

South Bay Watch

Fall 2007

A quarterly bulletin to inform local leaders of subregional progress and alert them to emerging issues

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GOODS MOVEMENT IN THE SOUTH BAY

Goods movement is an important part of the economy of the South Bay serving industrial and commercial centers and providing jobs in the trucking and logistics industries. The volume of goods moved in the South Bay has reached a turning point where planning for goods movement cannot be an afterthought of passenger transportation planning, but it must involve local efforts to identify not only large but also smaller projects for on-going regional goods movement investment. Since both passengers and goods are using the same roadways and railways, improving the system benefits both.

How does the South Bay enhance its transportation system by investing in infrastructure and operational improvements that facilitate goods movement while reducing the impact on the quality of life in communities?

To address this question, the South Bay Cities Council of Governments (SBCCOG) commissioned a study funded by the Southern California Association of Governments and conducted by Iteris. This study examined goods movement issues and provided recommendations on goods movement planning and infrastructure.

Issues examined in the study included the movement of goods on the highway (freeway and arterial roadway) system, goods movement on the rail system, air cargo movement, sea cargo movement, goods movement-related industrial activity and employment, regulations, and ordinances related to goods movement as well as environmental issues associated with the movement of goods.

Transportation improvement projects were identified and categorized as near-term (early-action projects) and long range (ones that will be needed

in the future if the anticipated increases in goods movement come to pass).

Some of the key conclusions included:

- Street deterioration is the number one truck-related impact ranked by South Bay Cities. Other major issues related to goods movement are congestion, pollution, safety, and neighborhood intrusion.
- LAX is a major truck generator in the South Bay, however, at the airport peak hour, LAX generates only 13.5% as many trucks as the San Pedro seaports.
- City-designated truck routes in the South Bay combine to form an extensive truck route network; however, there are a few gaps in the truck route network at the border of jurisdictions.
- The two arterial locations with the highest truck volumes are Alameda Street north of Carson Street (City of Carson), 32.7 percent of the midday peak, and Wilmington Avenue north of Carson Street (City of Carson), 20.2 percent of the midday peak.
- 20 percent of the turning radii at the intersection of truck routes in the South Bay are inadequate (less than 35 feet).
- Projections for 2030 show significant changes to truck volumes of South Bay freeways: truck volume is projected to increase 30 percent on Interstate 405 and Interstate 105 while growing over 100 percent on Interstate 710, Interstate 110 and State Route 91.

The South Bay does not have mega-projects that were identified. But improving freeway interchanges and access as well as increasing capacity at some arterial locations could make a

"Goods Movement: continued on Page 3

WANT TO SEE AN SBCCOG REPORT?

Want to know when SBCCOG committee meetings are? Find what you need @ www.southbaycities.org & if the information you are looking for isn't there, e-mail sbccog@southbaycities.org and let us know.

SAVE THE DATE FEBRUARY 22, 2008

South Bay Cities Council of Governments
9th Annual General Assembly

**"BRACING FOR THE BOOM:
ARE CITIES READY FOR THEIR AGING
POPULATION?"**

City Showcase

LOMITA REPLACING OLDER BUILDINGS WITH A MIX OF USES

Although substantially built-out, the City of Lomita has approved a number of infill development projects in the last couple of years. These infill projects have enhanced a number of underutilized properties throughout the City. In addition, the City has approved a new mixed-use ordinance and zoning overlay.

Mixed-Use Ordinance

On September 18, 2006, the Lomita City Council approved a new Mixed-Use Ordinance and Zoning Overlay along portions of Narbonne Avenue and Lomita Boulevard. The maximum permitted density is 22 units per acre with a minimum commercial floor area of 30%. The new ordinance also encourages shared parking between uses to maximize the use of available land. The City is also in the process of finalizing a marketing package that will be sent out to potential developers to encourage new mixed-use projects within the City.

Decoma Mixed-Use Project

On January 8, 2007, the Lomita Planning Commission approved the City's first mixed-use project at 25114 Narbonne Avenue. The developer is Decoma Industries, Torrance, CA.



Decoma Mixed-Use Project: Narbonne Elevation

The proposed project is a 10-unit residential development with 5,800 square feet of commercial floor area. Four of the units will be live-work units. This type of project furthers the goals and objectives of livable communities by providing a project that is both compact and facilitates walking. The project would be replacing a dilapidated triplex that was originally constructed in 1917 and was nearing the end of its useful life. The project is currently in the subdivision review process and construction is expected to begin in 2008.

Ashai Commercial Building

On February 6, 2007, the Lomita City Council approved an infill commercial development at 2244 Pacific Coast Highway. The developer is Ashai Design Corporation, Torrance, CA. The proposed project is a two-story commercial building with 17,390 square feet of floor area and would accommodate retail and office uses. This is also another infill development that is replacing a dated 25-unit motel originally constructed in 1946. Construction is expected to begin later this year with completion sometime in 2008.



Ashai Commercial Building

Rossick Plaza

With the assistance of a generous donation from the Kern Foundation, the City of Lomita recently completed improvements to the atrium at Lomita City Hall now known as "Rossick Plaza". Other enhancements included upgrading existing landscaping, decorative concrete, pedestrian lighting and a new water feature. The theme of new landscaping, foliage and light fixtures continues into the frontage area of City Hall to visually enhance the "park mall area" which defines the city government complex and connects it to the new streetscape downtown. The project serves as a focal point for civic functions, official ceremonies, and other community events. The photos below show the final product:



Rossick Plaza from several different angles.



Nolan Senior Housing Project

In 2005, the City Council approved a tentative tract map and conditional use permit to allow the construction of 6 detached senior housing units at 25322 Cypress Street. The units contain 2 bedroom and 2 baths and are approximately 1,400 square feet in size. The developer is Mike Nolan. The project was recently completed and the units sold for between \$550,000 and \$600,000.



Nolan Senior Housing Project

City Showcase

100 YEAR OLD HERMOSA BEACH IS CELEBRATING!

100 Year Old Hermosa Beach is Celebrating!

Hermosa Beach is celebrating its 100 year Birthday this year in grand fashion. The entire year is filled with events that celebrate the City's history and unique culture. Mayor Michael Keegan recounts them here.



Bridgette Ahrens, 4, makes her mark on the wall of the skate park in Hermosa Beach Saturday, assisted by volunteer Maureen.

Photographer: Nicholas Hulsebus

We are mid year in the activities. On January 14th, the City kicked off the year long Centennial with the opening of a major addition to our Hermosa Museum. Later in the evening, several thousand were on hand for a concert on Pier Avenue featuring Dean Torrance of Jan & Dean and the night was capped off with a fabulous fireworks show.

Other events over the past few months included a Centennial St. Patrick's Day parade, and an art installation called "A Show of Hands for Hermosa Beach" where the community was invited to paint the town by adding their colorful handprints to the Hermosa Skate Park wall. "A Show of Hands" was a fundraising event that has made over \$25,000 and the proceeds go to several local charities. The wall currently holds over 3500 entries that will be on display throughout year.

P.J. Pauly and Greg Leibert agreed to design, produce and supervise the "Centennial Mural" Project, a 5 foot high by 50 foot long, segmented mural to be installed at the South-West corner of Pier & PCH on Community Center building. The mural panels were installed using cables. The mural was designed by the muralists and painted by students from our community directly under their supervision.

The muralists have been longtime local residents and were responsible for the successful completion of the Tyco Mural for the City. At the end of the centennial celebration the mural will be taken down and will be suitable for re-installation within a classroom or hallway location in an area to be determined in the Community Center. This project is being sponsored by the Hermosa Beach Arts Foundation.

The Hermosa Centennial 5K Run & Walk was held on Saturday, April 14, 2007.

The Centennial Sunset Concerts featured Eric Burdon and the Animals, Tommy James and the Shondells and ended with the Stonebridge Band and more Centennial fireworks.

The Hermosa Beach Art Walk themed "100 Summers" was held on August 18, 2007 and featured visual art exhibitions and musical performances along upper Pier Avenue and the

Community Center. Local galleries, restaurants, and businesses participated by hosting food and beverage receptions.

The Centennial Dinner will be held Saturday, September 29, 2007 featuring a program to highlight the City's history. This event will have an entertainment aspect that will feature many local commercially successful Hermosa current and former residents. The historic Community Center will be spruced up and decorated for this dinner event. Tickets are available at www.hermosabch.org.

A Taste of Hermosa and live music will be held Sunday, September 30, 2007 from 3:00 p.m. to 6:00 p.m. and will feature food from restaurants all over Hermosa Beach. This event will take place on the Pier Plaza.



The Time Capsule burial will be held on January 13, 2008 and will be the closing event of our year long celebration of "100 Years of Beach Culture". The events have been fitting for a 100year celebration with several still to come. Stop by and help Hermosa Beach celebrate its 100 year birthday!

For further information contact Hermosa Beach City Hall @ 310-318-0216

"Goods Movement" continued from Page 1

large contribution to mobility for goods and people in our cities.

The SBCCOG will be working over the next few months with our cities to address the study's findings and recommendations. In addition, the SBCCOG will be working with other agencies such as Metro, SCAG, and Caltrans to find ways to implement early-action projects.

To review the full report go to the SBCCOG web site at www.southbaycities.org The study is listed under Projects and Reports.

CONGRATULATIONS

to SBCCOG 1st Vice Chair and Rolling Hills Estates Councilmember JUDY MITCHELL on becoming the 2nd Vice President of the League of California Cities!

SOUTH BAY CITIES LATEST WATER CONSERVATION EFFORTS GET A SWEEPING BOOST



South Bay Cities Council of Governments (SBCCOG), through their South Bay Energy Savings Center (SBESC), has provided its 15 member cities with \$23,750 worth of

Waterbrooms free of charge. "In this record Southern California dry year, this program will save over 4,750,000 gallons of water per year as well as save staff time and money. By packaging the available commercial rebates from the Metropolitan Water District, West Basin Municipal Water District, Torrance Municipal Water Department and water conservation funding from the Water Replenishment District the SBCCOG was able to provide this opportunity at no cost to the cities through its proactive Energy Efficiency Plus program which assists cities in obtaining energy and water efficient equipment at reduced cost.

"Water conservation and energy efficiency are of great importance to our South Bay cities," stated Paul Nowatka, Chairman of the SBCCOG Board of Directors. "Since water development and use within California accounts for 19 percent of the state's energy use, being able to bring tools such as the Waterbroom to the cities at no cost is a great incentive to reduce water usage while saving energy in the process."

Program Now Opened To South Bay Businesses

With a new rebate program scheduled for implementation in September, South Bay cities are now informing their local businesses, especially restaurants, that Waterbrooms will be made available to businesses free of charge on a first come, first serve basis. There may be a small handling charge.

What is the Waterbroom?

The commercial Watermiser® Waterbroom is ideal for cleaning construction job sites, restaurant kitchen floors and mats, bar mats

and grates, waste disposal areas, food processing facilities, driveways, sidewalks, parking lots, tennis courts, garage floors and almost any other hardscape. There are no plugs or motors and the unit is easy for anyone to use.


Because the Waterbroom employs a combination of water and air in the cleaning process, all hard surfaces get much cleaner with virtually no runoff. When used properly, the Waterbroom uses less than a tablespoon and a half of water for every square foot that it cleans and can reduce washdown time by as much as 75 percent.

Water generated by the pressurized Waterbroom is directed into planters, flower-beds, ground cover areas, lawns and other landscaped areas that have sufficient absorption capacity and will not overflow into the storm drain making use of this device a best management practice for complying with stormwater permits from the local water quality control board.

"Purchase of the waterbrooms was not in our budget so without this multi-city program, we would not have gotten them. Now that we have them, it's amazing how effective they are," stated Rick Morgan, Hermosa Beach Director of Public Works/City Engineer.

Future Savings Planned

Other savings initiatives SBCCOG cities have participated in have been the installation of VendingMiser® energy controllers on city facility vending machines to reduce energy consumption and costs; and most recently, a lighting retrofit joint procurement program for public agency facilities. Future savings initiative programs will include: pool pumping; computer energy management; recreational field lighting; gas saving initiatives; heating, ventilation and air-conditioning; and self generation.

For additional information regarding water conservation and energy efficiency, visit the South Bay Energy Savings Center at www.sbesc.com or drop by the center at 3868 Carson Street, Suite 110, Torrance, CA 90503, 310-543-3022. 

STUDY ASSESSES WALKING & BIKING TO TRANSIT STATIONS IN SOUTH BAY



Cyclist riding on the sidewalk at the Hawthorne Green Line Station

LACMTA (Metro) and Odyssey, a nonprofit transportation organization, have just completed plans recommending infrastructure and safety improvements at Metro's Hawthorne, Crenshaw, Vermont, and Avalon Green Line stations. Funded by a Caltrans Community-Based Planning Grant, this project was designed to make transit safer and more attractive for residents in low-income South Bay neighborhoods by recommending improvements to walking and bicycling conditions within a half-mile of stations. These stations were selected because of ridership and proximity to housing.

To develop station plans, staff conducted site visits, community contacts, and GIS mapping to understand areas within a half-mile of each station. The team also conducted frequency counts during peak hours to document how often riders walk and bike to/from the four stations. Over 175

"Transit Stations" continued on page 5

COMPACT FLUORESCENT LIGHT BULBS (CFLS)

SAVE ENERGY & MONEY AND ARE SAFE TO USE

Why use CFLs?

CFLs, when compared with standard incandescent bulbs, offer many benefits. First, they help save energy and money. They use 2/3 less energy than standard incandescent light bulbs, and last up to 10 times longer. Replacing a 60-watt incandescent with a 13-watt CFL can save at least \$30 in energy costs over the life of the bulb and they last longer. In addition, CFLs produce about 70% less heat than standard incandescent bulbs, so they're safer to operate and can help cut energy costs associated with home cooling. When shopping, always look for ENERGY STAR qualified CFLs.

CFLs are safe to use in your home.

CFLs contain a very small amount of mercury sealed within the glass tubing – an average of 5 milligrams (roughly equivalent to

the tip of a ball-point pen). By comparison, older home thermometers contain 500 milligrams of mercury and many manual thermostats contain up to 3000 milligrams. It would take between 100 and 600 CFLs to equal those amounts.



No mercury is released when the bulbs are in use and they pose no danger to you or your family when used properly. However, CFLs can break if dropped or roughly handled. Be careful when removing the lamp from its packaging, installing it, or replacing it. Always screw and unscrew the lamp by its base, and never forcefully twist the CFL into a light socket by its tubes.

Used CFLs should be disposed of properly. For further information on how to dispose of CFLs, go to www.sbesc.com for a fact sheet.

THANK YOU: LAWNSDALE ENVIRONMENTAL CHARTER HIGH SCHOOL



South Bay Energy Savings Center was privileged this summer to partner with Lawndale's Environmental Charter High School's Internship Program by engaging two volunteer students, Jamal Simmons and Mariela Hernandez. While volunteering, they learned the importance of energy efficiency and water conservation through the various tasks that were assigned to them this summer. They gained valuable knowledge about the South Bay and the various local governments that make up the SBCCOG's membership. Our thanks to Jamal and Mariela!

"Transit Station" continued from Page 4



Participants from City Lites and Schwinn Masters listen to a pre-ride presentation on what to look for during the bike audit.

from Moffett Elementary School and Lennox Middle School, and with the Harbor Gateway Neighborhood Council, identifying problems and suggesting improvements for pedestrian conditions within a quarter mile of stations. A half-day bike audit with City Lites and Schwinn Masters, two community-based bicycling organizations, assessed biking conditions on station area roadways and suggested solutions.

Key findings from the project include:

- Many people do walk and bike in these areas.
- Most cyclists ride on the sidewalk due to traffic. There is a need for bike lanes leading to all the stations from both east-west and north-south directions.
- Although the Americans with Disabilities Act requires

intercept interviews with transit users, obtaining critical information on pedestrians' and cyclists' routes and impediments to accessing each station were taken.

The project team also conducted several walk audits with parent groups

minimum sidewalk widths of three feet, sidewalks often have barriers that decrease the usable width to under two feet and are uneven, making passage difficult, especially for those with strollers, wheelchairs, or bikes.

- Key intersections and pedestrian refuges near station areas lack access ramps, while pedestrian signals at many intersections have unreasonably long wait times before turning green and unduly short crossing times before turning red, making pedestrian and bicycle travel more difficult.
- Residents voiced many concerns with the lack of safety, shade and amenities at stations, Park-and-Ride lots, and surrounding streets.
- Station areas and major corridors are controlled by different jurisdictions. Increased coordination among cities, Metro and Caltrans could help create more seamless, safe and pleasant trips for pedestrians and cyclists to/from each station.

As follow-up, Metro Planning staff will meet with relevant jurisdictions to review plan findings and determine implementation strategies to improve pedestrian and bicycle infrastructure around the Metro Green Line stations.

For more information, contact Metro's South Bay Area Planning Team at 213-922-7241.



Bike audit participants observing bike access conditions near a station.

Food for Thought

CONVERSION TECHNOLOGIES: THE FUTURE OF SOLID WASTE

Did you know

- The average resident of Los Angeles County disposes of 1.2 tons of trash each year – about the weight of a small car
- If converted to energy, California's landfilled waste could power over two million homes each day
- By 2020, Los Angeles County residents and businesses will send up to 50,000 tons of trash to landfills every day
- Due to landfill closures, including the Puente Hills landfill (which manages roughly 1/3 of the County's total waste stream) in 2013, most of the waste generated in Los Angeles County will be exported by truck or rail to remote landfills hundreds of miles outside of the County, at much higher costs

What do we do with all this trash? That's the question that Los Angeles County is trying to answer. The County believes improving energy efficiency and developing emerging technologies can play a critical role in addressing this issue.

California faces not only a waste disposal crisis as a result of dwindling landfill space, but also an energy crisis. According to the latest report by the California Integrated Waste Management Board, approximately 52% of waste generated by residents and businesses is recycled (approx. 41 million tons) with the remaining portion (over 40 million tons) disposed of in landfills. In 2005 alone, two-thirds of waste disposed in California landfills consisted of organic matter. Fortunately, new technologies, like conversion technologies, can use organic waste that is currently landfilled to reduce our dependence on landfill facilities, while also alleviating a portion of our energy needs.

Conversion technologies take post-recycled residual waste that would otherwise go to landfills, and produce ethanol, biodiesel and a host of other green fuels. Already successfully operating in Europe and Asia for over a decade, conversion technologies can relieve pressure on corn and other food crops to meet our renewable fuel needs, while managing our waste and reducing greenhouse gas emissions. The County of Los Angeles through its evaluation of this technology strongly believes the California Legislature can play a major role in the development of conversion facilities by removing some of the existing legislative constraints which hinder their progress.

Solid waste management in California is at a crossroads. The challenges we face present new opportunities to improve the way we do things. Los Angeles County believes that conversion technologies are an important opportunity, and looks forward to continuing to work with the community and stakeholders as we collectively address the many complicated environmental issues affecting Los Angeles County and our State.

For more information about the County's efforts and conversion technologies including its ongoing effort to develop a demonstration project in Southern California, please visit www.SoCalConversion.org.



CALENDAR

All meetings are open to the public

October

- 3 - Homeland Security Task force
- 8 - Steering Committee
- 10 - GIS Working Group
- 16 - Legislative Committee
- 17 - Livable Communities Working Group
- 24 - Infrastructure Working Group
- 25 - Board of Directors

November

- 12 - Steering Committee
- 14 - GIS Working Group
- 20 - Legislative Committee
- 21 - Livable Communities Working Group
- 28 - Infrastructure Working Group
- 29 - Board of Directors

December

- 10 - Steering Committee
- 12 - GIS Working Group

Contact jacki@southbaycities.org for further information

SAVE THE DATE

GENERAL ASSEMBLY - FEB. 22, 2008

CONGRATULATIONS RANCHO PALOS VERDES!

**Point Vicente Interpretive Center
Named "Best of LA 2007" by
Los Angeles Magazine**

The Point Vicente Interpretive Center in Rancho Palos Verdes was selected to receive the "Best of L.A. 2007" award by Los Angeles Magazine. For 18 years the magazine has scoured the region to recognize the best places in the greater Los Angeles area. The Point Vicente Interpretive Center was selected as one of only four locations as the best picnic spots with views.

Plan a visit soon!