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immediate plans for reduction in pollution from ship propulsion engines. You can view the Emission Reduction Plan and voice your comments to our State representatives or at the arb.ca.gov website.

The Los Angeles City Council recently passed unanimously a resolution led by Councilwoman Hahn urging the U.S. Senate to sign an international treaty that would establish limits on ship emissions through a Sulfur Emission Control Area (SECA) designation for all of North America. This would require ships to operate on less polluting fuel than the high sulfur-content bunker fuel currently used. Through much of Europe, ships already operate on lower sulfur fuel. The treaty, MARPOL Annex VI, is languishing in the U.S. Senate Foreign Relations Committee. You can urge our representative on the Committee to encourage U.S. ratification of the Treaty through the U.S. Senator Barbara Boxer website.

A perfect storm of support for reduction in ship emissions is growing as the International Longshore Workers Union (ILWU) and Mayor Villaraigosa called for increased use of electrical power for idling ships, the retrofitting of existing vessels with cleaner engines, and the use of cleaner fuels. We hope to hear soon how the ILWU will implement their plan for the west coast.

Mayor Villaraigosa also announced with Long Beach Mayor Beverly O'Neill a partnership with the Port of Long Beach to "deliver faster freight and cleaner air." Mayor Villaraigosa also announced "a call to all stakeholders to immediately sit down with me to find common solutions to our common purpose." You might contact the Mayor's office to voice your concern.

The Board of Harbor Commissioners at the Port of Los Angeles continues to speak in support of actions that would curb pollution and recently required P&O Nedlloyd to use lower sulfur fuel in ships at the Berth 209 terminal. The commitment to air quality under newly hired Executive Director Geraldine Knatz may become clear in the Port's to-be-released Clean Air Plan and pending implementation of the No Net Increase (NNI) Plan.

Commission President S. David Freeman emphatically states that he understands the need to reduce Port pollution and commented about the U.S. Senate's position on MARPOL Annex VI, "If they want more and more tennis shoes coming through this port, they better support this treaty because we're not going to grow unless we grow green." Also noteworthy was Commissioner Krause's comment that the Port has a responsibility to serve the public interest, which we must conclude, includes public health.

We can hope for a clearer view of Catalina and the Ports, a successful Bridge to Breakwater development, and air quality that begins to meet minimum standards of acceptability with your help. Please contact governmental representatives (City, State, Board of Harbor Commissioners, and Federal) and attend every meeting possible to voice your concern and support for reducing the decline in our air quality.



Angels Gate Cultural Center San Pedro's Best Kept Secret

The Angels Gate Cultural Center may be the best kept secret in San Pedro. Located at 3601 S. Gaffey Street Building A on the hilltop overlooking the Korean Bell,

this one-time military base turned art center now hosts numerous classes and art showings. Classes range from traditional crafts and fine arts such as ceramics and painting, to Hula dancing and Karate, to printmaking and bookbinding.

The Cultural Center office and gallery is open Tuesday through Sunday from 10AM to 5PM. For more information e-mail them at info@angelsgateart.org or call 310-519-0936.

The best way to find out about the Center, its classes and exhibits, is to check out its web site at www.angelsgateart.org. The web site also contains detailed information about location and parking.

Los Angeles Zoning Administrator To Share City Planning Insights

By Soledad S. Garcia

At the invitation of San Pedro's three Neighborhood Councils, Jon S. Perica, Retired Zoning Administrator for Los Angeles City, will be in San Pedro to speak on Saturday, April 29, 2006. The event will last from 10AM to 12 PM at the Brown Brothers Building located at 455 W. 6th St. Mr. Perica's insights, after 35 years of experience within the Los Angeles City Planning Department, will be shared with all who attend.

The Los Angeles City-wide Neighborhood Council Planning Task Force was privileged to have Jon S. Perica as its first guest speaker. There were 42 participating Neighborhood Councils with 73 participating representatives who were mesmerized by his presentation. His focus was the importance of understanding what is the "Growth" strategy underlining the City Planning Department individual decisions; and he cited specific examples of several development cases.

PRESIDENT'S MESSAGE

Why We Care

By Doug Epperhart

When our neighborhood council decided to oppose a 2,300-unit condominium development (Ponte Vista) on Western Avenue across from Green Hills cemetery, I heard that the developer couldn't figure out why we cared. After all, the site is in the Northwest neighborhood council area and not even close to Coastal's territory (about three miles up Western from our northernmost boundary). What possible difference could adding 7,300 people at the north end of town make to us?

The fact is that San Pedro is an "island on the land." We're surrounded on two sides by water and on a third by hills. Our ways in and out of our community—our "bridges"—are few. To the north, they are Western Avenue, Gaffey Street, and the 110 Freeway; to the west, 25th Street and Palos Verdes Drive South; and to the east—a literal bridge—the Vincent Thomas.

Why do we care about development in other areas of town? Because every additional unit of housing means more people and their cars filling the streets between us and the rest of the world. This, at the same time that more and more truck traffic is being generated by the Port of Los Angeles.

According to 2000 census figures, there are about 76,000 people in San Pedro. Depending on how much development occurs and how fast it occurs, that figure will be five or 10 percent higher in 2010 and 20 percent greater in 2020. Ponte Vista alone could account for a 10 percent increase in Pedro's population.

Like the rest of Southern California, San Pedro is becoming a more dense place; and unfortunately, like most of the rest of Southern California, we are adding more people without taking into account how they will get from their homes to the places they work, play, and shop.

Development and higher density must be linked to planning for the means to move people using mass transit. Otherwise, we are doomed to longer and longer drive-times and, ultimately, gridlock.

The notion that development will create enough jobs for our residents and opportunity for them to buy things they need without leaving San Pedro is unrealistic. Becoming a self-contained economic unit offering a range of job opportunities is something to which we can aspire, but we are a bedroom community and will continue to be one for a long time to come.

Groups like the Western Avenue Task Force have been studying some of our traffic problems and have good ideas for fixing them. More is needed though, especially in the area of mass transit. Now is the time to consider our future and how to make San Pedro a place that works.

At the forth coming discussion in San Pedro, he will readdress the quality of new development that will most impact many neighborhoods; he will also focus on making the Neighborhood Councils more informed about the planning processes so that they can participate more effectively to improve the quality of development in our communities.

Mr. Perica is returning home to San Pedro. He was born here, went to school here and still has family and friends here. Come to hear this informative Planning Administrator who will answer your questions regarding city planning from a practical as well as a codified position.

Coastal, Northwest and Central San Pedro Neighborhood Councils invite you to hear one of our own.