

**Central San Pedro Neighborhood Council  
Port Community Advisory Committee Report  
Action Items for December 18, 2007 PCAC Meeting**

- I. The EIR Aesthetic Mitigation Subcommittee adopted this motion on November 8, 2007. The motion was moved by Ken Melendez, Second by Pat Nave and adopted with 6 Ayes, 5 Nays, and 0 Abstentions.

The Wilmington Waterfront Development Subcommittee adopted this motion on November 13, 2007. The motion was moved by Gary Kern, Second by Eleanor Montano, and adopted with 4 Ayes, and 0 Nays.

Recommendation:

The PCAC recommends to the Los Angeles Board of Harbor Commissioners that the following projects be funded with Wilmington's share of the China Shipping Aesthetic Mitigation Funds:

1. #5 Ocean Water Resource Center - \$3.7 Million
  - State Lands Commission Official Response – Yes
  - Wilmington Representatives Ranking – 40
  - Proposal is compatible with the Wilmington Waterfront Development Program
2. #9 Landscaping – Alameda and Harry Bridges - \$1.8 Million
  - State Lands Commission Official Response – Yes
  - Wilmington Representatives Ranking – 38
  - Proposal is compatible with the Wilmington Waterfront Development Program
3. #12 Banning Museum Transportation Exhibit - \$900,000
  - State Lands Commission Official Response – Yes
  - Wilmington Representatives Ranking – 40
  - Proposal is compatible with the Wilmington Waterfront Development Program
4. #13 Wilmington Boathouse – Rowing Facility - \$2 Million
  - State Lands Commission Official Response – Yes
  - Wilmington Representatives Ranking – 35
  - Proposal is compatible with the Wilmington Waterfront Development Program
5. #14 Aquatics Center/Programs Wilmington YMCA - \$2.7 Million
  - State Lands Commission Official Response/Yes, with Conditions
  - Wilmington Representatives Ranking – 38.5
  - Proposal is compatible with the Wilmington Waterfront Development Program

The Wilmington Representatives were Ken Melendez, Eleanor Montano, Olivia Cueva Fernandez, and Gary Kern, all of whom attended the EIR Subcommittee Working Group Meeting on June 11, 2007. The scores given for each project are out of a maximum possible score of 45.

The Subcommittee requests that the Wilmington Boathouse – Rowing Facility (Item 4 above) be combined with the Wilmington Youth Sailing Center, which was already approved for funding under the China Shipping Aesthetic Mitigation Fund. Therefore, the total funding requested in this motion is \$9.1 Million.

- II.** The EIR Subcommittee adopted the following motion on November 8, 2007. The motion was moved by Pat Nave with a second by Ken Melendez. Motion carried with 9 Ayes, 0 Nays, and 1 Abstention.

The PCAC recommends to the Board of Harbor Commissioners that Aesthetic Mitigation proposals #2, the Wilmington Gateway Beautification Project, #6, the Welcome to Wilmington LED Sign, #7, the Storm Drain Improvements for Alameda Street, and #8, the Street Improvement Project for Alameda Street, move forward to the Board of Harbor Commissioners with a recommendation that these projects be funded with money other than the Aesthetic Mitigation Funds.

**III.** Brotherhood Raceway in the Wilmington Marinas

The Wilmington Waterfront Development Subcommittee adopted the motion below on November 13, 2007. The motion was moved by Olivia Cueva Fernandez, Second by Skip Baldwin, and passed with 6 Ayes, 1 Nay, and 0 Abstentions.

The PCAC recommends to the Board of Harbor Commissioners that they not grant a temporary or permanent use permit or issue a lease to the Team Sheriff Racing and/or Brotherhood Raceway or any other proposed operator to use the Anchorage Road Soil Storage Site for a raceway. (Background Information Attached)

- IV.** The following motion was adopted by the EIR Subcommittee on October 25, 2007. The motion was moved by Pat Nave, Second by Janet Gunter and passed with 7 Ayes, 1 Nay, and 0 Abstentions.

The EIR/Aesthetic Mitigation Subcommittee recommends that, at their November 8<sup>th</sup> Subcommittee meeting, the Port provide clear written information on impacts, mitigated impacts and impacts which cannot be mitigated, concerning the TraPac EIR.

## Action Item II. TraPac EIR

### Draft Memorandum

TO: Board of Harbor Commissioners  
FROM: EIR Subcommittee PCAC  
CC: Port Community Advisory Committee  
DATE: November 13, 2007

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This memo from the PCAC EIR Subcommittee provides recommendations to the Board concerning the TraPac EIR/EIS. Recommendations focus on issues of priority to the Subcommittee since being established in 2002: cumulative impacts, off-port impacts and accurate calculation of all port costs and benefits to support Board decision making.


These recommendations are based port staff written responses to issues raised by the Subcommittee. The recommendations do not include the Air Quality / Public Health issues being worked by that PCAC subcommittee.

The limited staff document does not address key issues detailed in a final EIR/EIS, such as impacts that remain significant after all mitigation measures, or in related documents, such as analysis of project benefits needed to support a statement of overriding considerations.

**Cumulative Impacts:** The subcommittee previously analyzed past Port EIRs and found that a substantial backlog of unmitigated cumulative impacts exists at the Port. This is because past EIRs either did not acknowledge impacts or did not require adequate mitigation measures for impacts that were acknowledged. Based on the staff letter, the TraPac EIR/EIS analysis of cumulative impacts remains incomplete. For example, it appears that impacts from filling open water with land to expand industrial terminals are not acknowledged and evaluated. Off-port impacts on land use / blight in Wilmington are not addressed. (see below). Finally, the staff letter advances a mitigation standard whereby measures for individual projects are not required to contribute to reduction of the back-log of unmitigated cumulative impacts. If this standard is adopted the Port will never make progress reducing its substantial existing impacts. It is important to note that the Port has adopted – commendably – a different policy for reducing Air Quality / Public Health impacts. **Recommendation:** Acknowledge cumulative impacts on water and on land off-port. Require mitigation for individual projects and port-wide that reduce all substantial impacts.

**Off-Port Impacts.** The TraPac EIR/EIS staff letter does not acknowledge that port operations cause individual and cumulative impacts on land use off-port in neighboring City of Los Angeles communities. Port industrial operations are not limited to the port's very small tidelands area. The PCAC has previously recommended that an analysis of port-related land uses be completed. This analysis would provide a factual, evidentiary basis for addressing any off-port impacts. **Recommendation:** Complete the analysis of off-port land use impacts in Wilmington/San Pedro.

**Project Cost / Benefits:** The PCAC has recommended that the port complete a comprehensive, independent cost-benefit analysis. If Port staff recommends that the Board rely on a Statement of Overriding Considerations, then findings prepared to justify this Statement must be accurate and complete. **Recommendation:** Complete a comprehensive, independent cost-benefit analysis for port operations that includes, for example, all public health and public infrastructure costs. //



### **Action Item III. Brotherhood Raceway in the Wilmington Marinas**

#### **Reasons for opposition:**

- No CEQA evaluation has been conducted to determine the impacts
- A raceway is not consistent with Wilmington community plans to develop marine-related uses on this land or to restore wetlands
- Wind created by racing autos will spread contaminated dirt into the marina area
- There are four major projects proposed within and adjacent to the marinas that will bring construction equipment and thousands of trucks to the area beginning 2008 until 2011: relocation of PHL rail yard, Schuyler Heim Bridge replacement & SR-47 Expressway, remediation of Pier A West and channel deepening.
- Dirt-hauling trucks and other construction equipment will have to use the only entrance to the marinas and the soil storage site that is frequently blocked by cargo trains.
- Wilmington has 40 gangs with approx 2400 members, the East Wilmas and West Wilmas, and has had a gang injunction in place for three years to reduce gang activities. The Wilmington marinas have never had any gang problems. Although off-duty police officers would monitor activities during hours of operation, there is no guarantee that once introduced to the marina area gang members wouldn't return during non-operating hours.

#### **Background**

The Anchorage Road Soil Storage Site is on a 40-acre parcel adjacent to Wilmington's eleven marinas and Pier A West, the Long Beach Harbor Dept's 130-acre oil field. The site borders Anchorage Road and Shore Road, approx. 50 feet from seven marinas, 32 acres of it is surrounded by a dirt berm and has been used as an upland soil storage site for contaminated dredged materials since 1995. Until oil drilling began in 1932 these 170 acres were wetlands.

In the 1980's, Wilmington residents developed a plan for a marine-oriented recreation facility serving the City of Los Angeles and Wilmington compatible with the adjacent Wilmington marinas for these 170 acres when oil recovery operations are consolidated or cease. This was reflected in the 1990 Wilmington-Harbor City Community Plan.

When the Port of Long Beach purchased 130 acres in 1994 the 2000 Wilmington-Harbor City Community Plan was amended to: A substantial portion of the Cerritos Channel area of the Port shall continue to be reserved for recreational uses. Approximately 40 acres of land and water are currently developed for marina-related activities, and 40 adjacent acres east of the marina are designated for recreational uses under the Port of Los Angeles Plan, when oil extraction at this location has ceased.

The Port of Long Beach is in the process of relocating and consolidating oil extraction operations into 18.5 acres along S. Henry Ford Avenue. The 40-acre Port of Los Angeles site has not contained any oil extraction equipment since 1995 and a small portion of the site is active wetlands.

Because disposal and storage of contaminated dredged material has had a negative affect on the Wilmington marinas and surrounding area, PCAC passed a motion in September 2006 recommending the Port find a more appropriate method/location for storing contaminated dredged materials, phase out the 40-acre Anchorage Road Soil Storage Site, restore and expand the existing wildlife habitat area to 10-12 acres and to use the site for marine-related purposes including boat yards and dry boat storage.

Since early 2007, Big Willie Robinson and an Orange County Sheriff have been requesting the Board of Harbor Commissioners to issue a temporary use permit to Brotherhood Raceway to operate a raceway at the Anchorage Road Soil Storage Site. The proposal is to pave approx 30 acres of the site and operate a street legal program on weekends between the hours of 8AM-10PM on a 4-month trial period. The program is intended to reduce illegal and dangerous street racing by providing a safe location for gang members, in particular the Crips and Bloods who engage in these activities. Off-duty Orange County Sheriffs would provide security during hours of operation, report to the Wilmington community and address any complaints.

The Board of Harbor Commissioners has related to Mr. Robinson that the board requires approval from the Wilmington Neighborhood Council (WNC) before a temporary permit can be issued.

In April 2007 the WNC passed a resolution to not support the raceway as proposed by Big Willie Robinson anywhere within the boundaries of the WNC. Further, that the WNC will not consider a raceway operation by any operator without: a written approval of 2/3 of the property owners and residents within 1000 feet of the proposed raceway, acquiring all necessary permits, providing a number of guarantees pertaining to local police security, gambling, alcohol consumption, crowd and traffic control and a written binder that the raceway would cease operations immediately upon the request of the Port.

Mr. Robinson and the OC Sheriff continue to go to the Harbor Commissioners and the Wilmington Neighborhood Council for approval. At the September 26 WNC meeting the Sheriff informed board members that Brotherhood Racing and Team Sheriff Racing had formed a partnership, that they had spoken to and received support from marina tenants, had garnered support from LAPD Captain William Hayes and that the Port was willing to issue a temporary use permit to Team Sheriff Racing.

With this motion the Wilmington Boat Owners Association is formally stating its opposition to any proposal to locate a raceway at the Anchorage Road Soil Storage Site.

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### **LATEST MESSAGE FROM BIG WILLIE --- SEPTEMBER 3, 2007**

We're happy to print the latest news from Big Willie Robinson and his efforts to open the NEW BROTHERHOOD RACEWAY in the Los Angeles Harbor area. When Willie attended the closing night at Los Angeles County raceway in Palmdale, he heard from hundreds, if not thousands of racers, and they all wanted to know: "When's Brotherhood going to open

again?" So, here's the latest (and remember, you can e-mail Willie at [BigWillie001@aol.com](mailto:BigWillie001@aol.com)):

"The new BROTHERHOOD RACEWAY is coming in another couple of months or so. And we're working continuously on getting it back on Terminal Island so it's convenient for everyone in the LA and Orange County areas. Wish we could be more exact as far as the time we'll open, but there's a lot going on behind-the-scenes with Wilmington, the LAPD and the LA County Sheriff ... And I want to give special thanks to the LA County Sheriff's Department and especially congratulations to Sergeant Billy Chaffin for his recent promotion in the Department!

"We're working right now on getting the Wilmington Council and the LAPD and the Sheriff to all agree on the many different aspects of the new track. I hope everyone understands how complicated these things are, especially because the Los Angeles Harbor and the Long Beach Harbor are now the busiest in the entire USA and are only going to grow in the future. So, everyone, please hang-in there as you have in the past, and keep sending your support our way.

"The street racing problem is getting bigger and bigger throughout the entire country and especially right here in Southern California. As some of the original street racers, and members and officers of the "National and International Brotherhood of Street Racers Association", it's our job and our blessing to bring everyone to Brotherhood Raceway so we can all compete in peace! And that means everyone ... Black, white, brown, red and yellow and in-between ... young and old ... rich and poor ... whether they have a car or not!

"Finally, I want to thank everyone for all your e-mails! It is so good to hear from all of you. I hope you understand if I can't write back to everyone right away, but we'll get back to all of you as soon as we can.

"Most of all, since my great loss of my wife of 38 years, Tomiko, I pray to God every day, and I know all of you are praying for me, too. It has taken me some time to recover from her loss, and I probably never will completely. Tomiko is already happy because she is with God and waiting for me to join her, and one day I will. And when I pass, don't be sad, because I'll be reunited with Tomiko. But that won't happen until I complete the job God put me on this earth to do --- And that is to create many Brotherhood Raceways. We have chapters in all 50 states and in 21 foreign countries. So rest assured, we're busy working on the new Brotherhood Raceway and we are working every day to make it a reality! Thanks again to all of you." Posted at 12:37 AM in [BROTHERHOOD NEWS](#) | [Permalink](#)