

South Bay Watch

SOUTH BAY CITIES MEET AT GENERAL ASSEMBLY TO DISCUSS NEIGHBORHOODS

On February 27, 2015, the South Bay Cities Council of Governments is hosting its 16th Annual General Assembly at the Juanita Millender-McDonald Community Center in Carson from 8:45 am to 2:30 pm (registration opens at 8:30 am). This year's topic is "A View From the Front Porch: Neighborhoods in the South Bay". From Inglewood to Carson, El Segundo to Palos Verdes, the South Bay is a network of neighborhoods where residents enjoy the great quality of life that the South Bay provides. The General Assembly will explore what makes a good neighborhood, discuss a vision of the neighborhood of the future and outline the challenges that our cities will need to address to advance towards the vision. In preparation for our General Assembly, we are asking people to go to our Facebook page @ <http://on.fb.me/12Io1Sc> to let us know how they would rate their neighborhood and why. Please feel free to write comments and send pictures.

The program for the day will feature two guest speakers, a panel of local experts and a photographic history of the South Bay. Our speakers are Dr. Dowell Myers, a USC professor of Demographics and Urban Planning and D.J. Waldie, author of books about the social history

of Southern California as well as a contributing editor for the Los Angeles Times and a contributing writer for Los Angeles magazine and KCET. Our local experts will include: Sharon Papa, Hermosa Beach Police Chief; John Jones, Torrance Community Services Director; Susan Burden, Beach Cities Health District Executive Director; Hilary Theyer, Torrance Librarian; and Helen Dennis, a nationally recognized leader on issues of aging. More local speakers are expected to be added to the list. During lunch, Lawndale Mayor Pro Tem Jim Osborne will present a look at his photo collection of the history of the South Bay.

Starting at 8:45 am, the Exhibit Hall will be open. Our cities, partners and sponsors will be hosting exhibits and this is a great opportunity to network. Last year, we had several legislators in attendance who were available for one on one conversations.

The event is free but RSVPs are required since we do provide lunch. You can RSVP @ <http://www.southbaycities.org/node/1153/register> and please don't forget to go to our Facebook page @ <http://on.fb.me/12Io1Sc> and follow event announcements as well as providing your thoughts on good neighborhoods now and in the future. 

Winter 2015

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

Published by the South Bay Cities Council of Governments

Governing Board:

Chair

Jim Goodhart
Palos Verdes Estates

1st Vice Chair

James Gazeley
Lomita

2nd Vice Chair

Jim Knight
Rancho Palos Verdes

Immediate Past Chair

Dan Medina
Gardena

Members:

Carson
County of LA
El Segundo
Gardena
Hawthorne
Hermosa Beach
Inglewood
Lawndale
Lomita
Los Angeles
Manhattan Beach
Palos Verdes Estates
Rancho Palos Verdes
Redondo Beach
Rolling Hills
Rolling Hills Estates
Torrance

SBCCOG Executive Director
Jacki Bacharach

Legal Counsel
Michael Jenkins
Jenkins & Hogin LLP

Website:
www.southbaycities.org
South Bay Environmental
Services Center:
www.sbesc.com

• MARK YOUR CALENDARS! • 16th Annual SBCCOG General Assembly

Friday, February 27, 2015 • 8:45 am to 2:30 pm

Registration opens at 8:30am

Juanita Millender-McDonald Community Center • 801 East Carson Street, Carson CA

A View From the Front Porch: Neighborhoods in the South Bay

This FREE event is for elected officials, city staff, city commissioners, community and business leaders, and the public to hear and discuss issues of importance to the South Bay.

For more info, including our confirmed speakers, please see above article.

Register now at: www.southbaycities.org

Special thanks to our Sponsors

Benefactors \$5,000

Chevron Products Company • The HERO Program

Sponsors \$2,500

AES Redondo Beach • car2go • Continental Development Corporation
California State University, Dominguez Hills • Daily Breeze • DART • El Camino College
Enterprise Rent-a-Car • Iteris, Inc. • JMD Inc. • Mar Ventures Inc.
Metropolitan Water District of Southern California • Northrop Grumman Corporation
Los Angeles County Supervisor Don Knabe • Los Angeles County Supervisor Mark Ridley-Thomas
Port of Los Angeles • South Coast Air Quality Management District
Southern California Edison • Water Replenishment District • Watson Land Company

And thanks to the City of Carson and their staff.



THANKS TO SBCCOG VOLUNTEERS



Left to right: Palos Verdes Estates Councilmember James F. Goodhart, Torrance Councilmember Kurt Weideman, Redondo Beach Councilmember Pat Aust, Volunteer Nirja Patwa, Volunteer Vibha Joshi, Lawndale Mayor Pro-Tem James H. Osborne, Volunteer Kathy Young, Volunteer William Irby, Volunteer Christine Portela, Volunteer Romain Bertein, Volunteer James Gross, Lawndale Mayor Robert Pullen- Miles, Volunteer Ingrid Nugent, Volunteer Ayaka Suzuki, Volunteer Kathy Haynes, Gardena Councilmember Dan Medina, Volunteer Peggy Kramer, Volunteer Larry Sidor, Volunteer Linda Thompson, Volunteer Eva Green, Volunteer Coordinator Martha Segovia, Volunteer Miguel Vasquez, Los Angeles County - Metro Sr. Account Executive Valerie Rader, SBCCOG Executive Director Jacki Bacharach

The South Bay Cities Council of Governments (SBCCOG) held a reception on November 20, 2014 to honor our South Bay Environmental Services Center (SBESC) volunteers and specifically those who have provided more than 50 hours of service. This year, the volunteer recognition program recognized both annual and cumulative contributions. Volunteers were honored by the SBCCOG Board members and legislative offices for contributing over 12,000 hours supporting staff in educating and reaching out to South Bay businesses, residents and public agencies about the importance of energy efficiency and water conservation as well as exploring different transportation options such as vanpooling. Over the last year our volunteers have also helped do research in land use and transportation as well as support our environmental programs. Volunteers staff exhibits at community outreach events and help with inventory maintenance, labeling brochures, data input, preparing materials for workshops and events as well as assisting staff with meetings and special events. There is no way we could have achieved and

maintained our extensive program without the help of our dedicated volunteers. We have adopted Thanksgiving month as our time to say 'thank you'. Having volunteers allows us to have more hands and bodies to reach farther into the South Bay community. They add value to the center's efforts in improving the quality of life for those who live, play and work in the South Bay.

The South Bay Environmental Services Center (SBESC) welcomes all participation and is happy to accommodate regular hours or flexible schedules. For more information, please visit our website at www.sbesc.com or contact Volunteer Coordinator, Martha Segovia, at 310-371-7222 x 209. Volunteer applications can be found at <http://www.sbesc.com/volunteer/application>



Find SBESC at www.sbesc.com

WELCOME MAYOR GARCETTI



Mayors and Councilmembers and SBCCOG Executive Director Jacki Bacharach. Left to right: Pam O'Connor, David Lesser, Britt Huff, Ellen Perkins, Hany Fangary, Kurt Weideman, Dan Medina, Robert Pullen-Miles, James Gazeley, Chair Jim Goodhart, Jim Osborne, Eric Garcetti, Jim Knight, Jacki Bacharach, David Riccitiello, Ralph Franklin, Wayne Powell, Pat Aust, Bea Dieringer, Suzanne Fuentes, Michael Savidian.

At its October 20, 2014 meeting, Chair Jim Goodhart and the SBCCOG Board welcomed Los Angeles Mayor Eric Garcetti to the monthly SBCCOG Board meeting. The Board and Mayor participated in a dialogue on regional transportation priorities. Mayor Garcetti emphasized building a cadre of support for long-range planning across jurisdictional boundaries for the entire region to address traffic reduction, economic development and environmental improvements.

2014 ACCOMPLISHMENTS FOR THE SOUTH BAY ENERGY EFFICIENCY PARTNERSHIP

The South Bay Energy Efficiency Partnership (SBEEP) between the SBCCOG, Southern California Edison Company and Southern California Gas Company achieved their energy reduction goal of 1,710,000 kilowatt hours (kWh) for electricity and 10,000 therms for natural gas. This translates into SBEEP exceeding its energy reduction goals by over 17% for electricity and over 68% for natural gas. This excellent record was made possible through the joint efforts of South Bay city councils, city staff, South Bay Cities Council of Governments, Southern California Edison, and Southern California Gas Company.

Overall 2014 total cash incentives paid out to cities amounted to over \$89,000.

Through the Direct Install program cities received free energy efficiency equipment valued at over \$720,000 for the value of the equipment and free installation. Furthermore, they will benefit from \$218,000 in ongoing cost savings.

For more information regarding the South Bay Energy Efficiency Partnership, contact Lena Luna, (310) 371-7222; luna@southbaycities.org. 

SOUTH BAY CITIES SUMMARY

Total Annual Energy Use – All Municipal Facilities

Electricity = 89,840,861 kWh | Natural Gas = 1,109,759 Therms | Cost = \$15,506,713

What's Been Done Since January 2010

Energy Saving Projects	Electric Savings Annual kWh	Natural Gas Savings Annual Therms	Incentive Cash to General Fund	Energy Cost Savings Annual	Annual GHG Emissions Reduction
Completed ✓	6,105,821	25,794	\$1,373,953	\$960,009	4,733
In-Progress Ⓜ	1,911,475	5,239	\$298,389	\$249,446	1,503
Planned Ⓜ	1,479,435	1,500	\$257,608	\$146,880	1,149
Identified Ⓜ	12,509,734	21,293	\$2,331,106	\$2,879,221	9,771

1. Based on 2010 utility data.

2. Total of cash incentives paid directly to cities for projects accomplished.

3. Annual energy savings based on achieving Title 24 standards. Actual savings could be higher. Values include gas & electric.

4. Tons CO2 Emissions.

WHAT'S GOING ON AT LAKE MACHADO NOW THAT REGGIE'S GONE?

In 2004, Los Angeles voters overwhelmingly passed Proposition O, which authorized the City of Los Angeles to fund projects (up to \$500 million) that prevent and remove pollutants from our regional waterways and ocean, consequently protecting public safety and meeting federal Clean Water Act regulations.

An application was submitted requesting improvements for Machado Lake and the Wilmington Drain, bordering the communities of Harbor City and Wilmington. Everyone was pleasantly surprised to learn that the application for both was fully funded at almost \$130 Million.

Design and permitting were extremely difficult with several endangered bird species living at the lake. The process included Federal, State and County government approvals with constant reporting and monitoring.

Machado Lake was identified by the State of California as an impaired water body for bacteria, ammonia, copper and lead. It was also listed for trash, algae, ammonia, odor, and legacy pollutants from historical use of pesticides and discharge of lubricants. Improvements to the water quality will enhance its beneficial uses, as well as those at the Los Angeles Harbor. The lake is fed by Los Angeles County's flood control system; whether public swimming and boating will be allowed remains to be determined given that existing laws restrict such activity.

The ecological restoration includes mechanical dredging along the shore and huge vacuums suctioning sediment laced with

pesticides and other hazardous substances from the bottom of the lake. The dredging is expected to significantly improve water quality and make it easier for native plants and fish to thrive.

Once the lake is dredged and the water clean, visitors will be able to take full advantage of the fishing piers with a new thriving fish population. There will also be newly constructed walking paths and pedestrian bridges to enjoy the lake from most sides. Along with construction around the lake, there are also plans to construct wetland areas attached to the lake. These areas are important to the new ecological success of the lake, as

wetlands are important for baby fish and other lake creatures. One of the piers will extend out over the lake, which engineers hope will not only be fun for visitors, but offer opportunities for local students to take a hands-on approach to their curriculum.

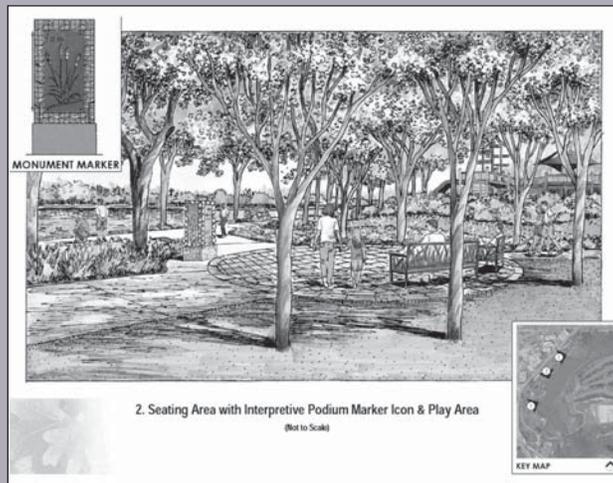
Machado Lake has been underutilized and neglected for years. It was never considered a destination for tourists, and local residents lost interest as the condition of the lake deteriorated.

When this project is complete, the lake will have been transformed into one of the most beautiful

lakes in the State. This is truly a diamond in the rough.

For more information online visit: <http://www.machadoprojects.com> and to view a project update tour conducted October 6, 2014 by Councilmember Joe Buscaino: go to:

<https://www.youtube.com/watch?v=X1HpOmY uCU>



HOW WILL DRIVERLESS CARS AFFECT OUR CITIES?

Continued from Page 6

THE UNCOUPLING OF BUILDINGS AND PARKING

Once most people stop driving manually, there will be a far less compelling need for buildings and parking to be adjacent. This does not mean that all parking lots will be converted to another land use – the total need for parking will only be reduced if other developments like increased car-sharing take off. But it does mean that parking lots on the most valuable land will be available for infill development. Driverless cars will gladly navigate to abundant off-site parking that will substitute for the lost parking on less valuable land.

The places in which infill development takes place will become denser and more walkable. The busiest suburban shopping districts will probably be among the first to see their parking built upon, as will clusters of suburban office towers which often spread out over vast areas. In so doing these areas will attain a more urban feel.

Of course the broader environment will remain suburban, but the local clusters of walkable density we have today – primarily old town centers engulfed by sprawling metro areas – will be joined by a new breed born of formerly pedestrian-free suburban centers and infill development upon parking. Given that the overwhelming majority of dense walkable areas in this country were built before World War II, a new generation and breed of walkable locations is rather exciting.

SMOKY HOLLOW: ONE OF EL SEGUNDO'S GREAT NEIGHBORHOODS

The incubation and innovation zone. The creative soul and corridor of El Segundo. The place for high energy and where big ideas take off. Welcome to Smoky Hollow. Historically this is where ideas are born and raised - and they transform the world. Today, smaller sized companies with diverse personalities, large aspirations and clear vision will stake their claim here in Smoky Hollow. They roll up their modern day garage doors and their entrepreneurial sleeves, and with an unparalleled level of energy and excitement, set out to once again change the world.

Smoky Hollow is part of a well-planned and well-defined business community and district within El Segundo.

There's something for everyone. Warehouses and manufacturing buildings are now home to growing businesses such as Beyond Meat, co-founded by Ethan Brown and Brent Taylor and named World's Most Innovative Company in Food for 2014. Taylor goes on to say "There is nothing like El Segundo. It feels like a small town with a sense of community and heritage."

With the growth of economic development, El Segundo has identified some challenges for the eclectic range of new businesses that want to make Smoky Hollow their home, particularly when converting properties with industrial or manufacturing uses to creative office uses and other high tech uses that require additional parking and infrastructure. The most significant challenge is specifically for the development of small lots. Often, small lots have difficulty meeting parking requirements on site. Other development

standards such as limits on floor area and building height can also pose a challenge. El Segundo has retained the services of two consulting firms, MIG, Inc., and Rosenow Spevacek Group, to assist the city in analyzing these issues, gathering community input, and developing a revamped Smoky Hollow Specific Plan and a creative Parking In-lieu Fee Program to

support the creative uses and incubator businesses that are coming to and expanding within Smoky Hollow.

The revised plan is anticipated to include an expanded range of allowed uses, changes to floor area limits, and/or setback standards. The Parking In-lieu Fee Program development includes a fiscal analysis of the cost of parking and a variety of parking options for El

Segundo to consider. Considerations include reconfigured street parking that can provide more spaces, as well as more traditional Parking In-lieu Fee Program methods developing lots either with surface and/or structured parking owned or leased by the city where program participants pay for a pro-rata share of the cost to use parking spaces in lieu of providing the spaces on their own property. The Specific Plan update and Parking In-lieu Fee Program is anticipating completion in 15 months and is intended to ensure the continued growth and success of this great Smoky Hollow neighborhood and the businesses that call it home.

For further information please contact Kim Christensen, El Segundo Planning, 310.524-2340; KChristensen@elsegundo.org



El Segundo Districts

2014 HOLIDAY LIGHT EXCHANGE COMMUNITY COLLABORATES FOR SUCCESS

Over a two day period on November 13 and 14, the SBCCOG served a total of 250 South Bay households who participated in our annual holiday light exchange. Residents traded their old energy guzzling incandescent lights for a new free strand of LED holiday lights at the SBCCOG's Environmental Services Center. LED lights use 80% less electricity cost less than a dollar per season to operate, and have a relatively long life span (20,000 hour average life). LED lights are also safe in that they stay cool to the touch, no matter how long they have been on.

In addition to exchanging lights, participants were introduced to a new sustainable concept, renting a live Christmas tree courtesy of The Living Christmas Company of Redondo Beach who made a tree available for display during the event.

To complete the SBCCOG exchange, all of the old incandescent holiday lights had the plugs clipped so that they can never be used again and the remaining wires were recycled at Walzers in Torrance.

Our thanks go to the South Bay businesses who sponsored this year's holiday light exchange. Generous contributions came from Chevron Products Company, Athens Services, DDS Plumbing Inc., South Bay Association of REALTORS®, AEG Energy Services, Continental Development Corporation, CREE LED Lighting, GSE Solutions and Susan Jones 3 Leaf Realty.

Local media covered the event from CBS Channel 2 news, Torrance Cable TV, Hawthorne Cable TV, Lawndale Cable TV, The Daily Breeze, Herald Publications, and Patch.

Encouraged by the strong community support for this annual event, the SBCCOG staff will be seeking funding sponsorships to increase the number of LED lights that can be provided in the 2015 Holiday Light Exchange. For more information contact Marilyn Lyon at 310-371-7222.



Old lights to be recycled

Food *for* Thought

HOW WILL DRIVERLESS CARS AFFECT OUR CITIES?

Excerpts from an article posted by Issi Romem March 25, 2013 in Articles (Blog) - Romem has a PhD in economics at the University of California, Berkeley, with a focus on Z urban and real estate economics.

DRIVERLESS CARS WILL DRAMATICALLY AFFECT URBAN FORM, IN TWO WAYS

Many anticipated consequences of driverless cars have already received attention on this blog and elsewhere, such as their impact on the mobility of the elderly, on taxis and car sharing services, and on the future of the car industry. A crucial aspect which has escaped attention is the impact of driverless cars on urban form, which I anticipate will follow two broad predictions:

Cities will greatly expand, again: Faster and more efficient transportation will convert locations that are currently too remote for most users into feasible alternatives, abundant with space. Like suburban rail in the early twentieth century and the mass consumer automobile that followed, driverless cars will generate a gradual, but dramatic expansion of cities.

Buildings and parking will be uncoupled, freeing up valuable land: After dropping off passengers, driverless cars will independently seek parking (or their next car-share customers) and they will show up for the return ride at the tap of an app. As soon as driverless cars are common enough, the demand for adjacent parking will dwindle and parking lots in areas where land is sufficiently valuable will be ripe for conversion to another land use. As parking in high-value areas is thinned out or altogether purged, the micro-structure of cities will change – you guessed it – dramatically!

WHY WILL CITIES EXPAND?

Driverless cars will make it less “costly” for people to travel a given geographic distance, partly because they will be free to engage in other activities while travelling, but primarily because of reductions in travel time. Unlike human drivers, autonomous vehicles will follow optimal routes given real-time traffic conditions without fail. More crucially, as soon as suitable roads such as freeways (or lanes thereof) are declared off limits to manual driving, driverless cars will travel – safely – at much higher speeds than we do today. Gains in efficiency will follow from coordinated traffic management protocols, too. Once vehicles communicate with each other traffic through intersections and merges will flow much more smoothly than permitted by today’s traffic signals, stop signs and merging lanes, leading to substantial gains in travel time

If people currently forego affordable, spacious dream homes because the associated commute is too long, a technology that condenses the time needed for commuting along the same route – and allows doing so in the back seat – will make those homes more agreeable. Similarly, businesses whose location depends chiefly on access to appropriate labor or clientele will find that potential locations which are currently too remote will become feasible. It will still be crucial for them to sit “close” enough to their talent pools or their customer base, but because what matters for “closeness” is travel time rather than geographic distance, these firms will be able to reap the benefits of more remote locations without giving up “closeness.”

HOW FAR WILL CITIES EXPAND?

The extent to which cities expand will be determined by the extent to which travel times are reduced. The more efficient traffic flow becomes the broader the geographic range in which living and working becomes feasible.

Will we ever hit a point at which people are no longer interested in the extra space offered by more distant locations? This is unlikely. Today swimming pools and three car garages are common in suburban homes, but who would have imagined that possible before the advent of the mass consumer automobile? Perhaps the current equivalent is the wish voiced by some home buyers – typically just beyond the urban fringe – that neighbors’ homes be out of sight. That seems like a lot to ask in today’s suburbs, but it could well become the norm looking forward. **Continued to Page 4**

CALENDAR

All meetings are open to the public

February

- 9 Steering Committee
- 10 GIS Working Group
- 18 CAP/EECAP Working Group
Infrastructure Working Group
- 27 **General Assembly**

March

- 9 Steering Committee
- 10 GIS Working Group
- 18 Infrastructure Working Group
Livable Communities
Working Group
- 19 Economic Development
- 24 Senior Services Working Group
- 26 **Board of Directors**
Social Media Working Group

April

- 9 Legislative Briefing
- 13 Steering Committee
- 14 GIS Working Group
- 18 CAP/EECAP Working Group
- 22 Infrastructure Working Group
- 23 **Board of Directors**

Contact jacki@southbaycities.org for further information.

**The quarterly
South Bay Watch
is available electronically
by email or at
www.southbaycities.org.
To receive by email,
please send your
email address to
sbccog@southbaycities.org**