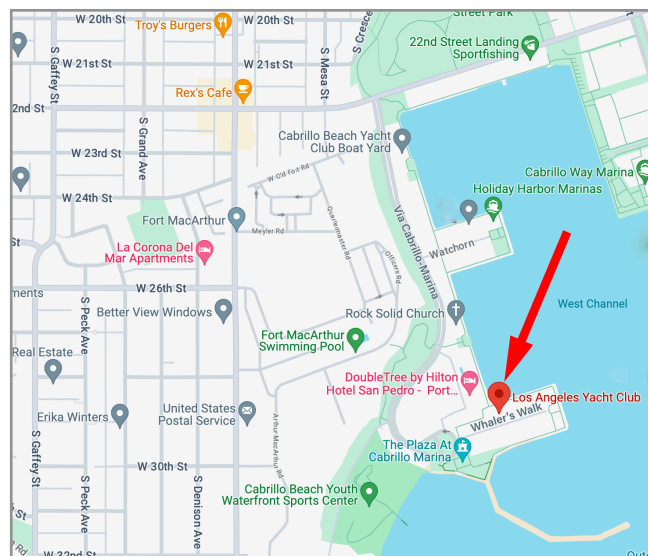
PUBLIC ACCESS OF RECORDS — In compliance with government code section 54957.5, non-exempt writings that are distributed to all or a majority of the Board members in advance of a meeting may be viewed at 1840 S Gaffey St, San Pedro, CA 90731, at our website: <http://www.cspnc.org>, or at the scheduled 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 by email at cspnclive@gmail.com.

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: <https://lacity.gov/government/subscribe-agendas/neighborhood-councils>

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 by email at cspnclive@gmail.com.

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, por correo electrónico a cspnclive@gmail.com para avisar al Concejo Vecinal.



Meeting location is Los Angeles Yacht Club, past the DoubleTree Hotel.

MOTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

The City is undergoing a process of deploying potential recommendations and avenues towards Charter reform— which includes examining City departments to report recommendations for sections in the Charter that would benefit from reform to modernize the City's organizational structure or support more strategic citywide policies.

The Port of Los Angeles manages State public lands and water held in trust by the City of Los Angeles, pursuant to a State Tidelands Trust. The City's Charter charges the Board of Harbor Commissioners with the responsibility for the management, supervision, and control of these land and water areas. The Port is unique in that the specific Charter provisions that govern it reflect the Trust between the City of Los Angeles and the State of California.

Two aspects of Port-related Charter reform that have yet to be addressed and are of high importance to the local community are related to the Port's Public Access Investment Plan (PAIP) and the Port's Leasing Policy. Changes to the PAIP and the Leasing Policy, if folded into Charter reform, are crucial to providing prompt service to all constituents and meeting the needs of a 21st-century workforce.

The PAIP is a plan that allocates a minimum of ten percent of the Harbor Department's annual Operating Income to build Waterfront public access projects and provide Port-related community benefits. Currently, the PAIP is not codified into the Charter and does not exist "formally" inside City processes beyond agreements between the Council office and the Port. However, changes to the PAIP's implementation have been a shared effort between the Port and the community which has included public input processes and collaboration with the Council office to bring about improvements to the Waterfront in and around the Port.

Additionally, another community-driven aspect of improving the Port for the people has been connected to modifying the Port's Leasing Policy to pinpoint the impacts of leases on the local economy. The Leasing Policy's perceived connection to the impact of jobs, and the current extent to which it could support the regional and local economic environment, must be further addressed and scrutinized within Charter reform efforts for the Port. With a focus on the collective health of the local and regional community, an amended Leasing Policy that clarifies how jobs are impacted, and that is codified in the Charter, can help us accomplish our shared goals for the future of the Port—and the people—of Los Angeles.

The local community and Council Office also have a shared interest in promoting the growth of local employment opportunities within the international trade and goods movement sectors of the economy. For these reasons, while Charter reform is currently being reviewed at the City Council level, there is a desire to take this opportunity to revisit the PAIP as well as aspects of the Leasing Policy in order to better assess the current extent to which it could support the regional and local economic environment.


FEB 04 2025

I THEREFORE MOVE that the City Council direct the Chief Legislative Analyst, Executive Director of the Port of Los Angeles, in coordination with the City Administrative Officer and City Attorney, to report to the Trade, Travel & Tourism Committee with an update on the language relative to establishing a new section in the Charter and to be considered within Charter Reform processes, that implements a “Port of Los Angeles Public Access Investment Plan”, with specifics outlined below:

- I. **FUNDING FOR PUBLIC ACCESS PROJECTS (CAPITAL):** The plan allocates a minimum of ten percent (10%) of the Harbor Department’s annual Operating Income to build LA Waterfront public access projects and provide Port-related community benefits.
- II. **PROJECT PLANNING:** The Harbor Department shall engage the City Council Office of the 15th District (CD15) on an annual basis no later than March of each year to determine the scope, range and budget of Public Access Projects for the next fiscal year, consistent with the Tidelands Trust. CD15 shall engage in a public process to report back on community recommendations for the Public Access Projects to the Harbor Department.

The report on community recommendations for the Public Access Projects shall then be considered and incorporated in the Harbor Department’s annual budget planning process. The Harbor Department and CD15 Office shall endeavor to plan for multi-year expenditures and projects, to the extent permissible by law and this policy.

- I. **OPERATING INCOME:** For purposes of calculating Operating Income for this plan, Revenue does not include purpose-directed funds collected from third parties. Examples include, but are not limited to, environmental document reimbursements, Marine Oil Terminal Engineering and Maintenance Standards reimbursements, Clean Truck Program Fees, and Harbor Maintenance Tax funding.
- II. **CAPITAL IMPROVEMENT PROGRAM:** Harbor Department reporting and selection of Public Access Investment Plan projects shall be aligned with the Harbor Department’s overall five-year Capital Improvement Program budget process. The process includes community input on project selection, consistent with the process outlined above. The community input process will continue with annual reporting and engagement coupled with more in depth project prioritization processes when necessary based on status of budgetary allocation for existing projects and funding availability for new projects.
- III. **ANNUAL BUDGET PROCESS:** Implementation of the plan and its guidelines are subject to the Board of Harbor Commissioners approval. The percentage of Operating Income allocated annually and specific amount allocated to projects per year will be determined by the Board of Harbor Commissioners with consideration of the Section III Project Planning process during the Harbor Department’s annual budget process with consideration to the Harbor Department’s economic and financial outlook, pursuant to sections IX and X.
- IV. **PLAN MODIFICATION:** In the event of needs to modify the plan as proposed including, without limitation, general economic trends, declining financial outlook, legal issues, and the extent that public access projects are needed, the Harbor Department will notify

public stakeholders to facilitate public comment, and may subsequently take Board action to adjust the percentage of operating income downward.

I FURTHER MOVE that the City Council direct the Chief Legislative Analyst, Executive Director of the Port of Los Angeles, in coordination with the City Administrative Officer and City Attorney, to report to the Trade, Travel & Tourism Committee with an update on proposed amendments and processes needed to establish a "Port of Los Angeles Leasing Policy" section into the Charter and to be considered within Charter Reform processes, and considers changes to the existing Policy with that language that details the establishment and implementation of requiring:

- An application for leasing, including lease extension or amendment, and/or development of Harbor Department property that measures how the proposed project (qualitatively and quantitatively) would impact both direct and indirect jobs associated with the premises, including the number and types of jobs impacted and identifies the verifiable proof of whether the employee effects would be neutral, increase, or decrease the baseline job count; and
- The procedural changes needed for Port plans or policies in order to codify these changes to the Leasing Policy specific for its application to all development applications, and leasing transactions, including, without limitation, Lease Agreements (i.e. leases, permits, and revocable permits), all Lease Agreement amendments, term extensions, assignments, and subleases.

PRESENTED BY:


TIM McOSKER

Councilmember, 15th District

SECONDED BY:



ORIGINAL