



Etta Armstrong <etta.armstrong@lacity.org>

13-1646

7 messages

Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 9:24 AM

----- Forwarded message -----

From: <carlosbtrevino@ca.rr.com>

Date: Sat, Dec 14, 2013 at 3:55 AM

Subject: Safety

To: Sharon <Sharon.Gin@lacity.org>, John Winkler <jhwinkler@me.com>

Hi Sharon, I live within the 500' radius of the proposed Ponte Vista project. I have an extreme safety concern that involves all walks of life within the proposed (PVSP) project case number: CPC-2012-2558-GPA-ZC-SP-CA. It seems that little or no concern about safety has been given to the LPG tank farm on the Navy property adjacent to the proposed 700 new homes. Another safety concern is the response time of emergency help within the city of Los Angeles, in recent months most likely after any traffic study has been made, driving lanes have been removed to become designated "BIKE" lanes and this has impacted traffic in a very dramatic way. By rezoning this property as is being requested to add 700 more homes will add an average of 2800 more people and an average of 1400 additional vehicles to the already over populated area. I urge the city council to please re-evaluate these safety concerns before granting the developers their request.

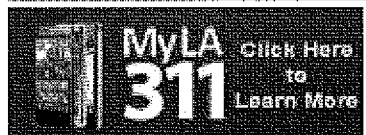
Thank you

Carlos Trevino

2176 Mt. Shasta Dr.

San Pedro, CA 90732

--
Sharon Gin
City of Los Angeles
Office of the City Clerk
213.978.1074
Sharon.Gin@lacity.org



Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 9:24 AM

[Quoted text hidden]

 **Re: Ponte Vista.pdf**
109K

Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 9:25 AM

----- Forwarded message -----

From: **John Winkler** <jhwinkler@me.com>
Date: 2013/12/16
Subject: Build by Right/Ponte Vista/Case No. CPC-2012-2558-GPA-ZC-SP-CA
To: Sharon.Gin@lacity.org

Dear Sharon Gin,

I just sent two attachments that are titled "Build by Right". Please include these comments on behalf of "RNeighborhoodsRI"; for the Planning and land use Management meeting for Tuesday Dec. 17th, 2013. Thank you

John Winkler
Jhwinkler@me.com

Sharon Gin
City of Los Angeles
Office of the City Clerk
213.978.1074
Sharon.Gin@lacity.org



 **Re: Ponte Vista.pdf**
109K

Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 9:26 AM

----- Forwarded message -----

From: **Janet Gunter** <arriane5@aol.com>
Date: Mon, Dec 16, 2013 at 7:32 PM

Subject: TUESDAY DEC. 16TH MEETING...PLEASE SUBMIT!! Planning Commission Agenda Item: Ponte Vista
To: Sharon.Gin@lacity.org
Cc: MrEnvirlaw@sbcglobal.net, noelweiss@ca.rr.com, det310@juno.com, lisa.pinto@mail.house.gov,
maurice_lyles@boxer.senate.gov, michael_davies@feinstein.senate.gov, rob.wilcox@lacity.org,
jcyntiaperry@aol.com, lpryor@usc.edu, rgb251@berkeley.edu, carl.southwell@gmail.com, kiff@rpv.com,
hanslaetz@gmail.com, connie@rutter.us

PLEASE DISTRIBUTE THIS LETTER AT TOMORROW'S MEETING.

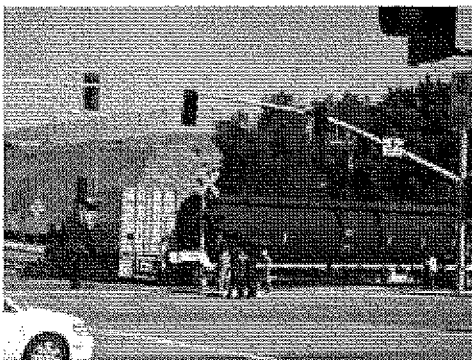
THANK YOU

JANET GUNTER


Sharon Gin
City of Los Angeles
Office of the City Clerk
213.978.1074
Sharon.Gin@lacity.org




5 attachments



rancho rail accident photo.jpg
820K

 **pontevista planning commission dec 2013.doc**
30K

 **la_times_apr4_1977.pdf**
400K

 **la_times_jul16_1977.pdf**
132K

 **saftyelt.pdf**
1107K

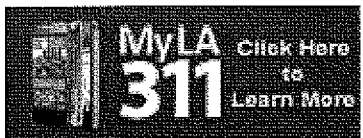
Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>


Tue, Dec 17, 2013 at 9:26 AM

----- Forwarded message -----

From: **Janet Gunter** <arriane5@aol.com>
Date: Mon, Dec 16, 2013 at 10:27 PM
Subject: Ponte Vista letter minus some TYPOS..."haste makes waste!" Please substitute this copy for previously sent
To: Sharon.Gin@lacity.org
Cc: MrEnvirlaw@sbcglobal.net, noelweiss@ca.rr.com, connie@rutter.us, lisa.pinto@mail.house.gov, michael_davies@feinstein.senate.gov, maurice_lyles@boxer.senate.gov, rob.wilcox@lacity.org, jynthiaperry@aol.com, lpryor@usc.edu, rgb251@berkeley.edu, carl.southwell@gmail.com, hanslaetz@gmail.com, kittf@rpv.com, det310@juno.com

Sharon Gin
City of Los Angeles
Office of the City Clerk
213.978.1074
Sharon.Gin@lacity.org



 **pontevista_planning_commission_dec_2013.doc**
29K

Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 9:27 AM

----- Forwarded message -----

From: **det310@juno.com** <det310@juno.com>
Date: Mon, Dec 16, 2013 at 4:27 PM
Subject: PLANNING AND LAND USE MANAGEMENT MEETING, 12/17/2013
To: Sharon.Gin@lacity.org

Re: Item #4 on the Agenda, 13-1646, Council District 15

The following comments were presented to at the November 14th City Planning Commission Meeting by several people, including myself (Chuck Hart) and our consultant Bruce Bornemann, a retired L.A. County engineer. The Commissions do not seem to take our comments very seriously.

I am the President of the San Pedro Peninsula Homeowners United. My neighborhood will be impacted directly by these concerns.

1. The Ponte Vista EIR does not adequately address the concerns of run-off initiating from their property and drains through a flood control channel into our neighborhood. I have lived in this neighborhood for more than 50 years and I have observed flooding from storm water overflowing the flood control channel and over the bridge at Taper Avenue. Statler Street is flooded curb to curb, over sidewalks and partially up my driveway during very severe storms. Cooper High School, on Taper Avenue, which is adjacent to the channel, has also experienced flooding.

The current site consisting of duplexes with front and back yards and acres of open space has much greater absorption properties for storm water than does the Ponte Vista plan which consists of mainly rooftops and pavement. It is unreasonable to believe that there will only be a 'very slight' increase in run-off from Ponte Vista's new plan as stated in the EIR. Therefore it would be irresponsible for the City to approve the current plan without further investigation of how the Ponte Vistas conclusions were formulated. Failure to do so could end up having serious consequences to our neighborhood and the City of L.A.

2. Much has been commented on about the increase of traffic resulting from the Ponte Vista Plan. I believe the impact of the Mary Star High School traffic is not properly addressed.

As stated in the **Los Angeles City Planning Commission Report dated August 17, 2001 (Conditional Use Conditions (#2000-4712-CU-SPR)**, and reaffirmed in the amended report of **December 17, 2007 (CPC 2000-4712-CUPA1)**, all primary traffic should be kept away from residential uses to the south (my neighborhood). *Faculty and non-event visitor traffic* may enter from Taper Avenue, preventing adverse affects to local residents. Student and event traffic, etc., shall have access from Western Avenue. *Webster defines access as permission, liberty, and ability to enter, approach, communicate with or pass to and from.*

It does not appear that the traffic on Western Avenue to and from Mary Star High School is adequately considered in the EIR.

3. Regarding the Rancho LPG Facility, it appears that the EIR only considered information given to them by Rancho LPG. Independent experts were not consulted. If they had then it would have proven that a 'worst case release' of LPG would impact residents for miles. Several schools are located within that impact area, as well as the Port of Los Angeles and other refineries which could result in a chain reaction event. The resulting catastrophe would be devastating in lives lost and to our economy. **The Ponte Vista Plan should NOT go forward until the TRUTH is known. No more lives should be put in jeopardy because of poor planning on the part of the City.**

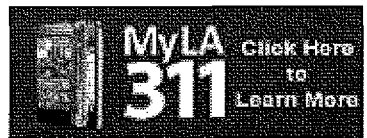
Chuck Hart, President, San Pedro Peninsula Homeowners Association, Inc.

International Travel

Travel Guard Travel Insurance. Protect Yourself - Get A Quote.
travelguard.com

Sharon Gin
City of Los Angeles
Office of the City Clerk
213.978.1074

Sharon.Gin@lacity.org



Sharon Gin <sharon.gin@lacity.org>
To: Etta Armstrong <etta.armstrong@lacity.org>

Tue, Dec 17, 2013 at 10:07 AM

----- Forwarded message -----

From: **Janet Gunter** <arriane5@aol.com>
Date: Tue, Dec 17, 2013 at 10:02 AM
Subject: URGENT!!!!!! Fwd: [SAFETY2] CSB Draft Report Proposes Overhaul of Refinery Industry Regulatory System in California
To: sharon.gin@lacity.org

ASIDE FROM THE TWO "ONGOING" INVESTIGATIONS OF THE SAFETY OF THE RANCHO LP FACILITY (BY CONGRESSMAN WAXMAN AND SENATOR TED LIEU) IN SAN PEDRO ADJACENT THE PONTE VISTA HOUSING PROJECT.....IS THIS LATEST NEWS RELEASE REGARDING THE SAFETY OF REFINERIES TODAY!! THIS IS CRITICAL INFORMATION THAT SHOULD BE CONSIDERED SERIOUSLY WHEN APPROVING THIS HOUSING PROJECT!!

-----Original Message-----

From: Janet Gunter <arriane5@aol.com>
To: det310 <det310@juno.com>; MrEnvirlaw <MrEnvirlaw@sbcglobal.net>; noelweiss <noelweiss@ca.rr.com>; connie <connie@rutter.us>; marciesmiller <marciesmiller@sbcglobal.net>; igornla <igornla@cox.net>; jhwinkler <jhwinkler@me.com>; pmwarren <pmwarren@cox.net>; burling102 <burling102@aol.com>; hanslaetz <hanslaetz@gmail.com>; lisa.pinto <lisa.pinto@mail.house.gov>; maurice_lyles <maurice_lyles@boxer.senate.gov>; michael_davies <michael_davies@feinstein.senate.gov>; rgb251 <rgb251@berkeley.edu>; dwgkaw <dwgkaw@hotmail.com>; overbid2002 <overbid2002@yahoo.com>; diananave <diananave@gmail.com>; fbmjet <fbmjet@aol.com>; lljonesin33 <lljonesin33@yahoo.com>; bonbon90731 <bonbon90731@gmail.com>
Sent: Tue, Dec 17, 2013 9:52 am
Subject: Fwd: [SAFETY2] CSB Draft Report Proposes Overhaul of Refinery Industry Regulatory System in California

YES!!! THERE IS A GOD!! FINALLY!!....SOME GOOD NEWS THAT MIGHT PROTECT THE INNOCENT!
BLESS THE CHEMICAL SAFETY BOARD!!!

----- Forwarded message -----

From: **Secretary, ACS Division of Chemical Health and Safety** <secretary@dchas.org>
Date: Tue, Dec 17, 2013 at 5:06 AM
Subject: [SAFETY2] CSB Draft Report Proposes Overhaul of Refinery Industry Regulatory System in California
To: SAFETY2@lists.asu.edu

In Wake of Chevron 2012 Pipe Rupture and Fire in Bay Area Q and Urges Adoption of the Safety Case Regime to

Prevent Major Chemical Accidents

Richmond, California, December 16, 2013 - In a draft report released to the public today, the U.S. Chemical Safety Board (CSB) proposes recommendations for substantial changes to the way refineries are regulated in California. Entitled "Regulatory Report: Chevron Richmond Refinery Pipe Rupture and Fire," the CSB draft calls on California to replace the current patchwork of largely reactive and activity-based regulations with a more rigorous, performance-based regulatory regime - similar to those successfully adopted overseas in regions such as the United Kingdom, Norway, and Australia - known as the "safety case" system.

LINK TO REPORT: <http://www.idevmail.net/link.aspx?l=3&d=86&mid=414620&m=1280>

The draft report is the second part of three in the CSB's investigation of the August 2012 process fire in the crude unit at the Chevron refinery in Richmond, California. That fire endangered 19 workers and sent more than 15,000 residents to the hospital for medical attention.

CSB Chairperson Dr. Rafael Moure-Eraso said, "After exhaustively analyzing the facts, the CSB investigation team found many ways that major refinery accidents like the Chevron fire could be made less likely by improving regulations. Refinery safety rules need to focus on driving down risk to the lowest practicable level, rather than completing required paperwork. Companies, workers, and communities will all benefit from a rigorous system like the safety case. I believe California could serve as a model for the nation by adopting this system. We applaud the work of the Governor's Interagency Task Force for their proactive approach and highly positive recommendations to protect worker and public safety in California. I have great confidence that California will embrace the recommendations in our draft report and carry them forward to implement policy change."

The draft report is available at www.csb.gov for public comment until Friday, January 3, 2014. Comments should be sent to chevroncomments@csb.gov. All comments received will be reviewed and published on the CSB website.

As detailed in the CSB draft report, the safety case regime requires companies to demonstrate to refinery industry regulators - through a written "safety case report" - how major hazards are to be controlled and risks reduced to "as low as reasonably practicable," or ALARP. The CSB report notes that the safety case is more than a written document; rather, it represents a fundamental change by shifting the responsibility for continuous reductions in major accident risks from regulators to the company.

To ensure that a facility's safety goals and programs are accomplished, a safety case report generated by the company is rigorously reviewed, audited, and enforced by highly trained regulatory inspectors, whose technical training and experience are on par with the personnel employed by the companies they oversee, the draft report says.

The draft report - which is expected to be considered for formal adoption by the Board at a public meeting at 6:30 p.m. on January 15, 2014, at Richmond City Hall - follows the CSB's first, interim report on the accident, which was approved by the Board and released in April 2013. That report found that Chevron repeatedly failed over a ten-year period to apply inherently safer design principles and upgrade piping in its crude oil processing unit, which was extremely corroded and ultimately ruptured on August 6, 2012. The interim report identified missed opportunities on the part of Chevron to apply inherently safer piping design through the use of more corrosion-resistant metal alloys. The interim report also found a failure by Chevron to identify and evaluate damage mechanism hazards, which if acted upon, would likely have identified the possibility of a catastrophic sulfidation corrosion-related piping failure. There are currently no federal or state regulatory requirements to apply these important preventative measures. The investigation team concluded that enhanced regulatory oversight with greater worker involvement and public participation are needed to improve petroleum refinery safety.

The draft CSB Chevron Regulatory report released today states there is a considerable problem with significant and deadly incidents at petroleum refineries over the last decade. In 2012 alone, the CSB tracked 125 significant process safety incidents at U.S. petroleum refineries. Seventeen of these took place in California. The draft report also notes that the U.S. has experienced financial losses from refinery incidents that are at least three times that of industry counterparts in other countries, citing insurance industry statistics.

The existing California system of regulation can be significantly improved, the report concludes. Since 2010, the CSB has examined the extent to which a safety case regime would improve regulatory compliance and better prevent major accidents, both onshore and offshore. The safety case regime, which originated in Europe, requires high hazard facilities to demonstrate, to the satisfaction of a competent regulator, that they are able to operate safely, in conformance with the latest safety standards, and at the lowest practicable risk levels. The report illustrates that under a safety case approach, demonstrating control of major hazards is a pre-condition for a refinery to operate.

Dr. Rafael Moure-Eraso said, "In contrast to the safety case, the current regulatory system for process safety is largely reactive, at both the state and federal level; companies have a default right to operate, and are subject to penalties when accidents occur or their activities otherwise draw negative attention from regulators. In the case of the Chevron refinery fire, the reactive system of regulation simply did not work to prevent what was ultimately a preventable accident."

Don Holmstrom, Director of the CSB's Western Regional Office, which is conducting the Chevron investigation, said, "The Process Safety Management [PSM] standard, the EPA's Risk Management Program, and California's system do not work consistently to prevent industrial process accidents. What is lacking, and what the safety case regime requires, is an adaptable, rigorously inspected, goal-setting approach, aimed at continuously reducing risks to "as low as reasonably practicable - known in the industry as ALARP."

The OSHA PSM standard is a set of requirements for facilities to identify, prevent or mitigate major chemical releases and catastrophic accidents. The current PSM standard requires companies to implement 14 elements to control the hazards from processing chemicals - such as hazard analysis, management of change, and worker training programs.

Only two of these 14 elements contain goal-based requirements - Process Hazard Analysis and Mechanical Integrity. Companies are able to comply with the other twelve elements by simply conducting highly specified activities, such as a "management of change" review. The current PSM standard does not require refineries to reduce their risks to a specific level, and companies are not required to submit their safety programs to regulators for review.

A 2007 CSB report on an explosion at a BP refinery in Texas found that only a handful of comprehensive process safety compliance inspections were occurring at thousands of refineries and chemical plants covered by the PSM standard across the U.S. Federal OSHA instituted an expanded refinery inspection National Emphasis Program following the explosion in Texas City, but that program was subsequently dropped due to lack of resources.

The CSB draft regulatory report contains an extensive analysis comparing actions required by Chevron under the OSHA PSM standard over the years and actions that would have been required had Chevron operated under a safety case regulatory regime. For example, Chevron employees recommended implementing the inherently safer approach of upgrading piping materials to prevent sulfidation corrosion through PSM activities. However, the CSB draft report found that the California process safety regulations do not require that these preventative measures be implemented. Prior to the fire, Chevron had repeatedly failed to implement the proposed recommendations; using inherently safer approaches, on the other hand, is required under the safety case. The CSB found that had Chevron implemented these recommendations, the incident could have been prevented.

Other examples in the report detail how a safety case would have required Chevron to conduct root-cause investigations, including an evaluation and incorporation of inherent safety and implementation of safety recommendations that more broadly address safety system performance. Effective implementation of the safety case requires strong workforce involvement, proactive inspections and enforcement by a well-resourced regulator, as well as incorporation of best practice performance standard requirements.

The draft report notes that promulgation of new standards by OSHA requires about seven years, and that process has made few - if any - changes to its process safety rules in more than two decades. The report contrasts this ineffectual system for updating federal safety regulations through rulemaking with the greater adaptability of the safety case regime. Under a safety case system, changing safety standards, new technologies, and findings from accident investigations are required to be incorporated by facilities.

"In the last decade," the draft report states, "the CSB has made a number of process-safety related recommendations to OSHA and the EPA in its investigation reports and studies (e.g. Motiva, BP Texas City, and Reactive Hazards). However, none of these important regulatory recommendations have been implemented, and there have been no substantive changes made to the PSM or RMP regulations to improve the prevention of major accidents."

In contrast, regulators in countries such as the UK and Norway are able to more quickly implement appropriate safety improvements. Available studies summarized in the report illustrate that the safety case continues to be effective. For example, data from Norway and the UK show a reduction in hydrocarbon releases offshore under the safety case regime. The draft report concludes that "Independent studies of the safety case in the UK have identified improvements to safety performance from the safety case regulatory regime and support of the safety case by major oil companies."

Chairperson Moure-Eraso said, "The safety case is being increasingly adopted around the world, and the U.S. safety system has fallen behind. Workers, the public and the industry itself would benefit greatly from the enhanced advantages of this more adaptable and effective approach to regulation. Other regimes have long since recognized the need for increased participation by workers and their representatives, transparency of information and the use of key process safety indicators to ensure the system works to prevent major accidents."

Subject to a vote by the board, the draft report would recommend that California "Develop and implement a step-by-step plan to establish a more rigorous safety management regulatory framework for petroleum refineries in the state of California based on the principles of the "safety case" framework in use in regulatory regimes such as those in the UK, Australia, and Norway." The recommendation urges specific steps to accomplish this, including ensuring that workers are formally involved in the development of a safety case approach. The report also urges California to work with industry in gathering refinery safety indicator data to be shared with the public.

CSB Investigator Amanda Johnson said, "We believe our draft report provides a definitive examination of the advantages of the safety case system, one that would not only benefit California but the U.S. as well."

Ms. Johnson continued, "We have reviewed the literature, studied systems in place overseas, and held hearings to gather data and opinions. Some critics of the system fear it would lead to self regulation; by the industry; however, the safety case regime requires highly qualified regulators, whose technical abilities and experience match those of the technical staff at refineries. And it provides the regulator with the authority to accept or reject the safety case report to ensure that the employer has demonstrated that effective safeguards are in place."

The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA. Visit our website, www.csb.gov <http://www.idevmail.net/link.aspx?l=4&d=86&mid=414620&m=1280>

For more information, contact Communications Manager Hillary Cohen, cell 202-446-8094 or Sandy Gilmour, Public Affairs, cell 202-251-5496.

This e-mail is from the SAFETY2@asu.edu list.

Archives of list discussions can be found at <http://lists.asu.edu/archives/safety2.html>

--

Carl Southwell

Contact me at (use whichever you prefer) :

carl.southwell@gmail.com

carl.southwell@riskandpolicy.org

Visit: www.pressfriends.org

Making writing fun for elementary school kids, empowering kids to become mentors and leaders, and creating friendships among youth from diverse backgrounds.

--

Sharon Gin

City of Los Angeles

Office of the City Clerk

213.978.1074

Sharon.Gin@lacity.org

