

BOARD AND STAKEHOLDER MEETING AGENDA

Monday 18 August 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 from Harbor Area Peace Patrol.
7. Report from law enforcement and public officials.
8. Committee reports *[2 minutes per committee]*
9. Resolution condemning acts of the Department of Homeland Security and Immigration and Customs Enforcement, and calling on the City of Los Angeles to defend individuals' rights.
10. Opposition to advertising signs on the Fromhold Field fence adjacent to Paseo del Mar.
11. Resolution recommending development of peafowl management.
12. Resolution supporting project at 3600 Roxbury (cross street 36th)(ZA-2025-3031-PAD).
13. Resolution supporting project at 3100 Barbara (cross streets Hamilton & 31st) (DIR-2025-3155-CDP-MEL-HCA).
14. Resolution recommending changes to the feasibility and cost-benefit analysis of Council File 25-0642: Off-Street Parking/Requirement Elimination/New Developments/Change of Use/ Cost Analysis.
15. Treasurer's report.

Budget and Finance (Consent Calendar)

16. Approval of Monthly Expenditure Reports for July 2024.
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. Approval of funding requests received from committees.
 19. Motion increasing monthly payment rate to The Mailroom.
 20. Appointments of committee officers, committee members, and Board representatives.
 21. Announcements.
 22. Public comment on non-agenda items.
 23. Adjournment.
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9. Resolution condemning acts of the Department of Homeland Security and Immigration and Customs Enforcement, and calling on the City of Los Angeles to defend individuals' rights.

Whereas, the recent unwarranted and violent detention of a member of the Harbor Area Peace Patrol by masked agents of the federal government demonstrates an utter and appalling disregard for an American citizen exercising their civil rights, and

Whereas, this action committed under the color of authority was conducted solely to intimidate and terrorize those who dare to test the validity of the Constitution and Bill of Rights, and

Whereas, the assault and detention occurred on Terminal Island on property under jurisdiction of the City of Los Angeles Harbor Department,

Therefore, be it resolved, the Coastal San Pedro Neighborhood Council condemns the brutal and unlawful acts of the Department of Homeland Security and its Immigration and Customs Enforcement agents, and strongly objects to its use of Terminal Island as a base of operations, and

Be it further resolved, the Coastal San Pedro Neighborhood Council calls upon the authorities of the City of Los Angeles, and especially the Harbor Department and Los Angeles Port Police, to provide for the safety and security of those individuals who choose to peacefully and courageously act to defend their rights and those of others.

Be it further resolved, the Coastal San Pedro Neighborhood Council specifically requests a report to the community from the Port Police regarding this incident, and that the Port Police develop a protocol to prevent incidents like these:

10. Opposition to advertising signs on the Fromhold Field fence adjacent to Paseo del Mar.

Coastline and Parks Committee

(Documents from the San Pedro Specific Plan attached and incorporated herein by reference)

Whereas

1. **Community Resource.** Fromhold Field sits on the bluff-top along West Paseo del Mar, a designated public scenic roadway whose chain-link fence allows views of the Pacific Ocean that are enjoyed daily by residents, visitors, cyclists, and motorists.
2. **State Law.** The California Coastal Act declares that “the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance,” and it requires all development to be designed to “protect views to and along the ocean” (Pub. Res. Code § 30251) .
3. **San Pedro Certified Coastal Land Use Plan (LUP).**
 - The LUP, certified as part of the City’s Local Coastal Program, sets a clear policy to “preserve existing scenic views of the ocean... and prevent the blockage of existing views from designated public scenic view areas and Scenic Highways.”
 - It further mandates that “turn-out and viewsite areas from Paseo del Mar... shall provide unobstructed views of the ocean,” and that “all development seaward of [these] areas... shall be sited,

designed and constructed so that public views to and along the ocean are protected to the maximum extent feasible.”

4. **San Pedro Specific Plan.** Section 10(A)(4) of the Specific Plan — adopted by ordinance and part of the General Plan — echoes the LUP, stating that “turn-out and viewsite areas from Paseo del Mar... shall provide unobstructed views of the ocean.” The Plan defines a “Visual Corridor” as the panoramic, continuous ocean view the community is entitled to enjoy .

5. **Applicability to Signs.** Under the Coastal Act any physical improvement, including the attachment of advertising signs to a fence, constitutes “development” and therefore requires a Coastal Development Permit that must be consistent with the Act, the LUP, and the Specific Plan. Because opaque, semi-opaque, or solid advertising panels would visibly block the ocean vista, such development cannot meet the above-cited visual-resource standards.

6. **Legal Consequence.** Permitting or installing advertising signs that obstruct the view from Paseo del Mar would violate:

- California Coastal Act § 30251 (state law) ;
- San Pedro Coastal LUP scenic-view policies, including the Paseo del Mar view-protection standard; and
- San Pedro Specific Plan Section 10(A)(4) view-protection regulation. Consequently, any city permit allowing such signs would be inconsistent with the certified Local Coastal Program LUP portion and subject to denial or appeal to the California Coastal Commission.

Therefore, Be It Resolved

1. **Finding of Non-Permissibility.** Coastal San Pedro Neighborhood Council (CSPNC) finds that installing advertising signs on the Fromhold Field fence along Paseo del Mar is not legally permissible under the Coastal Act, the San Pedro Coastal LUP, and the San Pedro Specific Plan.

2. **Opposition to Permits.** CSPNC formally opposes any lease, contract, or permit — whether from the Department of Recreation and Parks, the Department of City Planning, or the Department of Building and Safety — that would authorize such signage.

3. **Agency Notification.** CSPNC shall transmit this motion and supporting citations to:

- Los Angeles City Council District 15,
- Department of Recreation and Parks,
- Los Angeles County Department of Beaches and Harbors
- Department of City Planning (Coastal Development Permit Section),
- California Coastal Commission (South Coast District), and
- Board of Recreation and Park Commissioners, requesting denial of any current or future proposals to install view- obstructing signs at this location.

4. **Community Stewardship.** CSPNC urges Mary Star and the boosters who advertise at Fromhold Field to explore alternative revenue or sponsorship methods that do not compromise protected coastal visual corridors, ensuring compliance with state and local coastal-resource protections.

5. Adopted this 18th day of August, 2025 by the Coastal San Pedro Neighborhood Council.

11. Resolution recommending development of peafowl management.

Coastline and Parks Committee

Whereas, there has been explosive growth in the peafowl population in our local area, and

Whereas, local stakeholders have expressed great concern regarding the expanding population due to property damage, noise, and other nuisances they create, and

Whereas, cities such as Rancho Palos Verdes have developed effective peafowl management plans,

Resolved, The Coastal San Pedro Neighborhood Council requests the One Five Council Office explore the possibility of Los Angeles implementing a similar peafowl management plan to help mitigate the situation, and

Further Resolved, The Coastal San Pedro Neighborhood Council suggests implementing a public education plan to help people realize, for example, that feeding peafowl increases the density of the population.

12. Resolution supporting project at 3600 Roxbury (cross street 36th)(ZA-2025-3031-PAD).

Planning, Land Use, and Transportation Committee

Resolved, the Coastal San Pedro Neighborhood Council supports the construction of a new, non-habitable, 24'3" high detached 98 SF (49 SF footprint) bell tower next to the existing church and encourages the replacement of the lost trees with native trees such as Catalina Cherry, Sycamore and Toyon.

13. Resolution supporting project at 3100 Barbara (cross streets Hamilton & 31st) (DIR-2025-3155-CDP-MEL-HCA).

Planning, Land Use, and Transportation Committee

Resolved, the Coastal San Pedro Neighborhood Council supports the project at 3100 Barbara for new construction of an attached ADU over an existing 1-story single family dwelling with attached garage.

14. Resolution recommending changes to the feasibility and cost-benefit analysis of Council File 25-0642: Off-Street Parking/Requirement Elimination/New Developments/Change of Use/Cost Analysis.

Planning, Land Use, and Transportation Committee

Whereas, the City Council has introduced a motion in Council File 25-0642, directing the Department of City Planning and Department of Building & Safety to report on the feasibility and cost-benefit analysis of citywide elimination of off-street parking requirements for new development and changes of use in Los Angeles;

Whereas, the motion recognizes that current minimum parking standards are often arbitrary, copied from other jurisdictions, and poorly attuned to local transit and development patterns—leading to over-provision in many cases (for example, the City requires five times more parking for a gym than a yoga studio, and twice as much for an art gallery as for a barber shop);

Whereas, Los Angeles remains a highly car-dependent city, with only 6% of residents using public transportation, and eliminating off-street parking requirements without a robust and accessible transit system risks stranding low-income and working-class Angelenos who rely on their vehicles to get to jobs, school, or medical care [1];

Whereas, studies show only 5% of jobs in Los Angeles can be reached within 60 minutes by transit, walking, or biking, making driving essential for most residents [1];

Whereas, the Los Angeles transit network “lacks service in many areas” of the city and often entails “much longer travel times” than driving by car; and a UCLA Transit Center equity study noted that poor residents face far longer transit trips to access basic services like healthcare and education, underscoring serious gaps in L.A.’s transit accessibility [1];

Whereas, removing parking minimums citywide will especially harm low-income and working-class residents who often need cars for multiple job sites, caregiving responsibilities, and school commutes, for which public transit is not a viable option [2];

Whereas, similar policies in cities like San Francisco have resulted in working-class tenants receiving thousands of dollars in parking fines and facing extreme inconvenience from the lack of accessible parking [3];

Whereas, street parking overflow is a predictable outcome of removing parking mandates and has led to serious quality-of-life complaints in neighborhoods that host zero-parking developments [5];

Whereas, the elderly, disabled, families with young children, and female residents are particularly disadvantaged by being forced to park far from home, raising safety concerns and mobility barriers [6];

Whereas, 53% of women nationwide report feeling unsafe walking alone near home at night, and eliminating close parking forces many into precisely these dangerous conditions [7];

Whereas, in cities like Culver City and Sacramento, parking reform was implemented in contexts with stronger or more localized transit infrastructure and still faced backlash and early signs of hardship for residents [8];

Whereas, older L.A. neighborhoods without existing garages or lots depend heavily on street parking, which is a public resource increasingly strained by new development [10];

Whereas, the assumption that eliminating parking requirements will reduce car usage is flawed in a city where most residents continue to depend on vehicles for daily life [11];

Whereas, City data shows 73% of fast-tracked affordable housing projects under Executive Directive 1 have no on-site parking, a trend that increases pressure on surrounding communities [12];

Whereas, policies that eliminate parking mandates without addressing real-world transportation needs may save developers money but effectively shifts costs to residents in the form of time, money, and personal safety risks [13];

Whereas, if parking becomes a luxury add-on, wealthier tenants can pay for it or maybe forego a car by using services like Uber, but a low-income worker might not have those options—a renter in a car-free building may have to rent a spot in a nearby private lot, which could be an extra \$100-\$200 per month, which would strain their budget; thus, renters and lower-income residents bear the brunt of the inconvenience and extra costs associated with zero-parking developments, meaning that a policy with no parking requirements is an effectively regressive policy [3];

Whereas, neighborhood councils, such as Greater Wilshire, have raised red flags about spillover parking impacts from zero-parking developments, citing challenges for seniors, parents, and long-term residents [5];

Whereas, data from the Institute for Transportation & Development Policy indicates approximately 85% of L.A. households still own a vehicle, including among lower-income groups, demonstrating a persistent need for parking [14];

Whereas, cities like San Francisco and Sacramento, which removed parking minimums, still struggle with equity and accessibility issues due to limited transit options and continued car dependence [3][8];

Whereas, although existing Los Angeles parking requirements may be excessive in some areas, many have been removed by Assembly Bill 2097 (Effective 1-1-2023);

Whereas, Councilmember Nithya Raman herself has acknowledged that parking debates are among the most galvanizing issues for constituents, reflecting broad community concern [15];

Whereas, implementing such sweeping policy without a neighborhood-level, equity-centered outreach and analysis process risks deepening disparities among Angelenos [13];

Resolved, the Coastal San Pedro Neighborhood Council opposes the City's motion regarding elimination of off-street parking requirements unless the requested feasibility study and cost-benefit analysis includes consideration of the effects of the reductions in parking availability due to Assembly Bill 2097, Al Fresco dining, Density Bonus projects, and ED-1 projects, an update of existing parking requirements that includes establishment of community-based parking requirements based upon defined neighborhood characteristics, as well as any additional applicable objective factors, such as the need for adequate parking for medical office buildings and education facilities.

Council File 25-0642

Sources:

- [1] TransitCenter Equity Dashboard (2021);
<https://transitcenter.org/wp-content/uploads/2021/06/LAFactSheet.pdf>
- [2] Medium.com – SCU Journalism, “California’s History of Poor Public Transit”
- [3] Strong Towns – “Is Parking Reform Hurting the Poor in SF?” (2023)
- [4] SFMTA – High-Density Parking Impact Study;
<https://www.sfmta.com/projects/high-density-housing-impact-neighborhood-parking>
- [5] LAist – “New Homes with No Parking?” (2024);
<https://laist.com/brief/news/housing-homelessness/los-angeles-parking-housing-apartment-development>
- [6] Greater Wilshire NC public comment; LAist interview
- [7] Gallup Crime Poll (2023); End Violence Against Women Survey (2021)
- [8] Remy Moose Manley blog on Sacramento & AB 2097; BOMA on Culver City Reform
- [9] LA Times Editorial (2021); UCLA Study on Bundled Parking Costs
- [10] Mission Local / Strong Towns; Culver City Crossroads (2022)
- [11] ITDP – “Not Everyone in Los Angeles Drives” (2020);
<https://itdp.org/2020/06/23/not-everyone-in-los-angeles-drives>
- [12] LA City ED1 Report via LAist;
<https://laist.com/news/housing-homelessness/los-angeles-parking-housing-apartment-development>
- [13] Ronen Pestes public comment to City Council (2025);
https://clkrep.lacity.org/online/docs/2025/25-0642_PC_PM_06-16-2025.pdf
- [14] ITDP and SCAG vehicle ownership data
- [15] LAist – Councilmember Raman’s statement on neighborhood opposition to parking reform

19. Motion increasing monthly payment rate to The Mailroom.

Resolved, the Coastal San Pedro Neighborhood Council approves an increase of \$30 per month in fees to The Mailroom for this fiscal year, raising their monthly fee to \$325 per month.

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

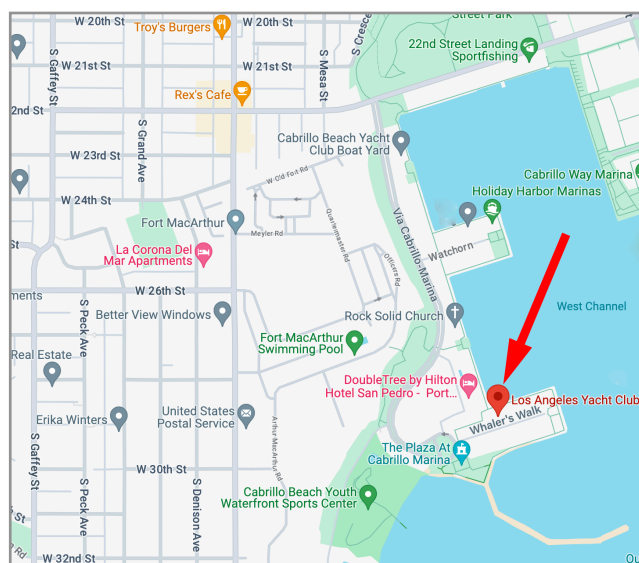
PUBLIC ACCESS OF RECORDS — In compliance with government code section 54957.5, non-exempt writings that are distributed to all or a majority of the Board members in advance of a meeting may be viewed at 1840 S Gaffey St, San Pedro, CA 90731, at our website: <http://www.cspnc.org>, or at the scheduled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