

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(10) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 05/25/2021

Type of NC Board Action: Against

Impact Information

Date: 06/02/2021

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 19-0739

Agenda Date:

Item Number:

Summary: The WNC has attached a letter detailing its reasons for opposing this council file. In short, We oppose this project that will increase container volume and have severe community impacts. It will take land away from Wilmington and severely impact our stakeholders and areas of the city primarily Wilmington which is the only community bordering Long Beach and this project. The Final EIR concludes this project would pose “significant and unavoidable air quality and health risks and greenhouse gas emission would remain higher than the SCAQMD threshold”. The 24-hour sound emissions and ground vibrations from this project may “average out” to be within Federal standards, it does not reflect the negative impacts of sleep deprivation on a community that is already living in a severely compromised environment. There will be increased fire and explosion hazards. Wilmington will also lose land that could be used for local businesses and jobs. There is very little benefit to our community and have concluded the costs of this project outweigh the benefits for our community. We Recommend: Port expansion projects include a community impact and mitigation study by an independent third-party expert. The Ports have not shown the ability to fully understand and mitigate negative impacts to the community. A third party will identify mitigation needed and propose the best use of funds to offset negative impacts. Determining solutions for mitigation should not be put on the community and funding should not be doled out through competitive grants. Stakeholders should not have to compete for mitigation. Ports should proactively think like a community member that raises their families here. Due to these impacts, we urge City Council to deny the Coastal Development Permit Case# DIR-2020-7285-CDP and assert jurisdiction to resolve these serious concerns, hire a third-party expert to identify necessary mitigation and a moratorium to collect data and the extents of the project's impact.



Wilmington Neighborhood Council

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Community Impact Statement to Oppose CF 19-0739
Coastal Permit Case# DIR-2020-7285-CDP
Port of Long Beach Pier B On-Dock Rail Support Facility Project

May 25, 2021

We oppose this current and ongoing Long Beach Pier B On-Dock Rail Support Facility Project that will have severe impacts on our stakeholders and take land away from our community.

Here is the summary of our cost benefit analysis:

Costs to the Community:

The Final EIR concluded that the project would pose “significant and unavoidable air quality and health risks and greenhouse gas emission would remain higher than the SCAQMD threshold”. (File #:HD-18-034, Version: 1, page 5 of 6)

The 24-hour sound emissions and ground vibrations from this project may “average out” to be within the Federal standards, but this does not reflect the reality of the negative impacts of sleep deprivation on a community that is already living in one of the most challenging environments in our City.

There will be increased fire and explosion risks due to the refueling of locomotives.
Wilmington will be losing more land that could be used for local businesses and jobs.

Benefits to the Community:

The project will deposit \$1.45 million over seven years to the special fund for mitigation. This is only 0.16% of the project’s \$900M budget and can only be accessed through a competitive grant process. In comparison, other commercial development projects in the City of LA need to contribute 1% toward public art.

The general “more jobs” benefit was mentioned during the presentation. However, based on experience most of those working in port related jobs choose to live and shop outside of Wilmington.

Conclusion

The costs of this project outweigh the benefits for our community. The idea that a port expansion project of this magnitude would not proactively identify and mitigate its negative impacts on our community is appalling.

Recommendations

Port expansion projects should include a community impact and mitigation study conducted by an independent third-party expert. The Ports have not demonstrated the ability to fully understand and mitigate the negative impacts to the community. A third-party expert is necessary to identify what mitigation is necessary and to propose the best use of funds to offset the negative impacts of the port expansion. Determining the solutions for mitigation should not be put on the community and the funding should not be doled out through competitive grants. The ports should proactively think like a community member that raises their families here and needs to bear the endless noise, traffic, pollution, blight, and then crime and drug use that festers out of these conditions.

Here are some examples of the types of mitigation measures that a third-party expert may determine to be appropriate:

- Double pane windows
- HVAC systems with high quality filtration systems
- Renewable energy systems to power the HVAC systems
- Code enforcement for port related traffic and storage
- Creating more buffer zones between residential and all port related industrial activities
- Recurring periodic cleaning of homes and vehicles of port related industrial dust

The goal to eliminate the number of trucks on the road and increase containers to be loaded onto trains can never be totally achieved. (30-35%) of cargo is loaded onto trains. The cargo that is loaded onto these rail cars is cargo going to the center of our Nation. It will always be the smaller percentage of cargo received from vessels docked in our ports.

“Local” cargo discharged from port vessels are trucked (60-70% of cargo) and it is the largest percentage in volume that can never be eliminated. This trucked cargo goes to local cities and they will always need supplies which are labeled “Local Loads” going to nearby cities and even neighboring states such as Arizona, Nevada and Utah. This trucked cargo will still go through our communities.

Community impacts

- The Environmental Impact Report states that **pollution levels will increase.**
- The Environmental Impact Report states that the **impacts are great and unmeasurable,**
- The Environmental Impact Report states that the **impacts are significant and unavoidable.**
- The city of Los Angeles directly mitigates impacts from LAX with local stakeholders. This is a transportation mitigation and should be handled in a similar way. Direct.
- The Ports of LA/ LB and the cities of LA/LB continue to reap the monetary benefits without proper community mitigation
- Wilmington sits on the third largest oil field in the Nation, subject to methane gas and oil wells.

- The project report states that 30 locomotives will be fueled in this area which poses a safety hazard. With several large refineries, the impacts are deadly and **unwelcomed** by residents who travel this area.
- Our low-income community is overburdened.

For these reasons we strongly oppose it.

The Port of Long Beach has been enjoying the benefits of the Port expansion with record breaking numbers each year. The May 2021 report states that the Port of LB had the strongest April in history with a 43 percent increase and for the 10th consecutive month the Port has broken monthly cargo movement records. With these figures, the Port's economy is booming.

The WNC on behalf of our stakeholders cannot approve a project of this magnitude. The motion states that this is a large-scale project that will increase container volume, will have impacts to the community with ongoing efforts to increase traffic flow, infrastructure and high- volume corridors. It will have impacted areas of the city and community (Wilmington is the only community in LA bordering Long Beach and this rail expansion project).

Action

Due to the harmful impacts the project has on our community:

- 1) We urge LA City Council to **deny the Coastal Development Permit**
- 2) We ask LA City Council to **assert jurisdiction** over this matter and address these serious concerns
- 3) Please ask the port to hire a third-party expert who can identify what mitigation is necessary and to propose the best use of funds to offset the negative impacts of the port expansion directly. Determining the solutions for mitigation should **not** be put on the community of Wilmington.
- 4) We ask for a moratorium to be placed for the next 10-20 years to collect data on the extent of the impacts this project is having on our community.

Respectfully Submitted,



Gina Martinez, Chair of the Wilmington NC

On Behalf of the Wilmington Neighborhood Council