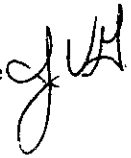


**Hearing
Agenda #09-0487
May 12, 2009**

COPY

Memo

To: The Honorable Mayor Foster and Members of the Long Beach City Council

From: Joan V. Greenwood
2091 San Francisco Avenue
Long Beach, CA 90806 

CC: City Clerk and City Attorney

Date: May 12, 2009

Re: Support for Recommendation to Uphold Certification of the Middle Harbor FEIR by Harbor Commission on April 13, 2009

As an environmental professional and analytical chemist familiar with the assessment of environmental impacts and the statutory requirements of California Environmental Quality Act (CEQA), I urge you to uphold the Board of Harbor Commissioners' certification of the Final Environmental Impact Report (FEIR) for the Middle Harbor Redevelopment Project. On April 13, I stayed until the very end of the Harbor Commission meeting. The Commissioners clearly established a policy that allows for flexibility in adopting the best available technology for reducing air emissions resulting from future Middle Harbor terminal operations. As a scientist, I strongly support this policy and its approach to making technical decisions.

I live in the Wrigley District of Long Beach between Pacific Coast Highway and Willow Street, which is included in Mitigation Zone 1. Since the late 1990s, I have been actively involved in the movement to make the Port of Long Beach a leader in addressing the harmful impacts of the goods movement industry on my neighborhood. I witnessed first-hand the dramatic change in attitude of both Port staff and Harbor Commissioners that culminated in its ground-breaking Clean Air Action Plan. I am confident that the Harbor Commissioners, Mayor Foster, City Council Members and Port staff will not sway from their commitment to cleaning up our air and securing appropriate funding for mitigation of harmful air quality impacts.

Furthermore, I support certification of the FEIR without reservations because it is in compliance with the standard nine-point practice for evaluating air quality impacts associated with the proposed project under CEQA and NEPA; mitigation measures have been identified that are consistent with the current proven technologies and allows flexibility for selecting new technologies in the future for reducing harmful emissions; and, the community benefits package is consistent with the scope of the

proposed Middle Harbor project and State Lands Commission guidelines for Port expenditures. Mobile source mitigation outside the immediate project area is generally not required and is addressed in other Port of Long Beach policies and programs as well as the I-710 Expansion Project.

I recently attended two meetings that addressed the I-710 Expansion Alternatives that will be discussed in the Draft EIR. The I-710 Expansion is a direct result of the Middle Harbor's growth-inducing impact. Both the Local Area Committee and the Project Committee have made it very clear that the scope of the Air Quality Component for the I-710 Expansion Project will evaluate and mitigate cumulative air quality impacts resulting from increased truck traffic and other regional projects along the I-710 corridor.

In conclusion, further study of air quality impacts resulting from increased cargo handling at the Port of Long Beach as a result of the proposed Middle Harbor project is unwarranted and would cause an unnecessary delay. The public input in this CEQA process for the FEIR has been extensive and responsive to community needs. The concerns raised by the appellants will be addressed by other Port of Long Beach programs and the I-710 Expansion Project EIR/EIS currently under development.

Please support my recommendation to uphold the Board of Harbor Commissioners' certification of the FEIR by adopting the resolution referred to as Attachment 1 in the Agenda package.

A handwritten signature in black ink, appearing to be 'JUH', is located at the bottom right of the page.