

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

From: Dave Shukla [mailto:dave.shukla@gmail.com]

Sent: Tuesday, February 8, 2022 4:56 PM

To: CityClerk <CityClerk@longbeach.gov>

Cc: Council District 1 <District1@longbeach.gov>; Council District 2 <District2@longbeach.gov>; Council District 3 <District3@longbeach.gov>; Council District 4 <District4@longbeach.gov>; Council District 5 <District5@longbeach.gov>; Council District 6 <District6@longbeach.gov>; Council District 7 <District7@longbeach.gov>; Council District 8 <District8@longbeach.gov>; Council District 9 <District9@longbeach.gov>

Subject: Correspondence R-20, City Council 2/8/22 Agenda Tonight

-EXTERNAL-

Dear City Clerk,

Please append the attached draft memo (and note below) to the correspondence on Agenda Item #20:

Dear Mayor and City Council of Long Beach,

Please note our STRONG OPPOSITION for approving the IRC FA map at this time.

It has fundamental flaws that the City of Long Beach, and the Independent Redistricting Commission, can and do still have time to correct for.

I do intend on providing public comment on this item tonight.

Cf: [https://urldefense.com/v3/_https://districtr.org/plan/94612_!!MKV5s95d0OKnVA!9RKij5DuPY-ZgCQR3YdXuDmolCY-nB-J8QE4ymO4XwMClw_agSrpD967OHynjB8j_KQAtw\\$](https://urldefense.com/v3/_https://districtr.org/plan/94612_!!MKV5s95d0OKnVA!9RKij5DuPY-ZgCQR3YdXuDmolCY-nB-J8QE4ymO4XwMClw_agSrpD967OHynjB8j_KQAtw$)

Which, for the record, again, was created using a method a 12 year old can understand and replicate to specify some problem areas with the construction of the IRC FA Map.

Thanking you,
Dave Shukla,
Operations, LB ACE

Date: November 10th, 2021

To: Long Beach Independent Redistricting Commission

From: Long Beach Alliance for Clean Energy

For: 2021 Redistricting in Long Beach, California

Subject: **Climate and Environmental Justice Concerns in Council Redistricting**

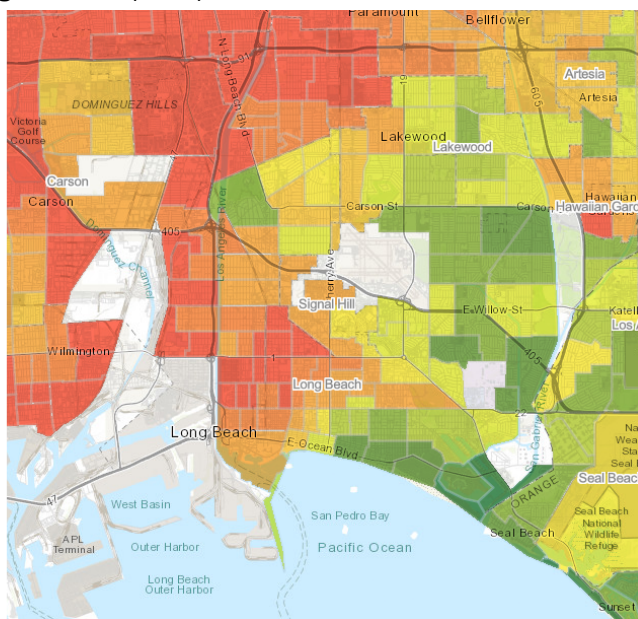
Attached for your consideration is a memorandum on climate and environmental justice concerns in the ongoing process of redrawing Long Beach city council district boundaries. These concerns, highlighted in the global discussion of climate change impacts concurrent with the ongoing UNFCCC COP-26 climate negotiations in Glasgow, Scotland, are of unique, timely, and foundational interest for the Independent Redistricting Commission. Recommendations herein address justice and equity considerations informed by spatial and statistical analysis of these concerns, as well as public testimony following the release of IRC Draft Map #1 on October 20th, 2021 to present. This memorandum is preliminary and subject to revision prior to the conclusion of the COP-26 talks, as these concerns bear in the IRC selection process for a final council district map on or before November 17th, 2021.

Background:
(To be completed)

Environmental and Climate Injustice in Long Beach: (TBC)

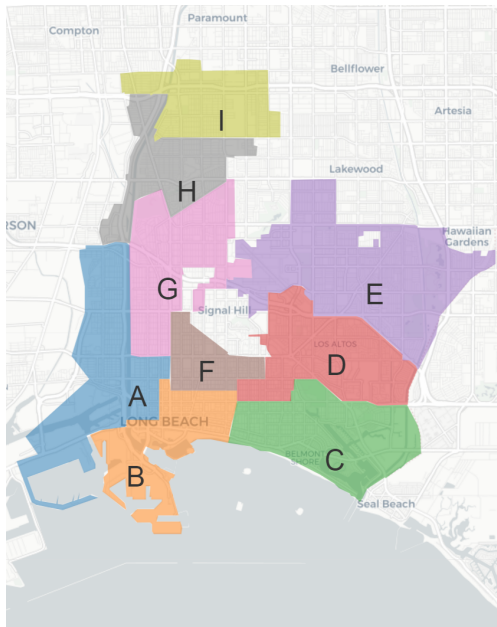
Legend

CalEnviroScreen 4.0 Results



Analysis:

How do the current Redistricting Maps, IRC Draft Map #1 as amended 10/27/2021, and IRC Draft Map #2 as amended 11/03/2021, address existing climate and environmental justice concerns in Long Beach? (historical comparisons reproduced on next page)

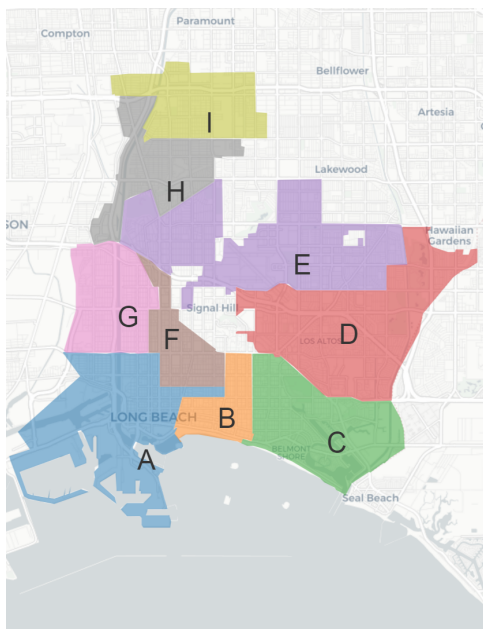


IRC Draft Map #1 Improvements:

- **A** has access to the coast, more of the Port that directly impacts residents
- Keeps Coastal Zone together in its historical boundaries
- Has three districts, **G**, **E**, and **D** directly adjacent to Long Beach Airport

Problems:

- District **G** extends further south than at any point in its history, cuts off historical westside parts, segregates by wealth
- District **A** concentrates poverty, impacts to the port, along diesel death zone
- Too much land area, city resources and assets concentrated in district **E**



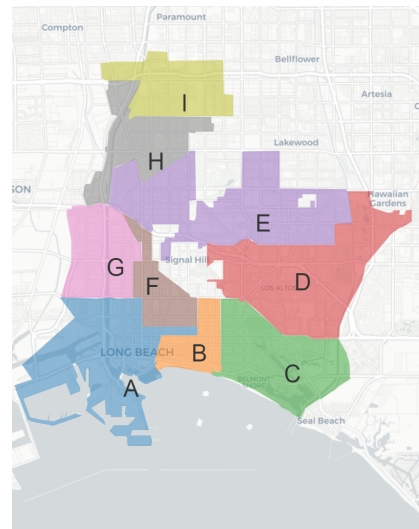
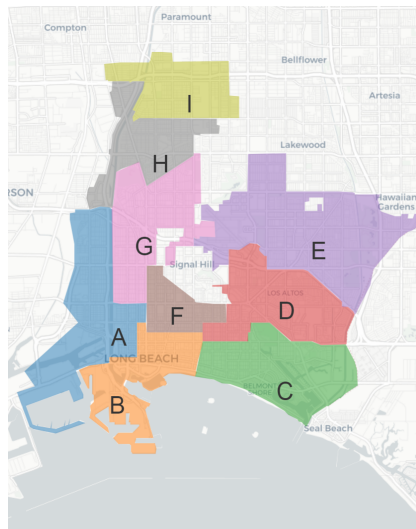
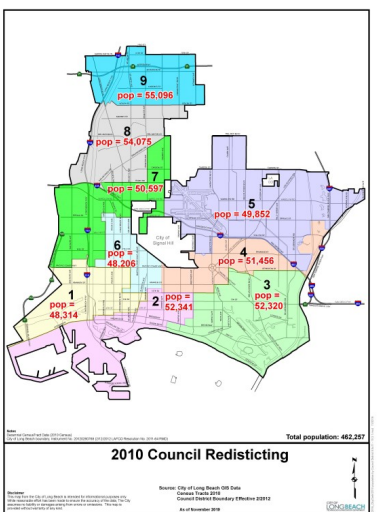
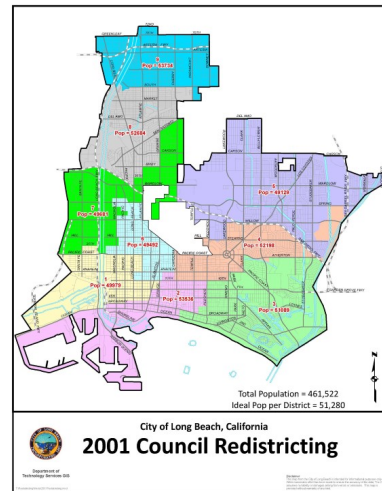
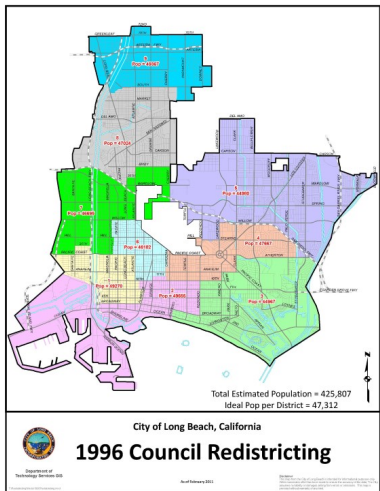
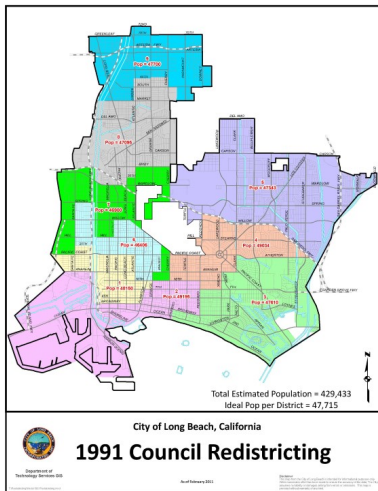
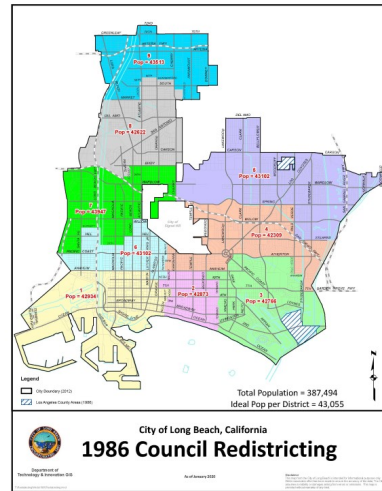
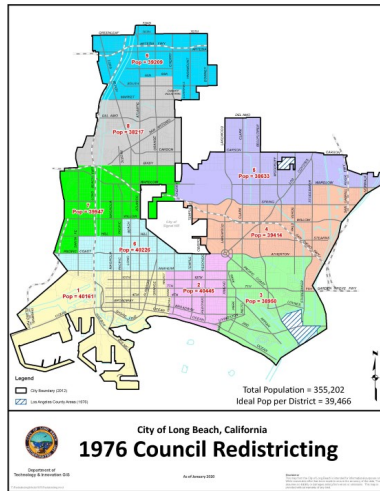
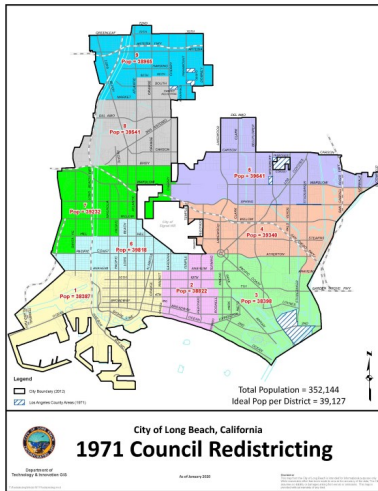
IRC Draft Map #2 Improvements:

- Better northwestern border for **D**

Problems:

- District **H** still contorted, non-compact
- *Segregates G to only the poorest, most vulnerable neighborhoods on Westside, = environmental apartheid*
- Non-historical boundaries for **A**, eliminates power of **B** to affect Port
- *Creates a new "superdistrict" in E that concentrates disproportionate number of parks and city assets = env'l apartheid*
- Takes Community Hospital away from where in has always been in **D**, concentrates schools and parks in **D**
- *Locks in the voting power, by CVAP, for incumbents/whites in A, B, C, D, E*
- *Wildly distorted shapes/ population shift*
- *Dilutes the Latino Vote throughout LB.*

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(Analysis, continued)

As is clearly evident, gerrymandering around principal city assets - the Port, Airport, and City/County facilities adjacent - has been concurrent with demographic changes since the 1991 redistricting in Long Beach. This is most clearly observable in the boundary shifts in **G**, **F**, and **D** along the southern Signal Hill border. It is important to recognize that many of the demographic shifts from 1991 to the present in these areas reflect historical redlining between PCH and Anaheim St., and the rapid growth in housing in the late 1970s/early 1980s. The City of Long Beach is currently anticipated, over the 2015-2025 period, to have a similar uptick in housing construction, centered in Transit Oriented Development neighborhoods along and adjacent to the Metro Blue Line, and in the Downtown area - districts **B**, **A**, **F**, **G**, **H** and **I**.

One of the clearest examples of the necessity for dual representation in the Port by districts **A** and **B** - on which former Councilman Evan Braude gave detailed testimony on community efforts to establish - is the increased pollution load that these communities, first and foremost, are at present affected by with the record number of container cargo ships (111 as of 10am 11/10/21) idling in the San Pedro Bay: one can easily smell the diesel fumes and particulates from City Hall (as of 9pm 11/09/21). Both the downtown and the southwesternmost districts need representation directly in the Port: district **A** boundaries should seek to retain industrial Piers S, T, C-F, and coastal access through the Back Channel to the Outer Harbor; and district **B** boundaries should include what is walkable south of Broadway St.

Where IRC Draft Map #1 did incorporate most of these criteria into district A, the population imbalance created by adding neighborhoods on the westside also results in direct problems for how to draw the adjacent district G, and what to do about access to the Long Beach Airport. These, and resultant problems that cascade along drawing districts that border Signal Hill, have occupied considerable time at the 10/27/21 and 11/03/21 IRC meetings, and have resulted in even more significant problems for IRC Draft Map #2.

They are soluble, if the commission is willing to consider where certain well-traveled surface roads that run through Long Beach - 7th St, PCH, Willow St. in particular - are boundaries that can and do bring neighborhoods and districts together as much as they separate them. This concept can be extended to other streets that clearly delineate neighborhoods - San Antonio Blvd., Temple St., Pacific Blvd., etc. - as often previous Redistricting Maps have utilized.

The IRC must avoid constructions that unfairly concentrate climate risks or environmental health burdens in districts on the westside of town, especially as these boundary constructions (**G**, **E**) are made at the behest, and for the benefit, of districts on the eastside of town that have some of the highest rates of incumbency in California. Note that those constructions also dilute the power of the Latino vote. It is possible to create a 2021 Long Beach City Council Redistricting Map that evenly balances population change, voting power, *AND* climate / environmental justice considerations, as one can see below in Map ID#70760 and Map ID#75241.

Recommendations:

1. *Keep both unifying the Cambodian Community, and the Historical Black Community in the Central District, as coextensive as possible* - The IRC has done an admirable job balancing these delicate issues, with inherent tradeoffs between DM1 and DM2, but more public testimony, and balancing with other districts, is needed.
2. *South St. as the border between the two districts in Northern Long Beach* - The IRC has incorporated this, recognizing these districts will have to trade population. For population balancing reasons throughout the rest of the map, it may be preferable to keep the Longwood, Coolidge Triangle, College Square, and Starr King Neighborhoods west of the LA River into the northernmost district.
3. *Keeping Coastal Area communities together* - This was one of the first issues addressed after the release of IRC DM1, but IRC DM2 distributes out Bluff Park, Bluff Heights, and Carroll Park out of the southeasternmost district - these neighborhoods belong in **C**.
4. *Port needs to be represented by both communities it directly impacts* - Industrial facilities in Piers S-T, C-F should be added to the southwesternmost district, and the downtown district should retain Census Blocks along Pier H, Queen Mary, etc. that are walkable.
5. *Airport needs to be represented by all three communities it directly impacts* - IRC DM 2 entirely misses the mark, save for the northwesternmost border of **D**, which should be retained. Without having to break up the large Census Block with the airport runways, all three districts adjacent to LGB can be distributed in a way that helps balance population, as well as neighborhoods, and direct access, and thus representation, in the Airport.
6. *Balance Pollution Impacts on the Westside, and Freeway Corridors* - generally speaking, mobile sources of pollution from freeways, particularly where multiple freeways connect, can be as pollutive and harmful as the Port/Airport/Power Plants - every neighborhood along the westside has a stake in what happens along the LA River and 710/Alameda Goods Movement Corridor. The 405/710 Interchange is a natural border between **G**, **H**.
7. *New Homes = New Voters* - Along with balancing out pollution impacts on the westside, there is the added benefit of balancing out areas where there is appreciable anticipated growth, due to new housing construction, especially Transit Oriented Development. There are a number of districts that we can anticipate are undercounted two-fold, both in the Census, and in terms of new construction.
8. *Evenly Distribute County and City Public Infrastructure*: Hospitals, Schools, Parks, Fire Stations, the Water Department, the Gas and Oil department, etc. should not be over-concentrated in a handful of districts, or deprived from other districts.

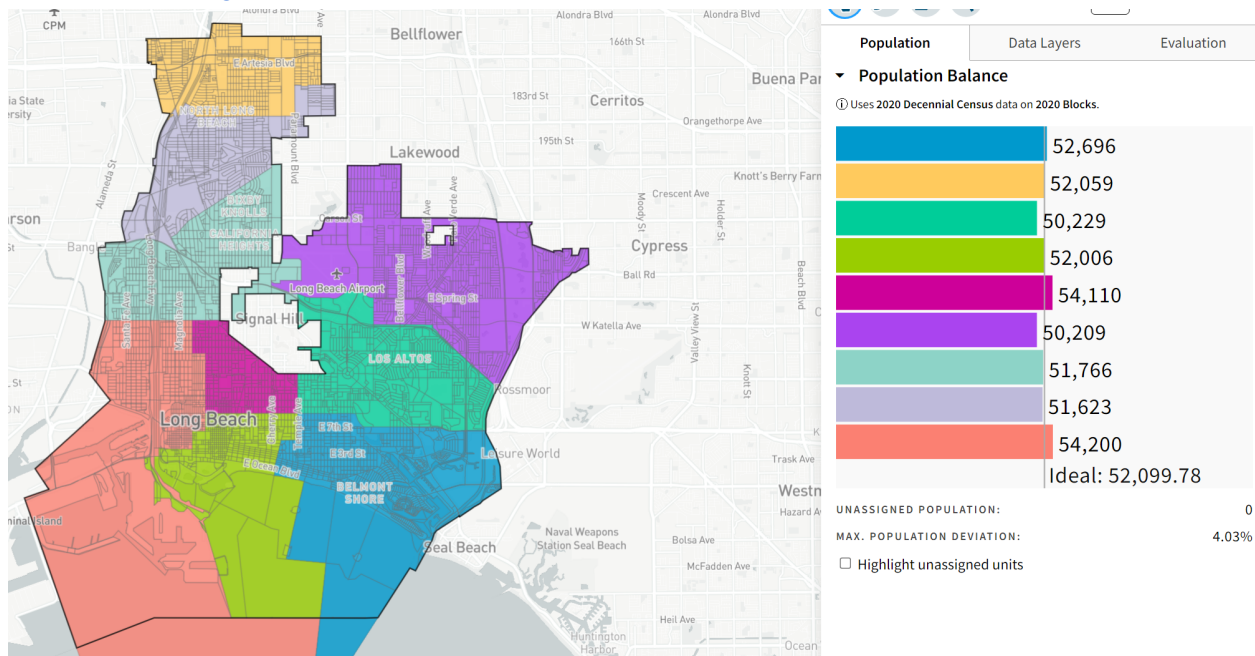
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- 9. *Every District Must Compromise* - The IRC should be explicit about how to balance priorities between Statutory Criteria and Public Testimony. Of particular concern here is balancing the Total Population, given problems with Census Data undercounting, as well as predictable growth and changes in CVAP from 2022-2028 as youth become voters.

<https://districtr.org/plan/70760>



<https://districtr.org/plan/75241>

