



**Northwest San Pedro Neighborhood Council (NWSPNC)  
Port/Environment and Sustainability Committee Special Meeting Agenda  
Tuesday, November 21, 2023, 6:30 p.m.**

**Room 452  
638 S. Beacon Street  
San Pedro, CA 90731**

**PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS:** The public, when prompted by the presiding officer, may address the Committee on any agenda item before the Committee takes action on an item. Comments from the public on agenda items will be heard only (no discussion) when the respective item is being considered.

Comments from the public on non-agenda items that are within the Committee's jurisdiction will be heard during the General Public Comment period. **Any member of the public who wishes to address the Committee must raise their hand to be recognized.** Any items not addressed will be carried over to the next meeting.

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**\* Any item on this agenda could result in motions and/or actions \***

- 1. Welcome and Call to Order – Roll Call**
- 2. General Public Comments on Non-Agenda Items**
- 3. Comments and Suggestions from Stakeholders and Committee members**
- 4. Update from Joint Environment & Sustainability Committee Meeting with Coastal & Central**
- 5. Update from the Port, Neighborhood Council and Chamber President's Meeting**
- 6. Updates on legislation or meetings with government officials and departments**
  1. - PERSONAL SERVICES AGREEMENT THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND TETRA TECH, INC. FOR CLEAN TRUCK PROGRAM ADMINISTRATION SERVICE (\$3 Million)
  2. AS-NEEDED EMERGENCY RESPONSE AND HAZARDOUS WASTE MANAGEMENT AGREEMENTS WITH OCEAN BLUE ENVIRONMENTAL SERVICES, INC., REPUBLIC DBA NRC ENVIRONMENTAL SERVICES INC., AND ANCON MARINE DBA ANCON SERVICES TO ADD OMITTED PAGE (\$9 million)
  3. TWENTY-SECOND AMENDMENT TO CONTRACT NUMBER C-123897 BETWEEN THE CITY OF LOS ANGELES AND MOTOROLA SOLUTIONS, INC. FOR THE 700 MHZ RADIO SYSTEM (up to \$18 million)
  4. APPROVE FIRST AMENDMENT TO REVOCABLE LICENSE NO. 2022-06 WITH TOYOTA TSUSHO AMERICA, INC. (continue demonstration of zero emission hybrid top handler and mobile hydrogen fueling station)
  5. APPROVE FIRST AMENDMENT TO REVOCABLE PERMIT NO. 21-14 WITH MORTIMER & WALLACE, LLC (\$8,820 monthly rent, month-to-month)
  6. AWARD OF PERSONAL SERVICES AGREEMENT WITH WET FOR MAINTENANCE OF THE SAN PEDRO GATEWAY WATER FEATURES (\$427K with WET of Sun Valley, CA up to 3 years)
  7. APPROVE MEMORANDUM OF UNDERSTANDING WITH LOS ANGELES DEPARTMENT OF WATER & POWER (he MOU is for a term of five years and will allow the Harbor Department to complete development and construction of park improvements and to operate and maintain these improvements as a public park. The park improvements are expected to be completed in January 2024 as part of the of the Wilmington Waterfront Promenade and Avalon Promenade and Gateway Projects.)

## 7. Consideration of new committee members

- a. Request by Carlos Garcia to join Committee

## 8. Motions – Any of the following items could result in motions and/or actions.

1. Comment Letter on Berth 191-194 (Ecocem) Low-Carbon Cement Processing Facility Project Draft EIR
2. Comment Letter on John S. Gibson Truck & Chassis Parking Lot Project Draft EIR
3. Comment Letter on Connectivity Plan and relocation of the USS Iowa

## 8. Discussion of Priorities and Projects

### a. Port Related Priorities

1. Loss of Shipping Market Share and Port Plan to Address the Issue
  1. Cruise Ship RFP update from 11/16 BOHC meeting, to be ready 1/24.
  2. Development and operations of Outer Harbor Cruise Terminal with two 1,200' LOA berths
  3. Operations of Inner Harbor Cruise Terminal maximizing efficiency with existing terminals and berths
  4. Densified parking development at 22nd Street.
  5. Project will be shovel ready in 3-4 years.
2. Shipyard NOP will be released in November.
3. Cabrillo Way Marina ground lease

### b. Environmental/Sustainability Priorities

1. Community Garden Policies and City Support

## 9. Adjournment

Next meeting: Tuesday, December 19, 2023, at 6:30 p.m.

[www.nwsanpedro.org](http://www.nwsanpedro.org) | [board@nwsanpedro.org](mailto:board@nwsanpedro.org) | (310) 918-8650

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Please note that under the Brown Act, the Board is prohibited from acting on a matter brought to its attention during the General Public Comment on Non-Agenda Items period; however, an issue(s) raised during this comment period may become the subject(s) of a future Board meeting(s). Comments are limited to two (2) minutes per speaker unless adjusted by the presiding officer of the Board.

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**RECONSIDERATION AND GRIEVANCE PROCESS:** For information on the Northwest San Pedro Neighborhood Council's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NWSPNC Bylaws. The Bylaws are available at our Board meetings and our website <https://www.nwsanpedro.org/board-bylaws>.

**SERVICIOS DE TRADUCCION** - Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a Secretary, al 310-918-8650 o por correo electrónico [board@nwsanpedro.org](mailto:board@nwsanpedro.org) para avisar al Concejo Vecinal

## Draft comments on ECOCEM DEIR

### DATA INDICATING THAT THE “NO PROJECT” ALTERNATIVE IS THE ONLY FEASIBLE PROJECT

The project would improve the structural characteristics of the soil, install foundations for buildings and infrastructure, including an electrical substation, construct an office building, a grinding mill, and storage silos, and to repair and upgrade the wharf at Berth 191.

During operation, a portable belt conveyor system would convey granulated blast furnace slag [GBFS] mostly from Japan and Mexico or South America, from oceangoing vessels at Berth 191 to open storage piles in the processing facility. Mobile equipment such as front-end loaders would feed the GBFS and natural gypsum (delivered by truck) into hoppers that would feed the processing mill, where it would be ground, dried, and mixed to produce Ground Granulated Blast Furnace Slag. That product would be stored in silos from which third-party trucks would be loaded with the GGBFS product for transport to concrete production facilities throughout the region. GBFS is similar to sand. GGBFS is a very fine dust material similar to the cement used in concrete, which Ecocem seeks to replace.

### Unmitigated Air Quality Emissions

PM 10's are particles smaller than 10 microns in size, such as dust, tire scuffing, process emissions, products of internal combustion engines, wind erosion, etc. These can lodge in the lungs and are not expelled. PM 2.5's are smaller than 2.5 microns in size and can pass through the cell walls in the lungs and lodge in the brain.

DEIR Table 3.1-13 shows the predicted particle emissions from operations for the three years 2025, 2027, and 2049, and compares them with the AQMD threshold limits. These are the predicted emissions after all feasible mitigations are applied and are for the project itself without including any ambient levels. The predictions are based on what the levels would be at the property line. Predictions for what they would be in the surrounding area, from trucks and product dust for example, are not computed.

The predictions are so startling that I tried to import the table so you could see it for yourself.

These emissions exceed the threshold standards by 60% up to 864%. This alone is sufficient to require a finding that the “no project” alternative is the only feasible alternative. There are a few others.

### Health Risk Assessments

CEGA does not require evaluating health risks unless they exceed more than 10 per million cancer cases. The DEIR found no such risk requiring an assessment. However, it is somewhat ambiguous; figure 3.1–2 shows to risk outlines, one showing +10 our risk cases encompassing the project site as well as the adjacent Vopak terminal [i.e. the ILWU workers onsite], and a +1 risk line encompassing numerous residences in Wilmington and at least four terminals in the Port, plus the adjacent marinas. Given the claim that the project does not exceed the CEQA impact requirement, this should be clarified.

### Truck Transport

Large hopper trucks will be used to import gypsum to the site for use in the crushing process, and to transport finished products from the site to various locations, apparently mostly in Southern California. There will be approximately 66,000 truck trips per year, averaging 73 miles each trip, or about the distance from the site in Wilmington to San Bernardino.

Ecocem believes that CEQA does not require analysis of the environmental impact of these truck trips. They believe that analyzing the vehicle trips of their 26 employees are required, and included those trips, averaging 10 miles each, in their DEIR.

They do acknowledge our previous comments that truck traffic needed to be included in a CEQA analysis, so they do address the issue but declare that it is for informational purposes only. See Section 3.8.6, starting at page 3.8-14. In doing so however, they counted each truck as if it were a regular vehicle and only calculated the impact of the level of service at intersections in and around Wilmington.

Each truck is 75 feet long. That is usually counted as the distance occupied by 2 1/2 cars. If the trucks are counted as if they were on 2 1/2 cars each, it would impact on numerous intersections in around the area, degrading them to a level of service requiring modification of those intersections. Further, the informational limitation ignores things like impact on the neighborhood of the 263 hopper trucks rolling through the neighborhoods each day, ignores the impact on the condition of the roadways of the very heavy trucks on the pavement, does not discuss the impact on the new Wilmington Waterfront Park currently under construction, the increase in accidents, and the like.

These are the impacts and omissions that indicate the "no project" alternative should be the preferred alternative. As a note, Ecocem points out that it was unable to secure a site in Long Beach or Port Hueneme, and we know from previous news reports that they were turned down in Vallejo as well.

## **MODIFICATION OF ALTERNATIVES 2 AND 3 THAT ADDRESSES THE AIR QUALITY AND TRUCK TRANSPORT ISSUES**

Alternative 2 is a reduced product alternative and Alternative 3 is a product import terminal.

Alternative 2 lowers the volume of the project, reducing the ship calls from 24 per year to 23 per year, but retains the on-site crushing and processing operation and still would distribute the finished product by truck. This does not materially reduce the air quality and truck transport impacts.

Alternative 3 is a product import terminal, where the slag would be processed before import, off-loading it in Wilmington and distributing it from the site. It does not really reduce much of the air quality impact and would have all the truck transport issues.

There is a combination/modification of Alternatives 2 and 3 that eliminates most if not all of the air quality impacts and truck transport impacts. That alternative would have the site used as an import terminal for the granulated blast furnace slag [GBFS] and transporting it out of the terminal area by rail car to a remote site where the GBFS could be processed and distributed as GGBFS.

Ecocem addressed the rail transport issue but concluded that it was not feasible because it would require permits from others that it in fact does not need. They say, for example, that it would mean extending the track that now runs through the neighboring Vopak terminal, that road crossing agreements would be necessary and that a double track would be needed to accommodate the 20 rail cars per day that would be needed for the product because there is not room for the 20 cars. They could also fill ten cars, shuttle them to the main tracks nearby and then fill ten more cars. We note that 20 rail cars per day is a lot less than the 263 trucks that they say will be necessary.

The Port owns all the tracks in the port complex and the Pacific Harbor Lines switching operations as well. The streets in the Port are not dedicated public streets. The Port could easily construct an industrial side track down Canal Street to the proposed terminal.

We submit that this proposed modification of Alternatives 2 and 3 best meets the project objectives in the least environmentally impactful way and is the one that should be selected, as required by Cal. Code Regs. Title 14 Sec. 15126.6, Cal. PRC Secs. 21002, 21081.

**Table 3.1-13: Maximum Localized Off-site Ambient PM<sub>10</sub> and PM<sub>2.5</sub> Concentrations — Proposed Project Operation**

Pollutant	Averaging Time	Analysis Years	Ground-Level Concentration (µg/m <sup>3</sup> ) <sup>a,d</sup>	SCAQMD Threshold (µg/m <sup>3</sup> ) <sup>b</sup>	Concentration above Threshold?
PM <sub>10</sub>	24-hour	2025	<b>10.9</b>	2.5	Yes
		2027	<b>21.6</b>	2.5	Yes
		2049	<b>21.5</b>	2.5	Yes
	Annual	2025 <sup>c</sup>	<b>1.6</b>	1	Yes
		2027	<b>7.0</b>	1	Yes
		2049	<b>7.0</b>	1	Yes
PM <sub>2.5</sub>	24-hour	2025	<b>3.3</b>	2.5	Yes
		2027	<b>6.6</b>	2.5	Yes
		2049	<b>6.6</b>	2.5	Yes

Notes:

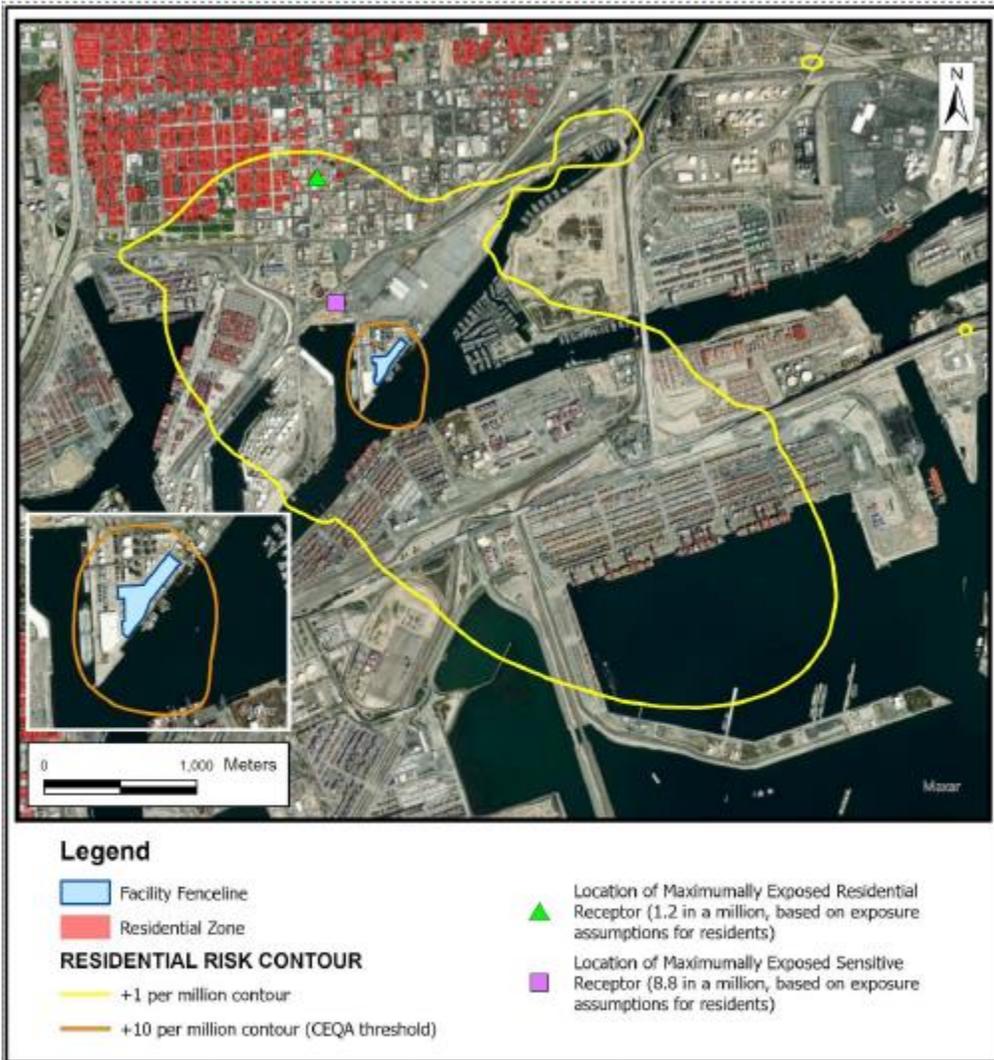
<sup>a</sup> Exceedances of the thresholds are indicated in bold.

<sup>b</sup> Because the thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> are incremental thresholds, background concentrations are not added to the Maximum Modeled Project Concentration.

<sup>c</sup> 2025 annual average concentrations include construction impacts from January 2025 through July 2025 and operational impacts from August 2025 through December 2025.

<sup>d</sup> 24-hr concentrations were evaluated for off-site locations where persons may be exposed to the emissions from project activities, based on SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008). Commercial and industrial land uses were conservatively included for all averaging times.

Figure 3.1-2: Isopleths of 30-Year Residential Cancer Risk – Proposed Project



Notes: Contours (isopleths) reflect 30-year residential exposure assumptions in all areas, including areas where there are no residents. The CEQA threshold for cancer risk is 10 in a million. Maximum exposed residential and sensitive receptors are below the threshold.