



clerk CIS <clerk.cis@lacity.org>

Your Community Impact Statement Submittal - Council File Number: 25-0066

1 message

LA City SNow <cityoflaprod@service-now.com>
Reply-To: LA City SNow <cityoflaprod@service-now.com>
To: Clerk.CIS@lacity.org

Sun, Feb 2, 2025 at 9:06 PM

A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enabled by the Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or resolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website. Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Council's rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

***** This is an automated response, please DO NOT reply to this email. *****

Contact Information

Neighborhood Council: Wilmington

Name: Shawn Farmer

Email: Shawnpatrick1225@gmail.com

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

Date of NC Board Action: 02/28/2025

Type of NC Board Action: For

Impact Information

Date: 02/03/2025

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 25-0066

City Planning Number:

Agenda Date:

Item Number:

Summary: Please see attached document in support of this council file

Ref:MSG11809463



Wilmington Neighborhood Council

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Gina Martinez, Chair

Gayle Fleury, Co-Chair

Fabiola Garcia, Secretary

Alicia Baltazar, Treasurer

Marisol Ontiveros, Parliamentarian

January 28, 2025

Community Impact Statement for Council File 25-0066

Blinn Avenue / Lomita Boulevard / Drumm Avenue / Cruces Street / O Street / Colon Street / Sandison Street / Closure to All Vehicular Traffic / Vehicular Access Restriction / Cul-de-Sacs Creation

The Wilmington Neighborhood Council overwhelmingly supports Council File 25-0066 and our Councilman's position on this matter. The area of concern has been a major source of safety in our community for quite some time. There have been traffic studies, protests and other actions taken to help alleviate the issues.

Currently commercial trucks ride through residential communities with little disregard for residents. The area is not a truck route and although other measures have been taken such as roundabouts in the area they have proven to be ineffective. Short of a proper truck route and the ability to physically stop trucks from entering container yards in the vicinity there appears to be no other alternative to protect our stakeholders.