

**Northwest San Pedro Neighborhood Council**  
**July 14, 2008 Board and Stakeholder Meeting Minutes**  
**Peck Park, 6:30pm**

1. **Call to Order:** President Dan Dixon called the meeting to order at 6:39pm.
2. **Approval of Minutes:** John Mavar made a motion to approve the minutes from the June 9, 2008 Board and Stakeholder meeting; the motion was seconded by George Thompson. Unanimous vote in favor of approval.
3. **Thank you to Outgoing Board Members:** President Dan Dixon thanked the outgoing board members and had framed certificates for them. There was a round of applause for their hard work. John Stammreich was present to accept his certificate.
4. **Installation of New Board Members:** Five board members were re-elected in our June 2008 Election (George Thompson, John Greenwood, Mary Hamlin, Diana Nave and Barbara Schach). In addition, three new board members were elected, Gabriel Rivas, David Arvonio and Lauren Vivian. Pres. Dan Dixon swore in the re-elected and new board members.
5. **Roll Call:** After swearing in the new board members, a roll call was taken and in attendance were Mollie Abbatiello, Dan Dixon, Bonnie Easley, John Greenwood, Craig Goldfarb, Gabriel Rivas, John Mavar, Philip Nicolay, Ray Patricio, Cpt. George Thompson, Barbara Schach, David Arvonio, Lauren Vivian, Mary Hamlin, Pete Burmeister, and Diana Nave. Meryl Moilov was excused. Approximately 21 stakeholders present.
6. **Election of Officers:** John Greenwood called for nominations from the floor for reach of the Officer positions on the Executive Board. Craig Goldfarb was nominated for the position of Treasurer, Mary Hamlin was nominated for the position of Secretary, John Mavar was nominated for the position of Vice President; and Dan Dixon was nominated for the position of President. All nominations were seconded. With no additional nominations from the floor, the board voted to approve the above listed nominees and the newly appointed Executive Board members were congratulated. President Dan Dixon then thanked Mary Hamlin for providing the sandwiches and Kristina Smith for providing the cupcakes.
7. **Committees:** President Dan talked about the various committees. John Greenwood has consented to be the Vice Chair of the Land Use Planning Committee which will be chaired by Diana Nave. Outreach and Communications will be chaired by new board member David Arvonio. It was commented that Meryl Moilov will be available for all board meetings and upon approval by the Board, will continue as the Youth Board Member. A motion was made by John Greenwood to approve Meryl Moilov for an additional term on the board for the position of Youth Seat. The motion was seconded by John Mavar and approved unanimously by the board.
8. **Presentation by Plains All American.** Phil Nicolay introduced David E. Wright, Vice President of PLAINS ALL AMERICAN PIPELINE, L.P. Mr. Wright provided information on the Pier 400, Berth 408 Project which proposes to design and construct a world scale deep-water crude oil import marine terminal at that location. Mr. Wright provided handouts with extensive information on the project. California's need for additional crude oil was explained. The pipeline will be primarily under Port Property. There is a lack of infrastructure for crude oil to come into this area. Mr. Wright commented that there are several tank areas that are eventually being removed. He mentioned that the Kinder Morgan permit runs out 2013 and will not be renewed. Other tanks possibly being removed are the DWP tankage near Bannings Landing, the Olympic Tank Farm and the Valero tank farm. He talked about mitigation measures and referred to document showing health risks. Information can be accessed on the website: [www.paalp.com](http://www.paalp.com) or [www.Pier400Berth408.info](http://www.Pier400Berth408.info).

Board members and stakeholders had an opportunity to ask questions. There was an extensive public comment from Community member Danial Nord. He read a lengthy statement that related to cancer risk.

9. **AWARDS:** Barbara Schach gave out service awards to two outstanding students: Kimberly Okbaak received a \$500 service award (from Bay Cities) and Kristin Matulich received a \$500 award (from Conoco Philips).

10. **Reports from Public Officials:**

a. **COUNCIL WOMAN'S OFFICE:** Gordon Teuber commented on the following:

- i. The Councilwoman has not taken any specific position on the Plains All American project at this time.
- ii. Regarding the construction project that is for the enhancement of Harbor Blvd., Gordon stated that the city would temporarily cease work during the upcoming events that would be impacted by the closure of several lanes on Harbor Blvd.
- iii. There was a short discussion on the paving and striping of Westmont. Gordon commented that Amelia to Mt. Shasta will be a complete repave next year.
- iv. The councilwoman's office has received many complaint calls related to the slurry sealing project. Gordon explained the benefits of slurry sealing which protects the streets so that they do not have to be repaved as often.
- v. Barbara Schach asked about Westmont and Taper and the possibility of a signal.
- vi. Craig Goldfarb made comments that he is concerned about Channel Street.
- vii. Pete Burmeister talked about 4<sup>th</sup> of July and getting everyone in the community involved to improve the quality of life around the fireworks issue. Gordon commented on block party permits. They denied permits for block parties on streets that had police calls last year. It was suggested that our board send a letter of commendation to the LAPD for all their hard work during 4<sup>th</sup> of July. Ray Patricio asked how many citations were issued. Chuck Hart commented that he called the LAPD Captain who promised that next year is going to be better than this year. He also promised to provide Chuck Hart with a copy of the report that shows how many citations were written. Gordon Teuber commented on signs he saw in other towns threatening a \$1000 fine for setting off illegal fireworks.
- viii. The Port of Los Angeles fountain will be dedicated a week from Friday (25<sup>th</sup>) with festivities from 7pm-10pm.
- ix. PBID (property based improvement district) passed. Property bill assessments are for security, marketing and beautification of downtown. The PBID passed by a 2-1 margin.
- x. Amerigas. In response to public questions about safety of the Amerigas facility, Chief Rou Rapallo and Jim Hill, Fire Marshall from the Fire Department conducted an inspection of the facility and then sent a letter to the councilwoman's office stating their opinion that the facility was in excellent condition and safe. (A copy of the letter will be made available on our website: [www.nwsanpedro.org](http://www.nwsanpedro.org))

b. **Department of Neighborhood Empowerment (DONE):** Rosa Arcadia discussed the following:

- i. A meeting on July 17<sup>th</sup> being held by the Office of the City Clerk and DONE to get public input on the 2008 Neighborhood Council Elections.
- ii. 90 day public comment period on the Draft of the Proposed Changes in the Neighborhood Council Funding Program. Handouts were available showing the recommended changes.
- iii. The City of Los Angeles is holding their 17<sup>th</sup> Annual Emergency Preparedness Fair on September 20, 2008 at the Ken Malloy Harbor Regional Park in Harbor City. This annual event expects attendance of 5,000 local residents who will learn how to

prepare for emergencies. The City needs help from the neighborhood councils and is hoping that each council will vote to support the Fair with a \$5,000 sponsorship.

- iv. Carol Baker Tharp Neighborhood Leadership Institute will be holding regional training for neighborhood council board members. There was concern from board members that all meetings will be held in Los Angeles or Van Nuys and no locations in the South Bay were chosen. Rosa commented that future training will be provided at a closer location. Additional information can be found on the DONE website: [www.lacityneighborhoods.com](http://www.lacityneighborhoods.com)

**11. Public Comment from** Roberta Booker (through Diana Nave) that the LAUSD meeting with the community to present the new school design of South Region High School #15 that was scheduled for July 22<sup>nd</sup> has been postponed. A new date has not yet been scheduled.

**12. Motion Re: Extending Services of Julia Parker.** Julia Parker has been assisting President Dixon with numerous neighborhood council projects including outreach and communications. **A motion was made by Diana Nave and seconded by John Mavar that the NWSPNC board extend the services of Julia Parker for an additional three months. The motion was passed unanimously by the board.**

**13. Land Use and Planning Committee.** There was no meeting this month. Diana Nave reported on the following:

- a. Re: Ponte Vista comment period. Diana noted that we had 31 emails in response to our request that stakeholders submit public comments to the Planning Department regarding the proposed Ponte Vista project (information was made available on our website). Comments were submitted by Dan Dixon on behalf of the NWSPNC Board.
- b. Report on Quimby Funds: These are fees that developers are required to pay into develop or improve parks. Sometimes the developers donate land. Recently, the City had a meeting that Diana attended related to the possible updating of the ordinance. Los Angeles as a City is “park poor.” At the meeting the issues they raised were: 1) Apartment building don’t pay a fee, should they? 2) Updating the fee credits for private amenities. Credits haven’t been updated since 1981 and should be increased. Should there be credits for semi-public amenities? 3) Where Quimby fees can be spent. 4) Fee deferrals. Poorest parts of the city aren’t generating the funds they need. 5) Land dedication policy. These issues will go before the city council at some point and our neighborhood council needs to be aware of the issues.

**14. Issues Committee:** John Mavar reported that:

- a. Harbor Animal Shelter is getting a misting system. It will be paid for by the City through proposition money.
- b. Cal Trans contract has been awarded for the improvement of Western between 9<sup>th</sup>-19<sup>th</sup> Streets. The work will take 6 months (includes guard rails, red curbs, etc).
- c. There was also a short discussion on the issues of sink holes and how they affect traffic on Western.

**15. Port Committee:** Phil Nicolay provided the recommendations from the NWSPNC Port Committee as follows:

- a. **Re: Air Quality Subcommittee motion. Action Item G.1.** The Air Quality Subcommittee adopted this motion on June 4, 2008. The motion was moved by Kathleen Woodfield, Seconded by Dr. John Miller. The motion carried with 5 Ayes, 0 Nays, and 0 Abstentions.

**Motion:** The Air Quality Subcommittee recommends that the PCAC request Port staff to put through Motion No. 66 regarding the storage and transport of dredged materials at and to Anchorage Road to the Board of Harbor Commissioners. Additionally, the PCAC requests timely movement of all previously passed motions from POLA to the Board of Harbor Commissioners for their consideration.

The NWSPNC voted unanimously in favor of having their PCAC representative vote yes on the above motion at the next PCAC meeting.

- b. **Re: Motion for the addendum to the Bridge to Breakwater EIR/EIS. Action Item G.2.**  
The San Pedro Coordinated Plan Subcommittee adopted this motion on June 11, 2008. The motion was moved by Peter Warren, Seconded by Kathleen Woodfield. The vote was taken and Ayes were unanimous in favor of the motion. 3 Ayes, 0 nays, and 0 Abstentions.

BACKGROUND INFORMATION FOR ACTION ITEM G.2.

Motion for the addendum to the Bridge to Breakwater EIR/EIS:

- 1) The San Pedro Coordinated Plan recommends that the PCAC advise the Board of Harbor Commissioners to:
  - Maintain 3 cruise ship berths at existing cruise terminal, build new terminal if necessary
  - Amp cruise Ships
  - No new terminal or parking at Berth 46, some agreement that a limited temporary berth may continue with restrictions
- 2) Cabrillo Bay is recreational east to Main Channel including East Channel
- 3) Public access to water and enhancing Downtown is primary goal w/linkages with green, sustainable infrastructure and development
- 4) Master plan the entire waterfront, do not exclude Westways, Warehouse One, Fruit Terminal and Scout Camp
- 5) Red Car loop through downtown with shared parking facilities for downtown & waterfront
- 6) Do not widen Harbor Blvd. (third lane and lost parking) or close at 13th
- 7) No parking structures on waterfront blocking view corridors, structures where the topography will enhance access and views (railroad tracts between 8<sup>th</sup> & 13<sup>th</sup>)
- 8) Limited development (Community Growth) plans approved by Coordinated Plan Committee and Chamber maybe a common starting point including drawings with the Cruise Terminal at South end removed

**RESOLUTION, PART #1**

Whereas preliminary versions of the Bridge to Breakwater plan do not offer a viable, community-supported alternative for keeping the cruise ship terminal and berths near downtown and north of 5<sup>th</sup> Street, and Whereas the community has produced past alternatives with features that are not included in one comprehensive alternative in the Port's current draft for the San Pedro Waterfront, and

Resolved that the PCAC strongly advises that a new alternative be developed before release of the DEIR and incorporated in the DEIR that contains these elements in a newly revised alternative four:

- Leaves Harbor Boulevard as is and maintains the scenic designation of harbor Boulevard, preserving views and view corridors
- Contains three cruise ship berths north of 5<sup>th</sup> Street
- Requires amping of all cruise ships
- Runs the Red Car line extensively all along the waterfront with stops from Cabrillo Beach to the north harbor including downtown as well as Kaiser Point and the Warehouse One Peninsula
- Moves parking, especially long-term parking, away from the waterfront by under-grounding day-trip visitor parking along Harbor Boulevard and building parking structures for cruise ship passengers along John S. Gibson Boulevard and on Terminal Island
- Creates a promenade from the Bridge to the Breakwater along the waterfront, completing the north/south California Coastal Trail through San Pedro
- Creates a second pedestrian walkway on the landside of Ports of Call
- Builds a boat launching ramp at Kaiser Point
- Expands by 10 acres the tidal pool and salt marsh at Salinas de San Pedro
- Builds land bridges between downtown and Ports of Call, including roof gardens on the parking structures and east-west connecting walkways
- Maintains all berths as shared berths with no terminals dedicated to one vendor

**RESOLUTION, PART #2**

Whereas the Port project description places a cruise ship terminal south of 5<sup>th</sup> Street as its preferred location, PCAC requests that the DEIR/DEIS for the San Pedro Waterfront investigate another alternative that berths a cruise ship along the Main Channel with a watercut to offset navigation problems.

The Northwest San Pedro Neighborhood Council voted unanimously in favor of instructing the PCAC representative to vote “no” on the above motion at the upcoming PCAC meeting because it was felt that a “yes” vote would cause more delays.

- c. **Motion Re: Comments being submitted by our council to the US Army Corps of Engineers and Ralph Appy, Director of Environmental Management for the Port.** Comments are regarding the Draft supplemental Environment Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Pacific LA Marine Terminal LLC Crude Oil Terminal Project. **The Motion was recommended by the NWSPNC Port Committee that these comments be sent by our NWSPNC. Motion made by John Greenwood, Seconded by Diana and unanimously approved by the Board to send the attached comments to the US Army Corps of Engineers and Ralph Appy, Director of Environmental Management for the Port of Los Angeles with copies being sent to Dr. Geraldine Knatz, Port Executive Director and Janice Hahn, Council District 15. (See attachment).**
  
- d. **Port of Los Angeles Knoll Hill Steering Committee:** Dan Dixon talked about the Port’s decision to create a Steering Committee consisting of 2 representatives from the NWSPNC, 6 representatives from the Central San Pedro Neighborhood Council, 2 representatives from the Wilmington Neighborhood Council and 2 representatives from the Coastal San Pedro Neighborhood Council to meet with Port staff, LANI (Los Angeles Neighborhood Initiative), Council District 15 staff, and other interested City Departments to provide input into planning for the long-term use of Knoll Hill. An application was made available for board members or stakeholders interested in being appointed to the steering committee.
  
- e. **Next Port Meeting:** August 5, 2008

16. The meeting was adjourned at 9:21pm.

Respectfully submitted,

Kristina Smith  
Administrative Assistant to NWSPNC



# Northwest San Pedro Neighborhood Council

"Your Community Voice"

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July 14, 2008

U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division  
c/o: Spencer D. MacNeil, D. Env.  
ATTN: CESPL-CO-R-2003-01029-AOA  
P.O. Box 532711  
Los Angeles, CA 90053-2325

Ralph Appy  
Director of Environmental Management  
Port of Los Angeles  
425 S. Palos Verdes Street  
P.O. Box 151  
San Pedro, CA 90731-015

**Subject: Comments of the Northwest San Pedro Neighborhood Council  
Berth 97 -109 Container Terminal Project  
Draft Environmental Impact Statement/Environmental Impact  
Report**

Dear Dr. Appy and Dr. MacNeil,

We the elected Board of the Northwest San Pedro Neighborhood Council provided the comments below to the Berth 97 -109 Container Terminal Project Draft Environmental Impact Statement (EIS) Environmental Impact Report (EIR). Given the proximity of the proposed project to Northwest San Pedro we have developed the attached comments for your review and consideration in the final EIR/EIS to be considered by the Board of Harbor Commissioners. All of the comments below are related to the proposed project.

## **General Comments**

1. There are significant unmitigated air quality, noise, and traffic impacts from the proposed project. Some impacts, especially traffic west of Harbor Boulevard and Interstate 110, were not even considered. Additional litigation is both necessary and reasonable.

**Dan Dixon**  
President

**John Mavar**  
Vice President

**Sanni Wehbe**  
Treasurer

**Mary Hamlin**  
Secretary

2. All aspects of the project should meet and exceed the requirements of the San Pedro Bay Clean Air Action Plan, and No Net Increase Policy adopted by the Board of Harbor Commissioners.
3. During implementation of the project construction and operation the Port needs to evaluate air quality, noise and transportation impacts to test the modeling and basis for the mitigations proposed. Should actual air quality, noise, or transportation impacts be greater than estimated in the DEIR/DEIS/DIES then the Port should propose additional mitigations to reduce the impacts to acceptable levels.
4. Every five years during terminal operations verification of throughput projections stated in the Final EIR/EIS should be performed. Should these projections be exceeded then additional air quality and transportation mitigation should be required.
5. Biological Impact 4b/4c is considered significant with mitigation not available beyond regulatory compliance. We find this to be unacceptable and request that the Port and COE include specific language within the lease agreement for the treatment and management of ship water to reduce and/or eliminate the potential for invasive non native species to be released into San Pedro Bay Waters.

#### **Specific Comments - Air Quality**

1. **Environmental Impact AQ-1, AQ-2: Construction would produce unmitigated emissions that exceed South Coast Air Quality Management District (SCAQMD) emission significance thresholds.**

The amount of emissions from construction of the proposed project is unacceptable. The Port should explore additional opportunities to lower the pollutant emissions.

During construction of the proposed project, there will be significant unmitigated emissions of VOCs, CO, NO<sub>x</sub>, Sox and PM<sub>10</sub> and PM<sub>2.5</sub>. More specific air quality mitigations to control construction emissions need to be included as part of the DEIR/DEIS and in future construction specifications. Specifically, all construction equipment: should:

- 100% Use low sulfur diesel fuel
- Limit idling times to 5 minutes for all equipment and trucks
- Use diesel particulate filters on all equipment
- Use of electrical or natural gas equipment on-site where feasible.

In addition, we would expect that specific construction mitigations would be included on all Port projects to achieve no net increase in emissions.

2. **Environmental Impact AQ-3: The proposed project and the project alternatives will result in operational emissions that exceed 10 tons per year of VOCs and SCAQMD thresholds of significance.**

According to the analysis in the DEIR/DEIS analysis the project will have significant impacts from VOCs, CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> through the project lease (40 years) even with mitigations. We understand that technical challenges exist in reducing air quality impacts while growing TEU throughput. However proposing a project that never over a 40 year time frame does not completely mitigate air quality impacts is a concern. Should mitigations not be available on this project we ask the Port to evaluate mitigation measures that could be applied to reduce emissions at other locations to further reduce the emissions from the terminal to below CEQA Thresholds.

3. **Environmental Impact AQ-7: The proposed project or alternative would expose receptors to significant levels of toxic air contaminants (TAC).**

According to the analysis in the DEIR/DEIS analysis the project will exceed the cancer risk significance threshold with mitigations from 2004 -2074. The CEQA cancer risk increment is 20 in a million and is based on a location in Wilmington north of C Street and east of Figueroa. Given that the highest unmitigated CEQA impact is 200 yards west of Knoll Hill we would expect the highest CEQA mitigated impact to be within the boundaries of the NWSPNC. As with AQ-3 we understand that technical challenges exist in reducing air quality impacts while growing TEU throughput. However proposing a project that never over a 40 year time frame does not reduce cancer risk to the significance threshold is a concern. We ask the Port to evaluate mitigation measures that could be applied to reduce TAC emissions within the project area and at other locations in the Port to lower the acute hazard index to the significance threshold.

4. **There should be periodic review and application of new technology and regulations.**

As part the project construction and operation the Port needs to include a post-project validation system that implements new technologies to reduce air quality impacts as soon as possible and take advantage of advances in air pollution control technologies. In addition, a formal review should be done every year to evaluate the state of the emissions control industry and how new technologies and devices could be applied to Port projects.

5. **The DEIR/DEIS identifies small particle emissions as significant, adverse, and unavoidable.**

There is a difference between having an unavoidable result and an unmitigated impact. If it is true that small particle emissions are unavoidable, these impacts can be mitigated by more aggressive emissions control and mitigations. Among the mitigation that should be considered is by evaluating air quality within home and office spaces in the impacted areas. Based on analysis of the indoor air quality the Port can evaluate the need to supply air purifiers and other improvements for indoor air spaces impacted by small particle emissions from the Port.

**6. The DEIR/DEIS should evaluate Air Emissions at the maximum operations, three shifts at full capacity for the worst case scenario.**

Over the course of the terminal operations the throughput could increase if TEUs moved during the night and hoot shifts equals the day shift. To evaluate the maximum emissions from full terminal operation at its operational capacity the air quality analysis should be done for three shifts at operating at day shift levels.

**Specific Comments related to Transportation/Circulation**

**1. Figure 3.10-2 “Proposed Project Trip Distribution”.**

The project will generate 1.508 million truck trips annually. Of these, 754,400 [50%] will use the 110 Freeway and another 316,680 (21% will use Alameda Street via Harry Bridges Blvd. The impact of these large numbers on freeway congestion has not been evaluated in the DEIR/DEIS, including the addition of 714,000 trucks per year from the TraPac terminal project.

A comparison should be done showing the impact of both TraPac and the China Shipping project on the 110 Freeway. Further, and evaluation of truck traffic from the project using the proposed ACTA Alameda Flyway to reduce traffic on the 110 Freeway and Alameda Street should be performed.

**2. The DEIR/DEIS does not assess any traffic impacts west of the 110 Freeway.**

The DEIR/DEIS does not evaluate truck traffic from the proposed project west of the 110 Freeway along North Gaffey Street. Given the location of the Port of Los Angeles Distribution Center on North Gaffey Street at

Westmont Drive and the number of trucks that currently use the facility; we do not believe that there will be fewer than 43 project trips, the City of LA significance standard, at the following intersections:

North Gaffey and Channel Street  
North Gaffey and Capital  
North Gaffey and Westmont

Given the proximity of the Los Angeles Distribution Center to the Berth 97 -109 project we believe that truck traffic on N. Gaffey, Channel Street will increase with implementation of the proposed project.

As mitigation for the increase, we suggest that the Port evaluate additional on and off ramps to serve the Distribution Center as part of the West Basin Transportation Improvement program.

- 3. The DEIR/DEIS should evaluate transportation impacts at the maximum operations, three shifts at full capacity for the worst case scenario.**

Over the course of the terminal operations the throughput could increase if TEUs moved during the night and hoot shifts equals the day shift. To evaluate the maximum transportation impacts from full terminal operation at its operational capacity the traffic and rail analysis should be done for three shifts at operating at day shift levels.

### **Specific Comments to Section 3.1 Aesthetics/Visual Resources**

1. The addition and expansion of Berth 97 -109 terminal will increase the number of utility poles and add to the “cross-arms” on existing poles. This impact should be mitigated by putting all utilities underground along Front Street and John Gibson and by placing utilities underground along the boundary of the terminal. In addition, landscaping should be placed along the perimeter of the facility to reduce the visual impacts. The implementation of the NWSPNC China Shipping Mitigation project should be undertaken as part of the first phase of terminal construction.
2. The number and concentration of cranes within the proposed project area has reduced the aesthetics and visual resources of the surrounding area. This should be mitigated by adopting a crane painting program using a painting scheme designed to blend the cranes into the background.
3. The expansion of the container terminal at Berths 97-109 will result in large area lights and additional six cranes along the waterfront north of the Vincent Thomas Bridge. The Vincent Thomas Bridge can be seen many neighborhoods northwest of the project site. The view lines of the bridge

span and decorative light will be changed with the addition of the new cranes and light standards. To mitigate the loss of aesthetics we propose the following mitigations, in addition to the MM AES-2.

- Completion of Phase II – Gatun to Channel, of the Northwest San Pedro North Gaffey Beautification Project
- Removal of the EZ Smog along North Gaffey Street, across from the Department of Motor Vehicles and include in Phase I of the Northwest San Pedro Beautification project.

We look forward to release of the Final EIR/EIS with incorporation of our comments and recommendations as we work to develop a terminal project with the least impacts to the NWSP and Port community.

Dan Dixon  
President  
Northwest San Pedro Neighborhood Council

cc: Dr. Geraldine Knatz, Port of Los Angeles Executive Director;  
Ms. Janice Hahn, Council District 15  
Mr. David Freeman, Board of Harbor Commissioners President