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*UNDERSERVED COMMUNITY IMPACTS OF INTERMODAL
FREIGHT DEVELOPMENT*

ENVIRONMENTAL JUSTICE

The state of California Department of Conservation defines environmental justice as follows:

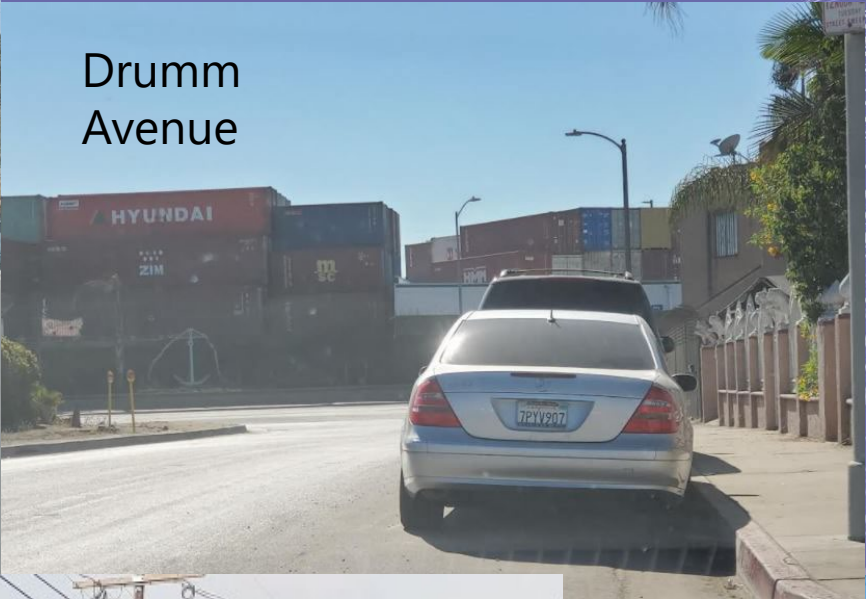
That all people – regardless of their race, color, nation or origin or income – are able to enjoy equally high levels of environmental protection. Environmental justice communities are commonly identified as those where residents are predominantly minorities or low-income; where residents have been excluded from the environmental policy setting or decision-making process; where they are subject to a disproportionate impact from one or more environmental hazards; and where residents experience disparate implementation of environmental regulations, requirements, practices and activities in their communities.

There is no Environmental Justice in the community of Wilmington!

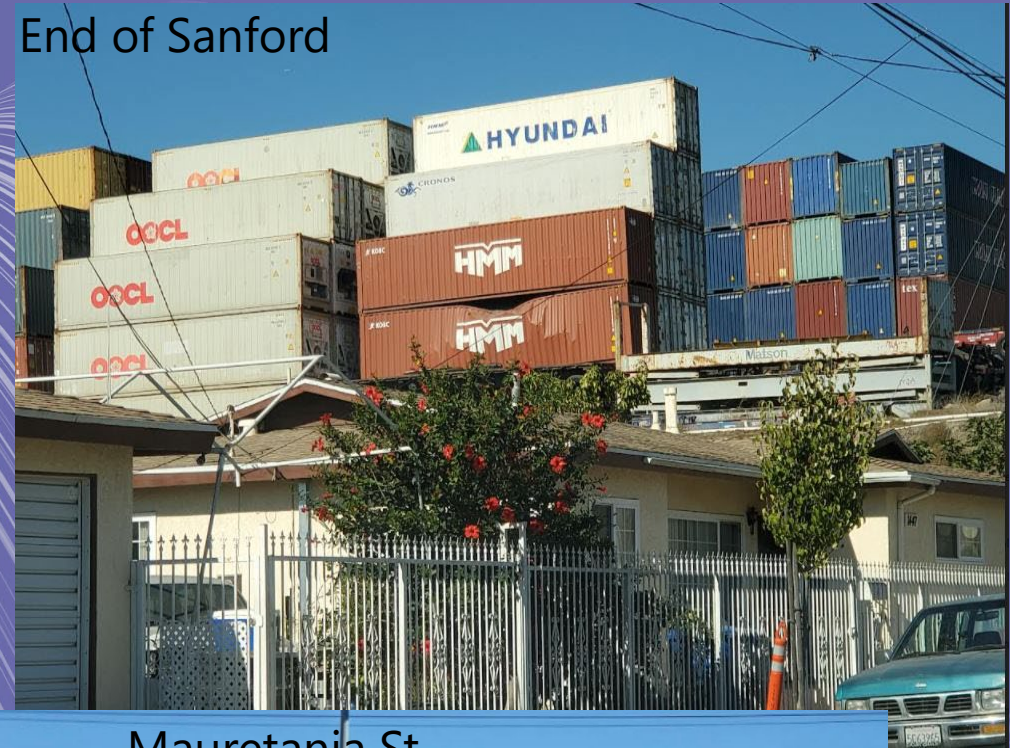
Residential Streets of Wilmington



Gamble St.



Drumm Avenue



End of Sanford

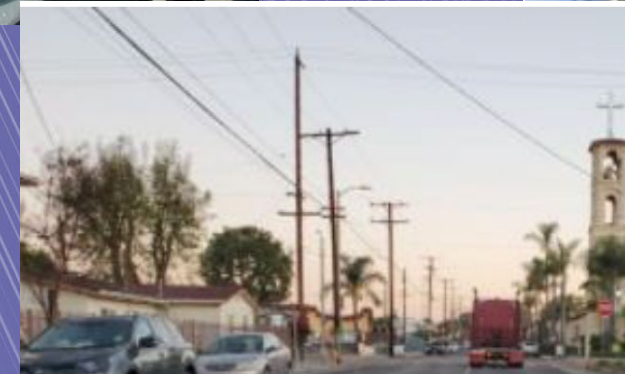


McFarland Ave



Mauretania St

TRUCKS IN WILMINGTON RESIDENTIAL AREAS



SAFETY CONCERNS

11/2021 container slips off truck and crushes car (McFarland Ave)



2/2022 Truck tips over (PCH just east of Drumm Ave)



Another container slips off truck 2/2022(Dominguez Avenue)



Container hanging over fence and chassis just parked and stacked on side of curb (F Street)



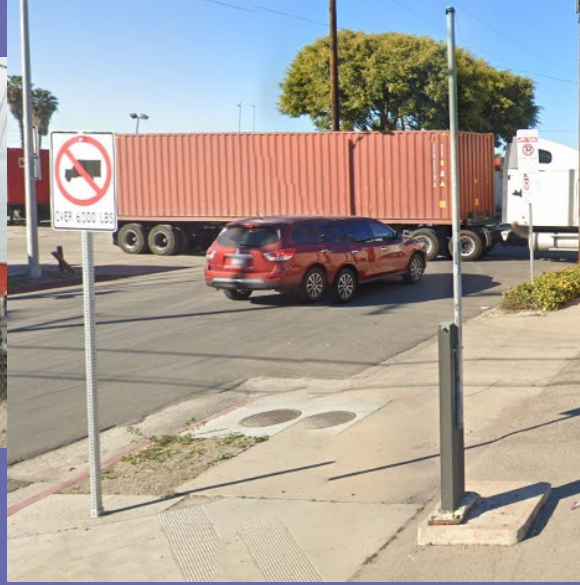
Stacking on top of damaged containers



2/2022 On same day truck tips over another truck hits a fire hydrant (Figueroa Bl)



NO TRUCKS OVER 6000 LBS. ALLOWED?



DAMAGE BY TRUCKS IN WILMINGTON

Adding
bollards
to protect
curb &
petroleum
pipeline
(Drumm
Ave)



2 months
later



4 months later

As of April 2022, there has
been no further repair
or maintenance.

MORE DAMAGE

TYPICAL STREETS IN WILMINGTON



THE WATER'S EDGE

WE SIT ON THE SHORE OF THE PACIFIC OCEAN YET HAVE NO PUBLIC ACCESS OR BEACHES.

WE HAVE YET TO FIND ANOTHER COMMUNITY IN THE UNITED STATES THAT SITS ON THE OCEAN'S SHORE AND HAS NO PUBLIC ACCESS. WHEN WE GO TO THE WATERS

EDGE THIS IS WHAT WE SEE.



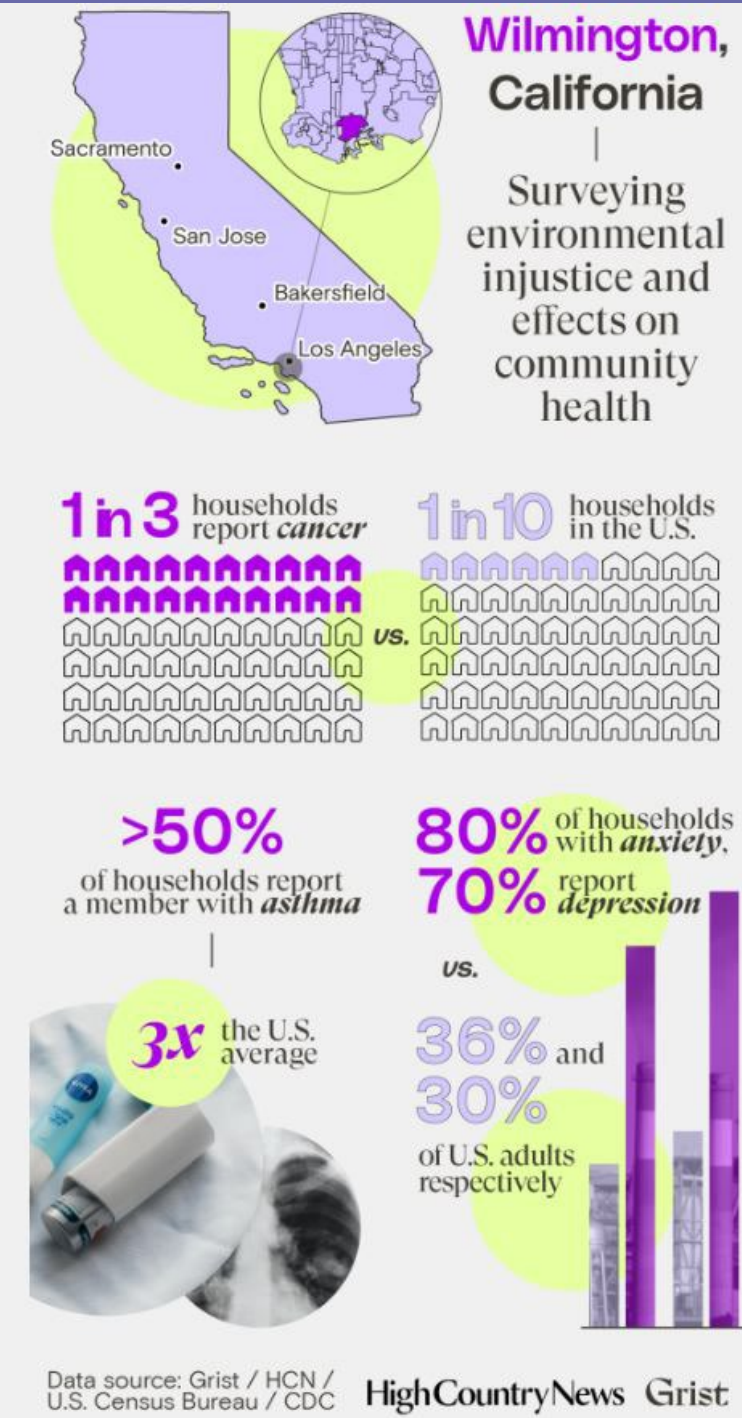
BY THE NUMBERS

Cancer risk — predominantly from diesel exhaust spewed by trucks, ships and trains — is 98% higher in Wilmington than in the rest of the Los Angeles basin.

Industries in Wilmington and Carson reported emitting almost 1.7 million pounds of toxic air contaminants in 2020, including ammonia, hydrogen cyanide and benzene, which is a known cause of leukemia

In Wilmington, 664 people are at risk of contracting cancer of every million people exposed. (Risks exceeding 100 in a million are considered unacceptable.) Wilmington's cancer risk from air pollution ranks in the top 2% for the entire basin, which includes most of Los Angeles, Orange, San Bernardino and Riverside counties.*

* <https://calmatters.org/environment/2022/02/california-environmental-justice-by-the-numbers/>



MORE NUMBERS

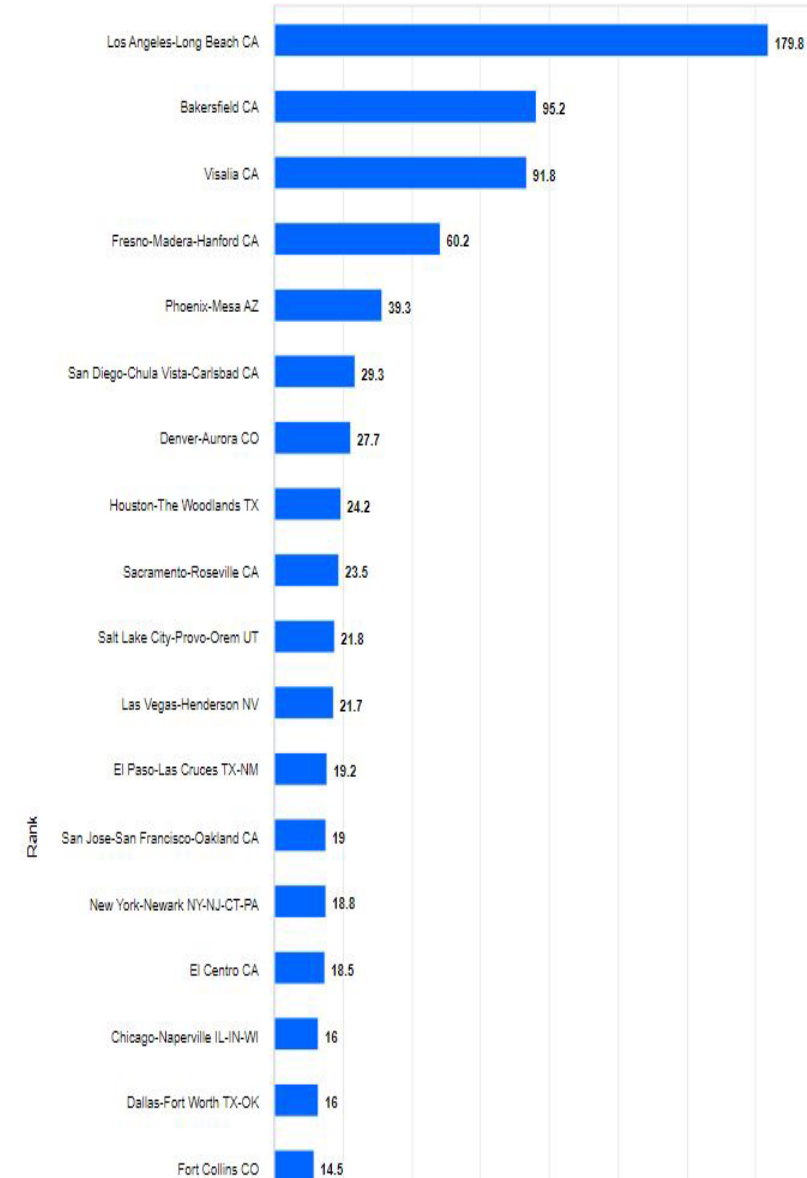
Both the Ports of Los Angeles and Long Beach have operations in Wilmington and already have projects in the works for expansion.

Their operations have direct impact on the air we breathe and the health of our residents.

When you look at these statistics notice that our community
Has practically double of what the next area cited.

We are not against the growth of the port. We acknowledge that many of our families and businesses draw their livelihoods from the port. We fully support our labor force on the waterfront. However, as the port grows we need to be protected. There are a multitude of ordinances on the books that are set up to protect us but the city fails to enforce these ordinances. WE NEED ENFORCEMENT!

25 Cities Most Polluted by Ozone



CONSIDER THIS...

- The shipping industry is a multi-billion-dollar industry.
- Less than 10% of the shipping companies in the joint ports of Los Angeles and Long Beach are US based companies.
- These Companies use our tax funded streets and highways. Pollute our air and water, and have their containers stored in our community. The petroleum pipeline that fuels these ships runs right through our community. Putting our community in a blow zone should that pipeline explode.
- Yet **not a single one** of these companies gives back or invests in the communities they are destroying. They make their profits and do not give the communities they are ravaging a second thought.

BUT WAIT IT GETS BETTER...

As it stands rights now, many of our residents draw their income from the port, however automation is a HUGE cloud that looms over us and that may soon change. With the dawn of automation, our already marginalized community and other port adjacent communities may lose their livelihoods to automation if a balancing act of coordination is not orchestrated.

CREATING AN EQUITABLE BALANCING ACT

- The Socio-economic impacts should be equal to the environmental impacts that a community faces.
- It is well documented that the current automation robots in use at the joint ports consistently have collisions causing safety issues.
- There is a well documented history of refinery explosions in Wilmington.
- Although there is a funding mechanism through the Port of Los Angeles' Port Community Mitigation Trust Fund, to address environmental and safety issues, it is apparent by the recent statistics that not enough is being done.
- All Companies whose operations affect the infrastructure should be held accountable to help pay for repairs of that infrastructure. (cracked streets, potholes, broken curbs etc.)
- Any automated robot that operates on the waterfront should be manned with a live person to help avert collisions and maintain safety. This also will allow for the maintaining and continuation of the current local workforce as opposed to offshore employees reaping the benefits at the expense our communities.
- Foreign Companies whose operations affect the environment and infrastructure should be obligated to hire its workforce locally.
- Mitigation measures to the community should be mandatory
- Bridging the socioeconomic divide is one of the best forms of empowerment and equity.



THE VIEW IN
WILMINGTON
(NOTICE THE ARROWS)





An oil refinery and containers diagonal from residences



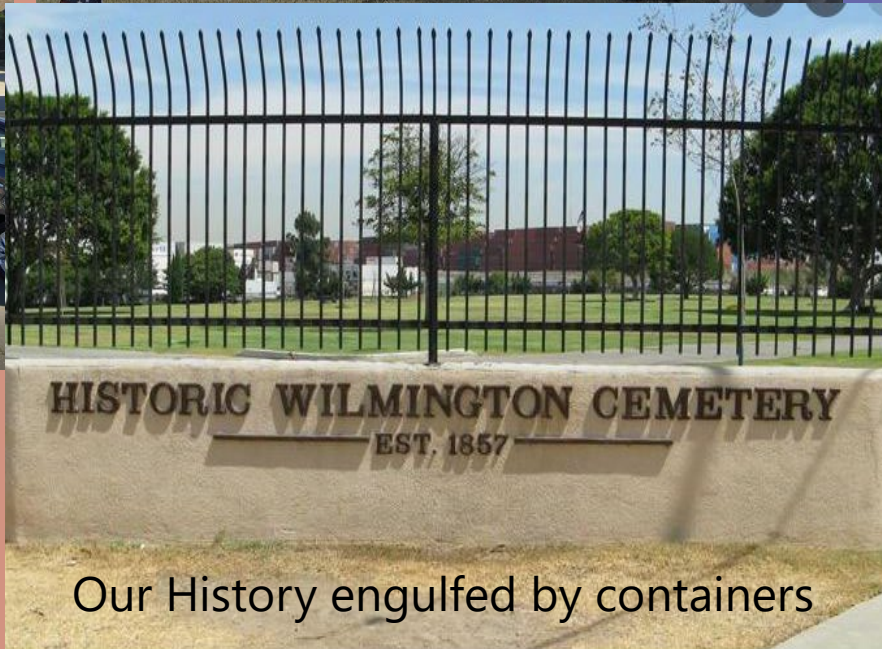
Trains disrupting memorial service



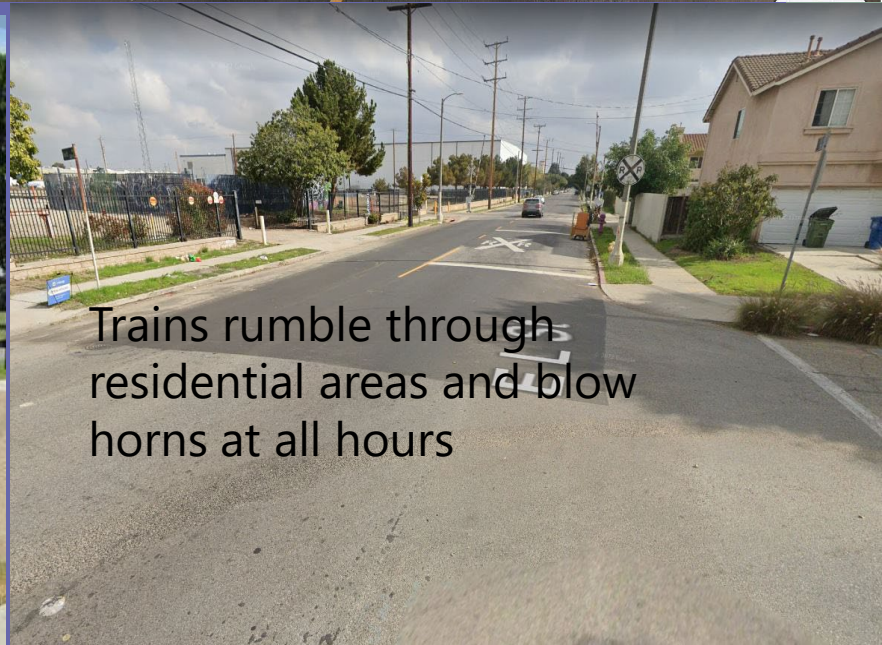
A warehouse sits in the middle of residences



Residences with containers next to them.



Our History engulfed by containers



Trains rumble through residential areas and blow horns at all hours

NOW LOOK CLOSER.

THIS IS WHERE WE LIVE!

THESE ARE THE LOCATIONS PREVIOUSLY MARKED WITH AN ARROW

THE WAY WE WERE.

IT WASN'T ALWAYS LIKE THIS. WE ARE RICH IN HISTORY, CULTURE AND ARCHITECTURE.



TRYING TO SAVE OUR HISTORY

WE ARE HOME TO SOME OF THE OLDEST CHURCHES AND BUILDINGS IN THE CITY OF LOS ANGELES.

WE ALSO HAVE THE ONLY CIVIL WAR MONUMENTS IN THE WESTERN UNITED STATES. ONE OF THE LAST, IF NOT THE ONLY REMAINING MUNITIONS DEPOT OF THE CIVIL WAR IS LOCATED HERE AND IT SITS ACROSS FROM A CONTAINER STORAGE YARD



Banning Museum
Est. 1864



Drum Barracks Civil War Museum



Civil War Munitions Depot



Calvary Presbyterian Church
Est. 1870



Sts. Peter & Paul
Catholic Church
Est. 1865

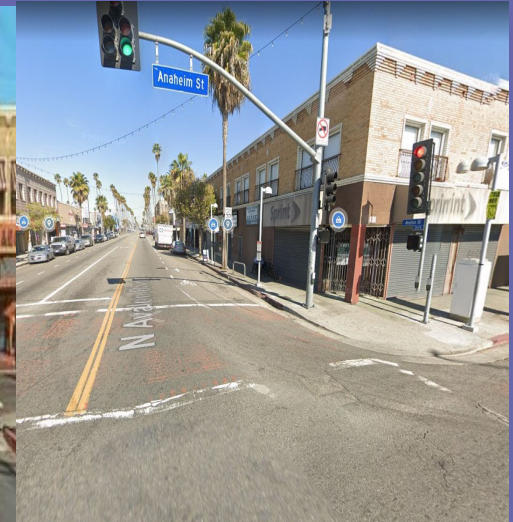
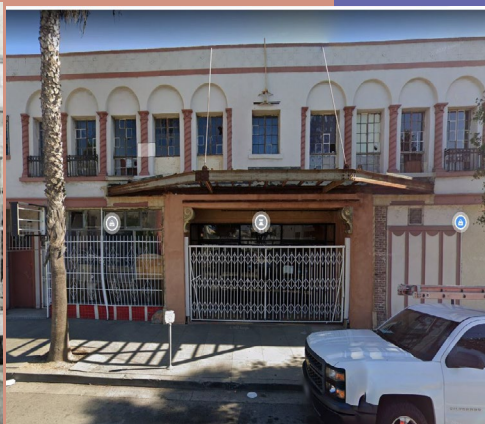


St. Johns Episcopal Church
Est. 1858



Civil War Munitions Depot

TRYING TO SAVE OUR ARCHITECTURE — BEFORE AND AFTER



LIVING IN WILMINGTON TODAY



SOLUTIONS

- Diversity, Equity and Inclusion should always be considered when making decisions in a community,
- Before decisions are made the following should be asked? Is this what I would want in my community?
- When planning projects in Wilmington and other port adjacent communities ask the question, would I put this in Redondo Beach, Manhattan Beach, Seal Beach, Huntington Beach, Malibu or any other community that sits on the oceans shore?
- ASK the community what they want and actively listen to their needs. So often people hear what someone is saying, but do not listen.
- ACKNOWLEDGE if there are issues that need to be addressed, do not disregard what the community is saying. We live with this day in and out.
- We are no different than anyone else. We want clean air, clean water, safe communities, good schools and be able to work, eat , sleep, shop and play in the community where we live



- Create a proper truck route from Alameda to Lomita Blvd. Can use either eminent domain or land swap as an option.
- Regular and consistent enforcement of ordinances and laws including CUGU and 6000 lb. limit, illegal idling and AB 671.
- Moratorium on container and truck yards in Wilmington. **NO EXCEPTIONS**
- Remove illegal container and truck yards in Wilmington and other port adjacent communities and allow Planning Department to act on those who are in violation.
- Create a proper Industrial park, just like any other community.
- Only approve projects that are port related or provide public access to our community at our shores.
- Have a planning officer specifically for businesses that operate in communities adjacent to the Port to handle these issues.
- Streets that are forced to accommodate truck traffic should be paved to accommodate more than 30,000 lbs.
- Create quiet zones for residents near railroads.
- Mitigation of adverse affects to the community should be mandatory
- Invest in our community. We need our community to get across the digital and socio-economic divide We need internet available for all our residents. We need grocery stores , places to buy healthy foods, retail stores and restaurants. We need to keep the jobs we have here from being given away or eliminated. We need those whose profits are made off our resources and infrastructure to invest back in our community by helping to maintain our infrastructure and invest in our local workforce

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Thank You