Draft

Pier B On-Dock Rail Support Facility Project Draft Supplemental EIR

Harbor Development Permit No. 07-021
State Clearinghouse No. 2009081079

Prepared for:

Port of LONG BEACH
THE GREEN PORT

September 2025

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LIST OF ACRONYMS AND ABBREVIATIONS

ACTA	Alameda Corridor Transportation Authority
BHC	Board of Harbor Commissioners
BNSF	BNSF Railway Company
CalGEM	California Geologic Energy Management Division
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
COLA	City of Los Angeles
COLB	City of Long Beach
CP	Control Point
CRHR	California Register of Historical Resources
Draft EIR	Draft Supplemental Environmental Impact Report
HDD	Horizontal Directional Drilling
LACFCD	Los Angeles County Flood Control District
LF	Linear Feet
MARAD	U.S. Department of Transportation, Maritime Administration
mm/s	millimeters per second
NRHP	National Register of Historic Places
Pier B Project	Pier B On-Dock Rail Support Facility Project
POLA	Port of Los Angeles
POLB or Port	Port of Long Beach
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
UPRR	Union Pacific Railroad Company
VCP	Vitrified Clay Pipe

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1 INTRODUCTION

This Draft supplemental environmental impact report (SEIR) has been prepared under the direction of the City of Long Beach (COLB) Harbor Department, acting by and through the Board of Harbor Commissioners (Port of Long Beach [Port, POLB]), serving as the lead agency in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines. This SEIR addresses proposed minor additions and changes to the Pier B On-Dock Rail Support Facility Project (Pier B Project) that are necessary to update the previously certified EIR for the Pier B Project modifications.

In accordance with CEQA, as set forth in Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, no subsequent or supplemental EIR shall be required unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous EIR;

   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162(a); see also Public Resources Code Section 21166).

Section 15163 of the State CEQA Guidelines provides that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

(1) Any of the conditions described in State CEQA Guidelines Section 15162 (above) would require preparation of a subsequent EIR, and

(2) Only minor additions or changes would be necessary to make the previous EIR apply to the project in the changed situation.

Section 15163(b) of the State CEQA Guidelines further states that a supplement to an EIR needs to contain the information necessary to make the previous EIR adequate for the project as revised. Since the certification of the Final EIR for the Project in 2018, there have been several revisions and updates to CEQA and the State CEQA Guidelines; the State CEQA Guidelines were updated in December 2018, and several new topics were added. State CEQA Guidelines Section 15007(c) states that if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in [State CEQA] Guideline amendments taking effect before the document is finally approved. Therefore, because the Port has prepared this SEIR, the SEIR only contains the information necessary to make the previous EIR adequate for the Project.

This chapter of the Draft SEIR provides information on the:

- proposed additions and changes to the Pier B Project requiring environmental analysis,
- intended uses of the Draft SEIR,
- scope of the Draft SEIR,
- agency roles and responsibilities,
- public review process,
- organization of the Draft SEIR, and
- standard terminology used in the Draft SEIR.

1.1 BACKGROUND AND OVERVIEW OF THE PIER B PROJECT

On January 22, 2018, the Board of Harbor Commissioners certified the Final EIR (State Clearinghouse No. 2009081079), approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (POLB 2016, POLB 2018). The Approved Project as evaluated in the Final EIR consists of the following elements:

- adding 31 rail yard tracks and 5 arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 rail yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 rail yard tracks, and 5 arrival/departure tracks);
- providing for up to 10,000-foot long receiving/departure tracks;
- providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite;
- realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps; and
- relocation of certain existing utility pipelines for the distribution of oil, natural gas, water, communications, and electrical services.

On August 28, 2023, the Board of Harbor Commissioners approved an addendum to the Final EIR for the Pier B On-Dock Rail Support Facility Project (Addendum) to address and analyze technical changes and minor additions to the Project in accordance with CEQA (POLB 2023). The changes were found to not result in any significant impacts, nor a substantial increase in the severity of any previously identified significant impacts in the Final EIR. In addition, no new information of substantial importance showed that mitigation measures or alternatives that were previously found not to be feasible or considerably different from those analyzed in the certified Final EIR would substantially reduce one or more significant effects on the environment (POLB 2023). Changes to the Project analyzed in the approved Addendum included:

- adjustments to the boundary limits for the Pier B Project in the original certified EIR to provide additional land space during and for construction activities including utility relocation, traffic control, temporary construction equipment staging and contractor work areas, private property acquisition; and
- use of an updated methodology involving Horizontal Directional Drilling, as opposed to traditional dig and trench activities, to relocate existing oil infrastructure within the Pier B Project limits and along Pico Avenue to new utility corridors.

1.2 ENVIRONMENTAL REVIEW DOCUMENTS INCORPORATED BY REFERENCE

The following environmental documents are incorporated by reference in this SEIR:

- MARAD. 2020 (June). *Draft Environmental Impact Statement, Port of Long Beach, Pier B On-Dock Rail Support Facility Project*. Available: https://www.regulations.gov/document/MARAD-2019-0109-0007.
- MARAD. 2022 (April). *Combined Final Environmental Impact Statement/Record of Decision and Final Section 4(f) Evaluation, Port of Long Beach, Pier B On-Dock Rail Support Facility Project*. Available: https://thehelm.polb.com/wp-admin/admin-ajax.php?juwpfisadmin=false&action=wpfd&task=file.download&wpfd_category_id=392&wpfd_file_id=14816.
- POLB. 2016 (December). *Pier B On-Dock Rail Support Facility Draft EIR*. SCH# 2009081079. Available: https://thehelm.polb.com/download/392/pier-b-on-dock-rail-support-facility/7112/pier-b-on-dock-rail-support-facility-draft-eir-121416.pdf.
- POLB. 2018 (January). *Pier B On-Dock Rail Support Facility Final EIR*. SCH# 2009081079. Available: https://thehelm.polb.com/download/392/pier-b-on-dock-rail-support-facility/7113/pier-b-on-dock-rail-support-facility-project_final-eir-011118.pdf.
- POLB. 2023 (August). *Pier B On-Dock Rail Support Facility Project Environmental Impact Report Addendum*. Available: https://thehelm.polb.com/download/392/pier-b-on-dock-rail-support-facility/17616/addendum-to-certified-eir.pdf.

1.3 OVERVIEW OF PROPOSED MODIFICATIONS TO PROJECT

The Port proposes minor additions and changes to the Pier B Project since adoption of the 2023 Addendum. The changes consist of the seven elements below, hereinafter referred to as the "Modified Project" or "modifications to the Pier B Project". Detailed descriptions of the Modified Project are provided in Chapter 2 of this SEIR:

- **Berths D52-D54 Transit Shed Modifications.** Demolition of a portion of the Transit Shed at Berths D52-D54 (referenced hereafter as D52-D54 Transit Shed, or Transit Shed) located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- **West 12th Street Sewer Line Installation.** Extension of a 36-inch-diameter sewer along West 12th Street between Harbor Avenue and Fashion Avenue.
- **Control Point Foote Wye Track Relocation and Rail Signal Extension.** Relocation of the Control Point (CP) Foote Wye, east of the Dominguez Channel to be compatible with the revised mainline track configurations in the CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks. Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require closure to accommodate track realignment work. Installation of conduit to support extension of the railroad signal in the CP Foote Wye Area, west of Pennington Avenue, east of the Dominguez Channel, north of Grant Street. An existing rail signal shelter adjacent to the Dominguez Channel would be demolished.
- **West Water Street Utility Connections.** Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.
- **Dominguez Channel Rail Bridge Construction Staging and Laydown Area.** Temporary area used for construction equipment staging and laydown for contractor activities related to the construction of the security wall under the existing and widened Dominguez Channel Rail Bridge.

- Pavement Restriping. Restriping and signage at the southbound I-710 Exit 1B offramp, and adjacent to Queen's Wharf Restaurant off Pico Avenue.
- Anaheim Street Construction Staging and Laydown Area. Temporary area used for construction equipment staging and laydown for contractor activities related to construction, south of West Anaheim Street and west of Jackson Avenue.

1.4 SCOPE OF THE DRAFT SEIR

This Draft SEIR is prepared to meet the requirements of a project EIR as defined by Section 15163 of the State CEQA Guidelines to evaluate the potential environmental effects of the proposed modifications to the Pier B Project in the context of changed conditions. Under the CEQA statutes and the State CEQA Guidelines, a lead agency may limit an EIR's discussion of environmental effects when such effects are not considered potentially significant (PRC Section 21002.1[e]; State CEQA Guidelines Sections 15128, 15143). Additionally, an SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised (State CEQA Guidelines Section 15163[b]).

Information used to determine the potentially significant impacts is based on review of the proposed Modified Project; the Initial Study and Notice of Preparation (NOP) for the proposed Modified Project published by the State Clearinghouse on March 21, 2025 (Appendix A of this Draft SEIR); and feedback from public and agency consultation and comments received in response to the NOP (see Appendix A of this Draft SEIR). Based on the available information, this SEIR evaluates and discusses the potential impacts associated with the proposed modification to the Pier B Project to the following environmental resource areas:

- Cultural Resources
- Noise
- Tribal Cultural Resources

Based on the Initial Study, the proposed modifications to the Pier B Project would not result in significant environmental impacts to the following environmental resource areas and are therefore not evaluated in detail in this Draft SEIR. A brief discussion of these environmental resource areas which would not have potentially significant environmental effects as a result of the proposed modifications to the Pier B Project is provided in Chapter 4, "Environmental Effects Found Not to be Significant".

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Transportation
- Utilities/Service Systems
- Wildfire

1.5 STANDARD TERMINOLOGY

This Draft SEIR uses the following standard terminology:

- **No impact** means no change from existing conditions (no mitigation is required).
- **Less-than-significant impact** means no substantial adverse change in the physical environment (no mitigation is required).
- **Potentially significant impact** or **significant impact** means an impact that might or would cause a substantial adverse change in the physical environment (mitigation is recommended where feasible).
- **Significant and unavoidable impact** means an impact that would cause a substantial adverse change in the physical environment and that cannot be avoided, even with the implementation of all feasible mitigation.
- **Significance criteria** means criteria used to define what level of impact would be considered significant. Significance criteria are defined by a lead agency based on examples found in CEQA or the State CEQA Guidelines, scientific and factual data, views of the public in affected areas, the policy/regulatory environment of affected jurisdictions, and other factors.

1.6 INTENDED USES OF THE SEIR

As the lead agency under CEQA for carrying out and approving the Pier B Project, the POLB is principally responsible for conducting the environmental review process. The SEIR is intended to provide the public and the Board of Harbor Commissioners with information regarding the potential environmental effects of the proposed modifications to the Pier B Project. Following the completion of the Final SEIR, the Board of Harbor Commissioners will decide whether to certify the Final SEIR. Other public agencies, as responsible agencies as defined by State CEQA Guidelines Section 15381, if any, will need to use the SEIR when considering permits or other approvals for the Pier B Project. Responsible agencies should participate in the lead agency's CEQA process, review the lead agency's CEQA document, and use the document for decision making on project elements over which they have discretionary approval.

1.6.1 Required Permits and Approvals

The following identifies anticipated permits and other approval actions that may be required for the implementation of the proposed modifications to the Pier B Project:

- Board of Harbor Commissioners - Amendment to the Harbor Development Permit;
- Alameda Corridor Transportation Authority (ACTA)/Port of Los Angeles (POLA)/BNSF Railway Company (BNSF)/Union Pacific Railroad Company (UPRR) – Memorandum of Agreement and/or Amendment to the Use and Operating Agreement;
- COLB Utility Department approval;
- COLB Community Development – Development permits;
- City of Los Angeles (COLA) Department of Building and Safety – Use of Land Permit and clearances;
- COLA Bureau of Engineering – Construction permits;
- County of Los Angeles Sanitation District approval;
- Port of Los Angeles (POLA) – Harbor Engineer Permit;
- South Coast Air Quality Management District (SCAQMD)–Air quality permits for applicable stationary sources; and
- California Department of Transportation (Caltrans – Encroachment permits for work occurring within or abutting Caltrans right-of-way.

1.7 PUBLIC REVIEW PROCESS

Pursuant to CEQA Guidelines Section 15163(c), an SEIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087. Additionally, an SEIR may be circulated by itself without recirculating the previous draft or final EIR (CEQA Guidelines Section 15163[d]).

This Draft SEIR is being circulated for public review and comment for a period of 45 days. During this period, comments on environmental issues from the public as well as organizations and agencies may be submitted to POLB. Upon completion of the public review and comment period, a Final SEIR will be prepared that will include both written and oral comments on the Draft SEIR received during the public-review period, as well as responses to those comments received.

Before approving a project, the lead agency is required to certify that the SEIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the SEIR, and that the SEIR reflects the independent judgment of the lead agency.

The notice of availability and the Draft SEIR are posted on the Port's website at https://polb.com/ceqa. Copies of this Draft SEIR are also available for review at the Port of Long Beach Administration Building by appointment only during business hours from 7:30 a.m. to 4:30 p.m., Monday through Thursday. Appointments may be made by contacting the Port of Long Beach Environmental Planning Division via email at ceqa@polb.com or (562) 283-7100. The Port of Long Beach Administration Building is located at: 415 West Ocean Boulevard, Long Beach, California 90802. In addition, copies of the Draft SEIR are available for public review during regular business hours at selected local libraries in the City of Long Beach, and communities of San Pedro and Wilmington:

- Billie Jean King Main Library – 200 W. Broadway, Long Beach, CA 90802
- Bret Harte Neighborhood Library – 1595 W. Willow St., Long Beach CA 90810
- Wilmington Branch Library – 1300 N. Avalon Blvd., Wilmington, CA 90744
- San Pedro Regional Branch Library – 931 S. Gaffey St., San Pedro, CA 90731

Written comments on the Draft SEIR must be submitted no later than 4:00 p.m. (Pacific Time) on Monday, October 20, 2025, to:

Ms. Renee Moilanen, Director of Environmental Planning
Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

Telephone: 562.283.7100
Email: ceqa@polb.com
In the subject line of the email message, please include: *Pier B Draft SEIR*

1.8 DRAFT SEIR ORGANIZATION

This Draft SEIR is organized into the following chapters:

- **Chapter 1, "Introduction":** This chapter describes the purpose of this SEIR, background and overview of the Pier B Project, documents incorporated by reference in this SEIR, the scope of this SEIR, standard terminology, intended uses of this SEIR, the public review process, and the organization of this Draft SEIR.
- **Chapter 2, "Project Description":** This chapter describes the location, background, and goals and objectives for the Project, and describes the project elements in detail.
- **Chapter 3, "Environmental Impacts and Mitigation Measures":** The sections in this chapter evaluate the potential environmental impacts generated by the Project, arranged by subject area. In each subsection of Chapter 3, the

previous conclusions from the Final EIR are summarized and the anticipated changes to the existing conditions after development of the project are then evaluated for each subject area. For any significant or potentially significant impact that would result from project implementation, mitigation measures are presented and the level of impact significance after mitigation is identified.

- **Chapter 4, "Effects Found Not to be Significant":** This chapter provides a brief evaluation of the potential impacts to other environmental resources that are found not to be significant because of the proposed minor changes and additions to the Pier B Project.
- **Chapter 5, "Report Preparers":** This chapter identifies the preparers of the document.
- **Chapter 6, "References":** This chapter identifies the organizations and persons consulted during preparation of this Draft SEIR and the documents and individuals used as sources for the analysis.

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2 PROJECT DESCRIPTION

2.1 MODIFIED PROJECT LOCATION

The Modified Project would involve adjustments to the Pier B Project boundary limits to accommodate construction activities for utility and rail track relocations, street closures, and address impacts to the Berths D52-D54 Transit Shed. The location of the Modified Project is generally the same as discussed and analyzed in the Pier B EIR.

The Pier B Project is in southern Los Angeles County in the POLB and the COLA (Figure 2-1). The Pier B Project site is located across three POLB Planning Districts (the Northeast Harbor, North Harbor, and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the COLA (Figure 2-2). The Pier B Project site is situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north. In addition to privately owned property, a variety of public agencies own property within the Pier B Project site and in its vicinity, including the POLB; COLB; COLA; POLA; Union Pacific Railroad Company (UPRR) and BNSF Railway Company (BNSF); ACTA; Los Angeles County Flood Control District (LACFCD); and Southern California Edison (SCE).

Each of the elements of the Modified Project are discussed in Section 2.3 and shown in Figure 2-3.

2.2 PROJECT PURPOSE AND OBJECTIVES

With implementation of the Modified Project, the objectives of the Pier B Project would remain the same as those identified in the Final EIR (POLB 2018), consisting of the following:

- Support the transition to a more efficient, more economically competitive and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016);
- Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities;
- Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards;
- Provide additional Port rail capability to support and maximize on-dock intermodal operations to a targeted goal of 30 to 35 percent of containers handled by on-dock rail;
- Receive and depart, within the confines of the rail yard, up to 10,000-foot-long trains to accommodate the increasing use of such trains by the Class I railroads; and
- Improve motorist and rail safety by eliminating an existing at-grade crossing at 9th Street and Pico Avenue.

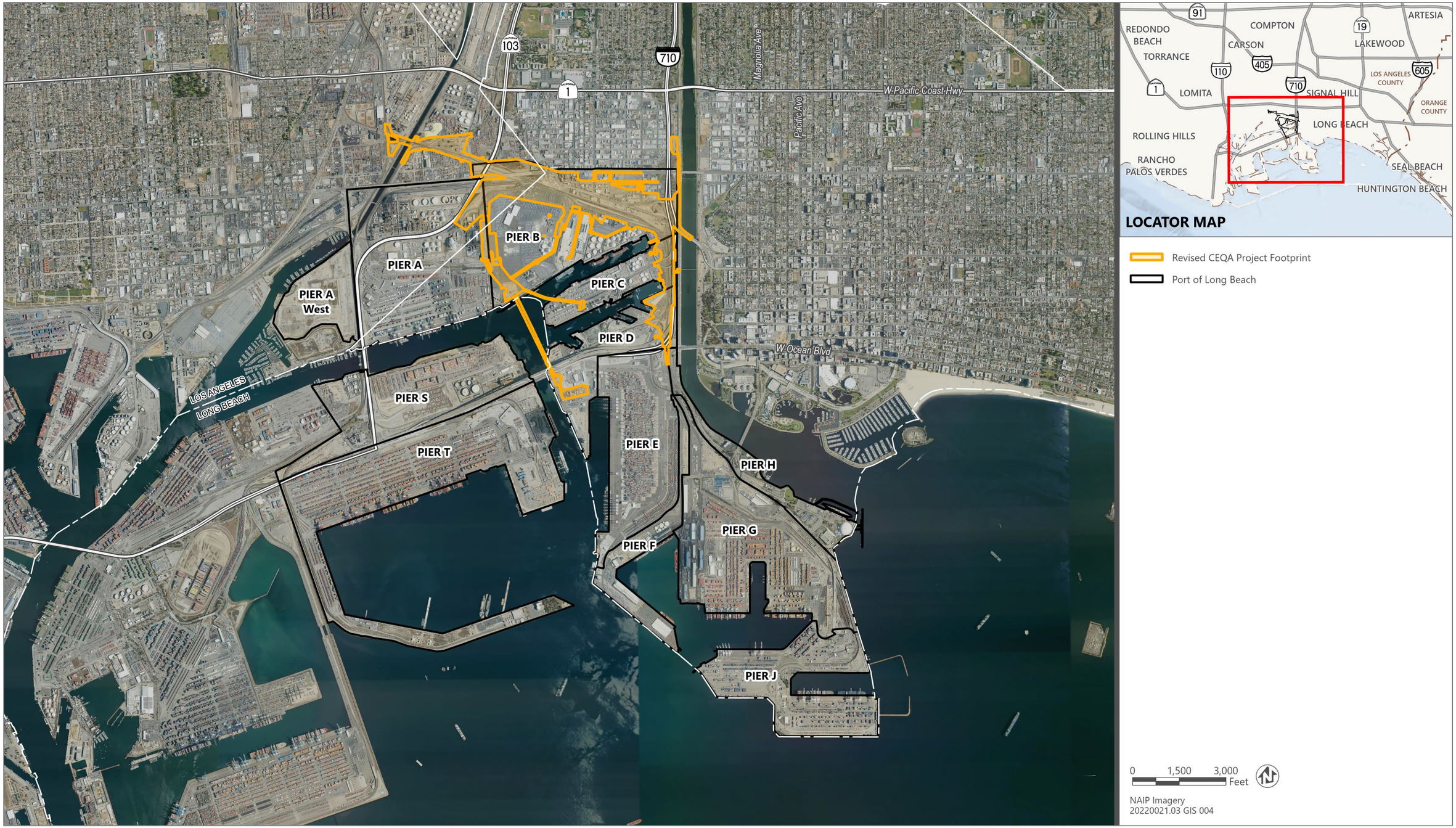
2.3 MODIFICATIONS TO THE PROJECT

Each element of the proposed Modified Project is described in this section. Figure 2-3 illustrates the Modified Project elements relative to the overall approved Pier B Project.

- Berths D52-D54 Transit Shed Modifications
- West 12th Street Sewer Line Installation
- CP Foote Wye Track Relocation and Rail Signal Extension
- West Water Street Utility Connections
- Dominguez Channel Rail Bridge Contractor Area
- Pavement Restriping
- Anaheim Street Construction Staging and Laydown Area

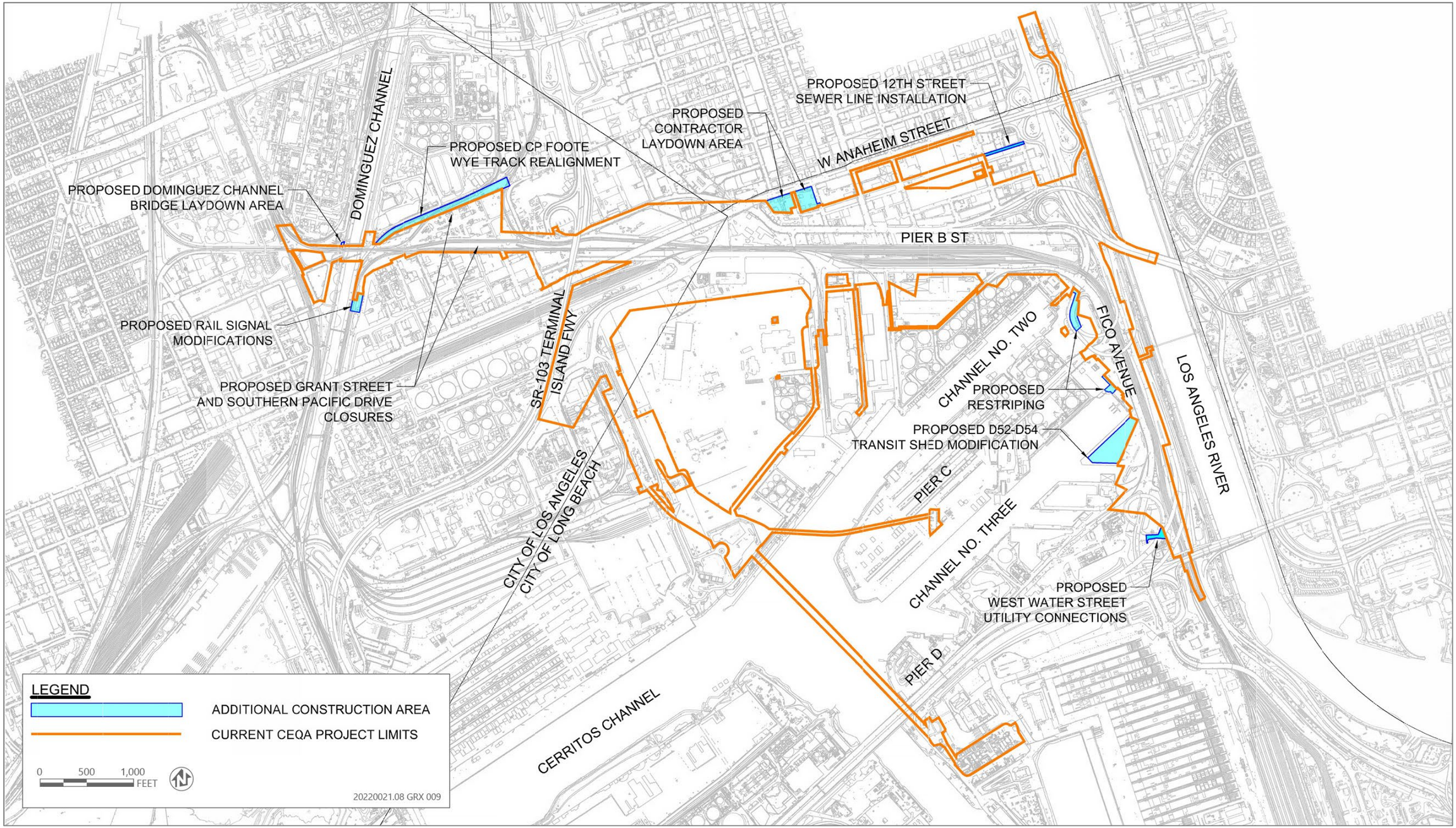
Source: Adapted by Ascent 2024.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2025.

Figure 2-2 Pier B Project Footprint relative to the Port



Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024.

Figure 2-3 Modified Project Elements Locations

2.3.1 Berths D52-D54 Transit Shed Modifications

To accommodate the realignment and roadway improvement of Pico Avenue and the addition of rail tracks between Pico Avenue and SR-710, the demolition of a portion of the existing Transit Shed would be required (Figure 2-4). The EIS prepared and approved by MARAD determined the Transit Shed to be individually eligible for listing in the National Register of Historic Places (NRHP) pursuant to criteria A and C of the National Register Criteria (MARAD, 2022). Modifications to the Transit Shed would involve demolition of the eastern elevation façade and two northeastern-most bays, which amounts to approximately 10,377 square feet (sf) or approximately 8 percent of the total 142,272-square-foot building. The building structure façade would be restored to reflect the original Moderne architectural design, with an additional arrangement of window and doors (fenestration) to accommodate the façade's added width (Figure 2-5). Demolition would also include dismantling of firefighting, lighting, and electrical systems, and demolition of timber roofing, roof steel structure, steel columns, concrete walls, and concrete tie beams. Additionally, this component would involve mechanical, electrical, and plumbing construction; sewer lift station and utility relocation construction; paving; fencing; erosion control; and grading.

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Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024.

Figure 2-4 D52-D54 Transit Shed Modifications

Source: Image produced and provided by HDR in 2021, adapted by Ascent in 2024.

Figure 2-5 Proposed East Elevation Concept for Transit Shed at Berths D52–54

2.3.2 West 12th Street Sewer Line Installation

The existing sewer line along West 12th Street between Harbor Avenue and Fashion Avenue would be extended eastward toward Fashion Avenue where it would connect with an existing Los Angeles County Sanitation District sewer line (Figure 2-6). This alignment would include 2,970 linear feet of 36-inch-diameter vitrified clay pipe (VCP) sewer and 357 linear feet of 18-inch-diameter polyvinyl chloride (PVC) force main from the lift station to convey flows to the proposed gravity system.

To extend the West 12th Street Sewer Line, a trenchless construction method called "microtunneling" would be used involving a remotely controlled, guided microtunnel boring machine to excavate soil while simultaneously installing prefabricated pipe sections behind it.

The process begins by excavating an area for the tunnel's starting access point called a "launch shaft" and excavating an area at the opposite end of the tunnel alignment called a "reception shaft". The launch shaft would be located at the intersection of West 12th Street and Harbor Avenue, approximately 350 feet west of the Multi-Service Center. The reception shaft would be located at the intersection of West 12th Street and Fashion Avenue, approximately 50 feet east of the Multi-Service Center.

The microtunnel boring machine, equipped with a rotating cutting head, is launched into the ground from the launch shaft and steered via a laser guidance system to follow a predetermined path. As the machine advances, it removes excavated soil through a slurry system (often mixed with water or bentonite clay to stabilize the bore) and transports it back to the surface. Behind the microtunnel boring machine, segments of pipe—typically concrete, steel, or polymer—are jacked into place to form a continuous conduit. The entire operation is monitored in real time to ensure alignment and avoid obstacles. Microtunneling is distinct from traditional open-cut excavation or other trenchless methods (like horizontal directional drilling) due to its ability to handle smaller diameters (usually 2-13 ft), greater depths (over 100 ft), and challenging soil conditions, including water-saturated or unstable ground.

Construction activities for the extension of the West 12th Street Sewer Line would include traffic control, pavement saw cutting and removal for the launch/receiving pits, excavation, and disposal of soil, pipeline construction, soil import and backfill, base and pavement construction, and striping.

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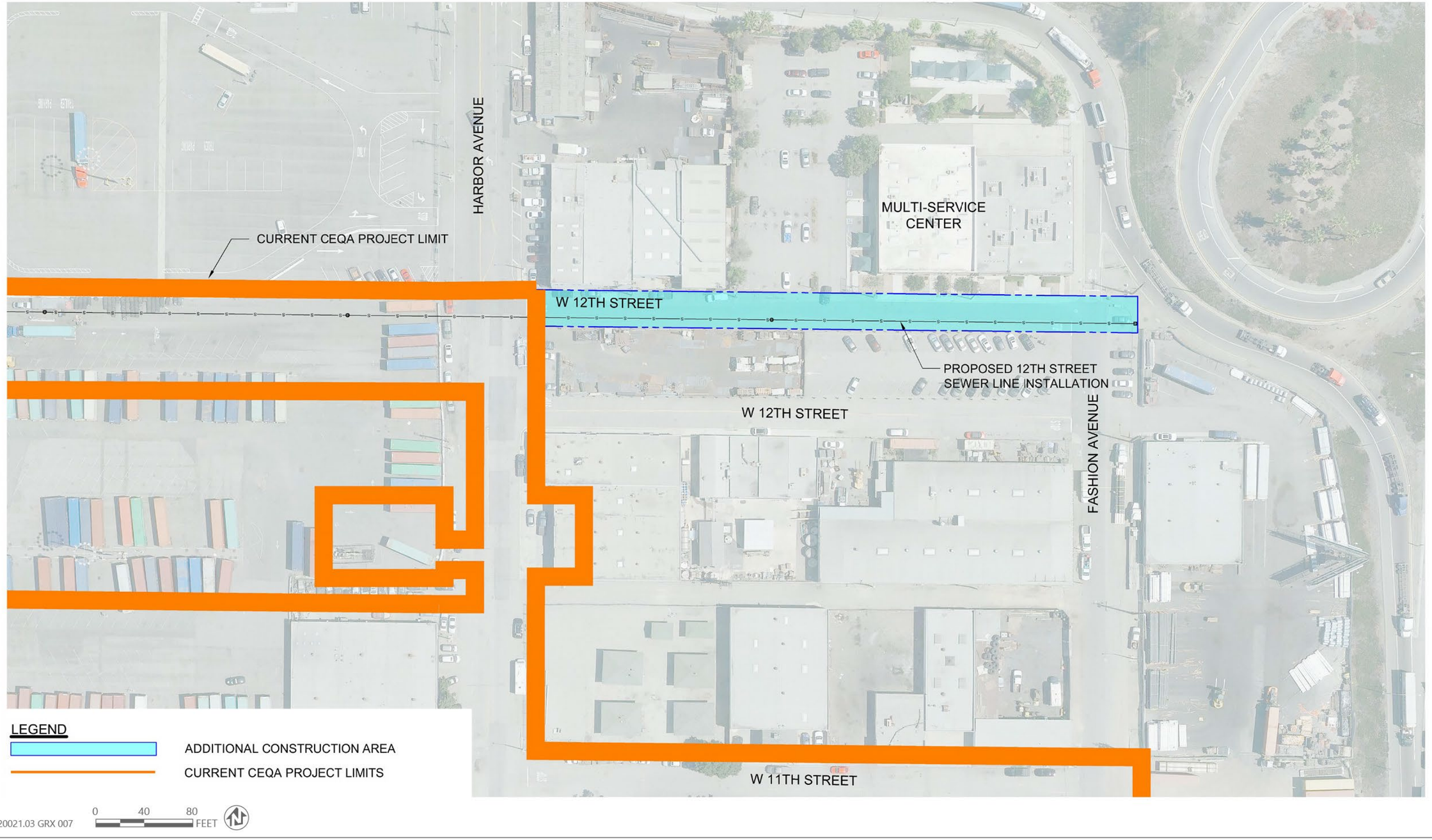

Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024.

Figure 2-6 West 12th Street Sewer Line Installation

2.3.3 CP Foote Wye Relocation and Rail Signal Extension

To provide access to the CP Foote Wye located east of the Dominguez Channel, the existing CP Foote Wye tracks would be relocated to be compatible with the revised mainline track configurations in the CP Crucero area (Figure 2-7). This track reconstruction would require the expansion of the Pier B Project boundary limit in the CP Crucero Area to accommodate construction access, construction staging and laydown, clearing and grubbing, demolition, track removal, concrete drainage ditch reconstruction, fencing and gate reconstruction, and railroad signalization. Shifting the CP Foote wye track would require the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication and oil utilities. The utilities around the shifted wye track will be installed with casing to protect each utility from new railroad loading and to allow for easier access for maintenance in the post-construction condition. Where the utilities are impacted longitudinally, the utility will be relocated into an adjacent utility corridor so that the utility can be accessed for future inspection and maintenance. As part of the CP Foote Wye relocation, Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the COLA, require permanent vacation/closure to accommodate track realignment work (see Figure 2-7). These streets are not publicly accessible and are within the CP Foote Wye area. Trenching to accommodate conduit installation for the extension of the rail signal would occur in the CP Foote Wye area, west of Pennington Avenue but east of the Dominguez Channel, and north of Grant Street adjacent to the existing San Pedro Branch track. As part of the conduit installation adjacent to the Dominguez Channel, an existing rail signal shelter and its enclosure, totaling approximately 350 square feet, will also be demolished. Trenched soils would be backfilled and graded.

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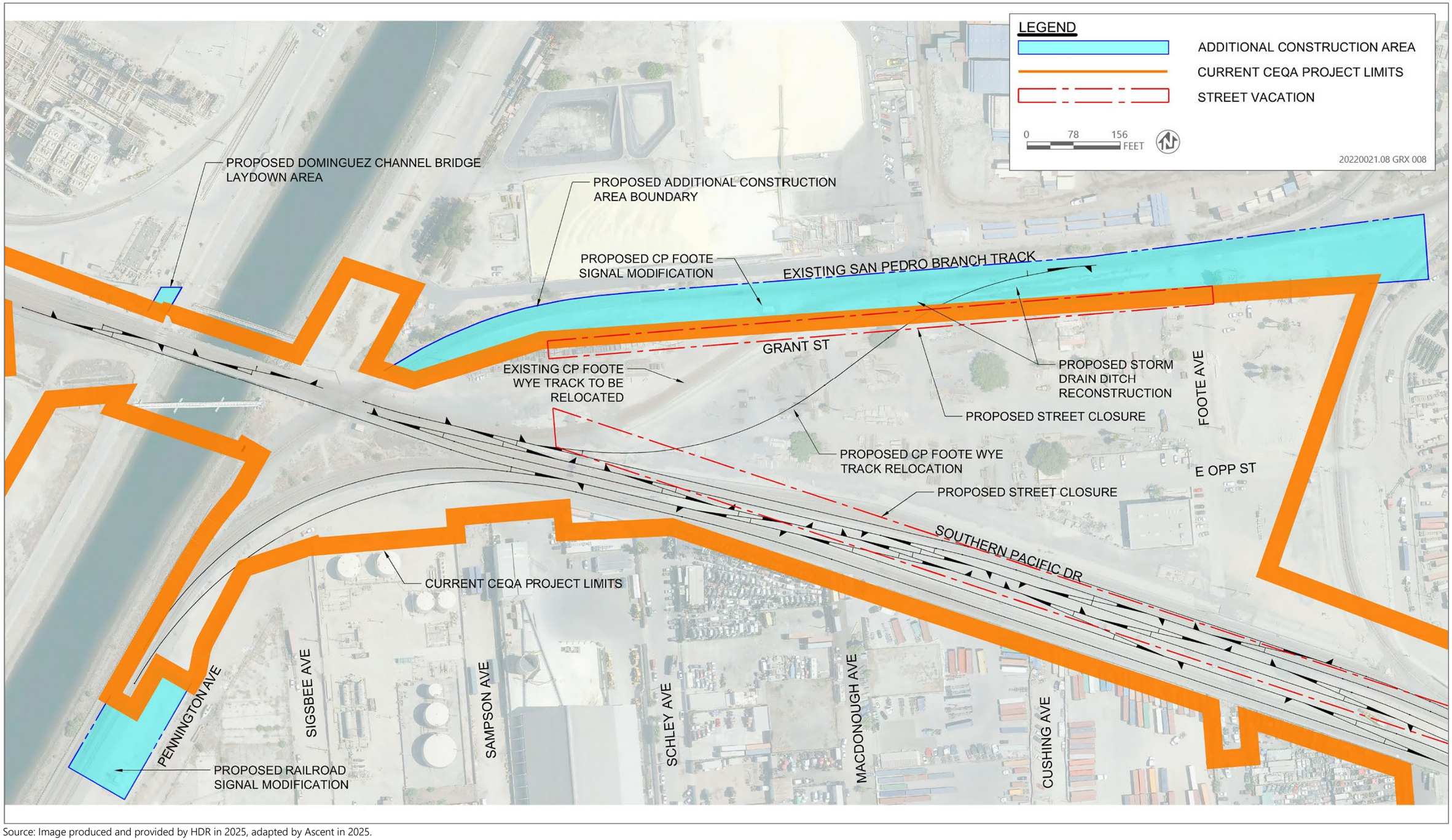

Source: Image produced and provided by HDR in 2025, adapted by Ascent in 2025.

Figure 2-7 CP Foote Wye Relocation, Rail Signal Extension and Dominguez Channel Rail Bridge Contractor Area

2.3.4 West Water Street Utility Connections

Sewer and water lines would be installed along West Water Street, near the I-710 interchange at Ocean Boulevard, connecting to the new compressed air building (Figure 2-8). This involves saw cutting pavement, trenching, and excavation to less than 10 feet below the ground surface.

2.3.5 Dominguez Channel Rail Bridge Contractor Area

A temporary construction area is needed for laydown and activities related to the construction of the security wall under the existing Dominguez Channel Bridge (see Figure 2-7).

2.3.6 Pavement Restriping

Pavement restriping and additional signage would be installed at the southbound I-710 Exit 1B offramp. Pavement restriping would occur adjacent to Queen's Wharf Restaurant off Pico Avenue (see Figure 2-9).

2.3.7 Anaheim Street Construction Staging and Laydown Area

A temporary area used for construction equipment staging and laydown for contractor activities related to construction would be used south of West Anaheim Street and west of Jackson Avenue and east of the West Anaheim Street/West 9th Street intersection (see Figure 2-10).

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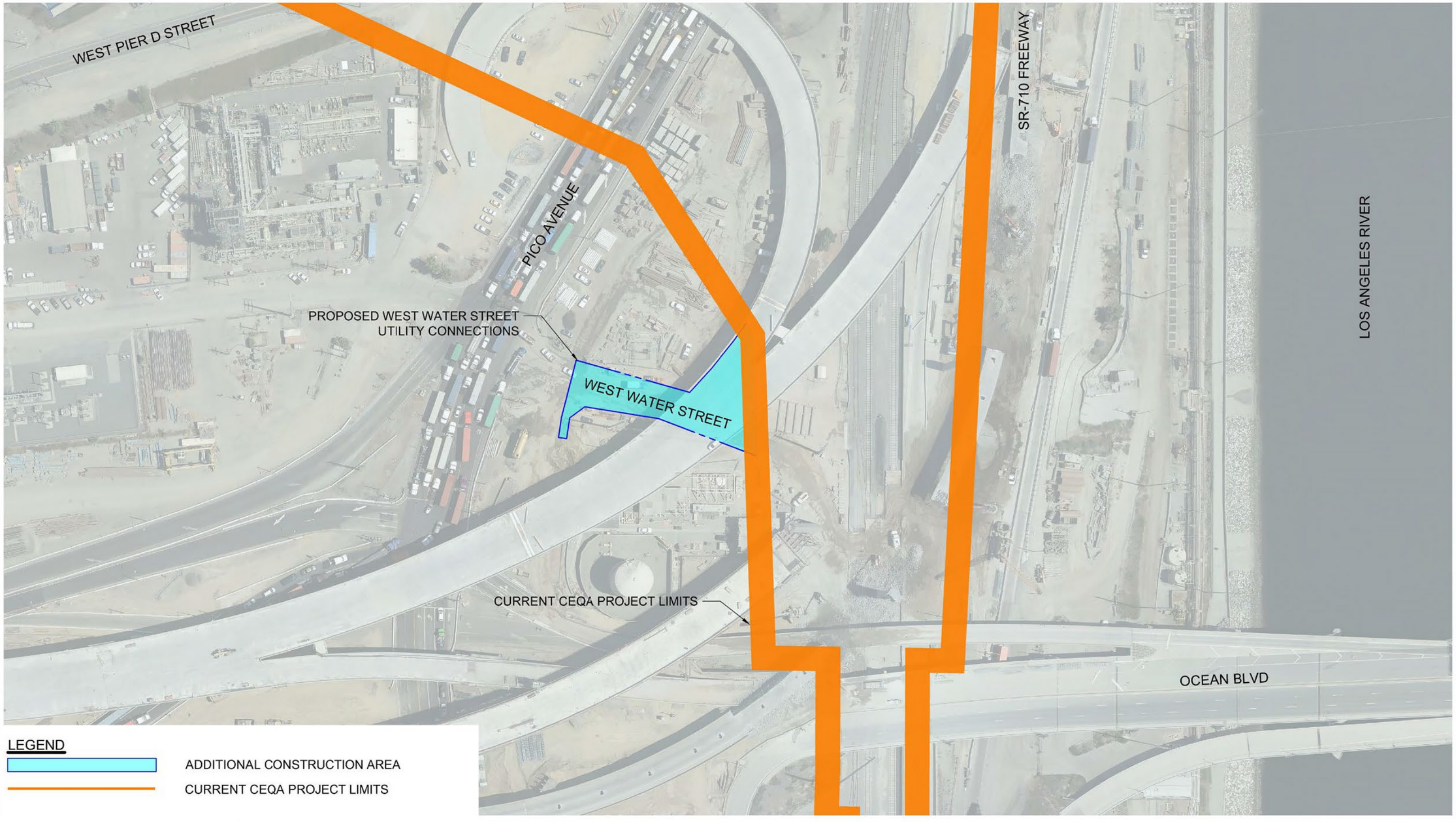
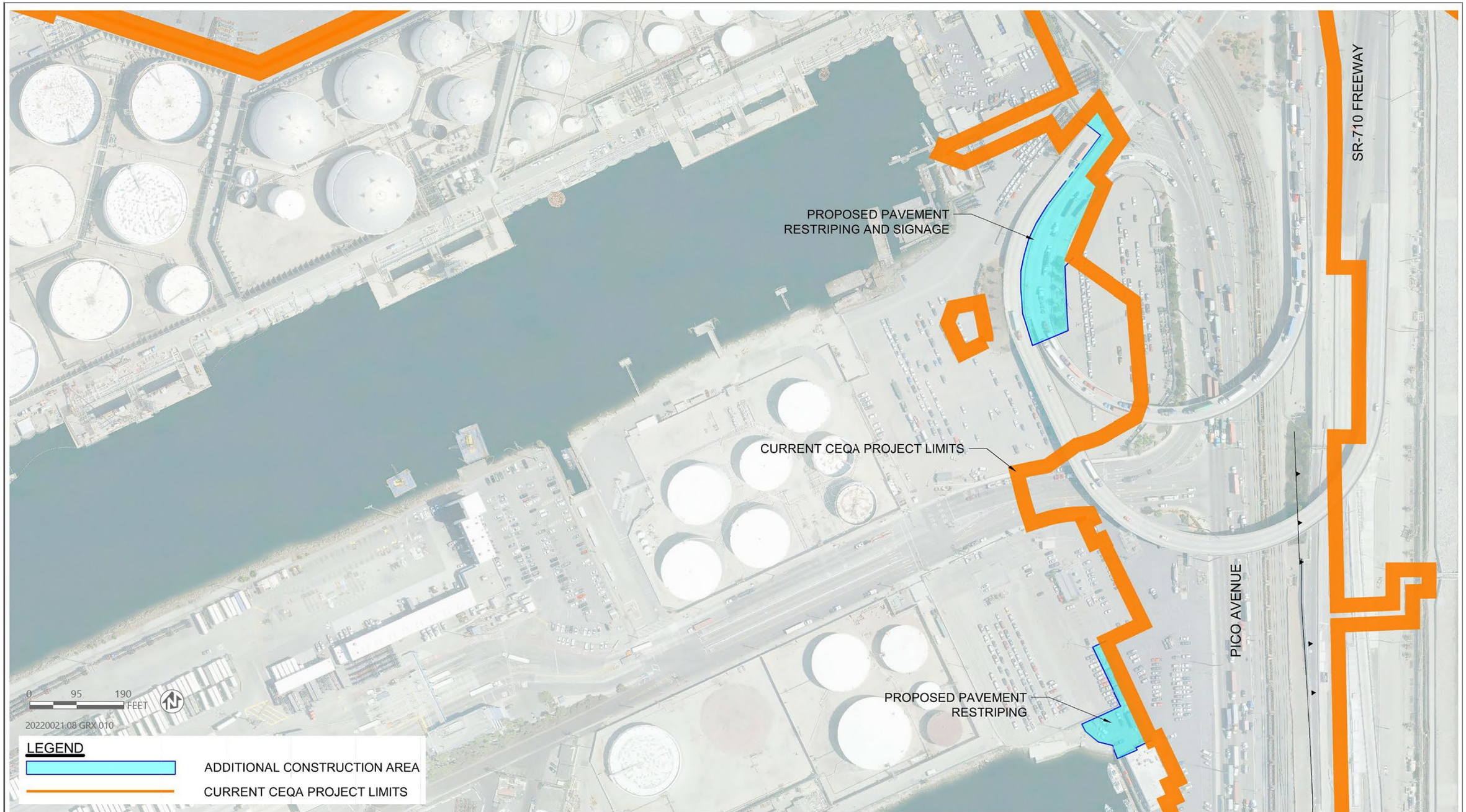


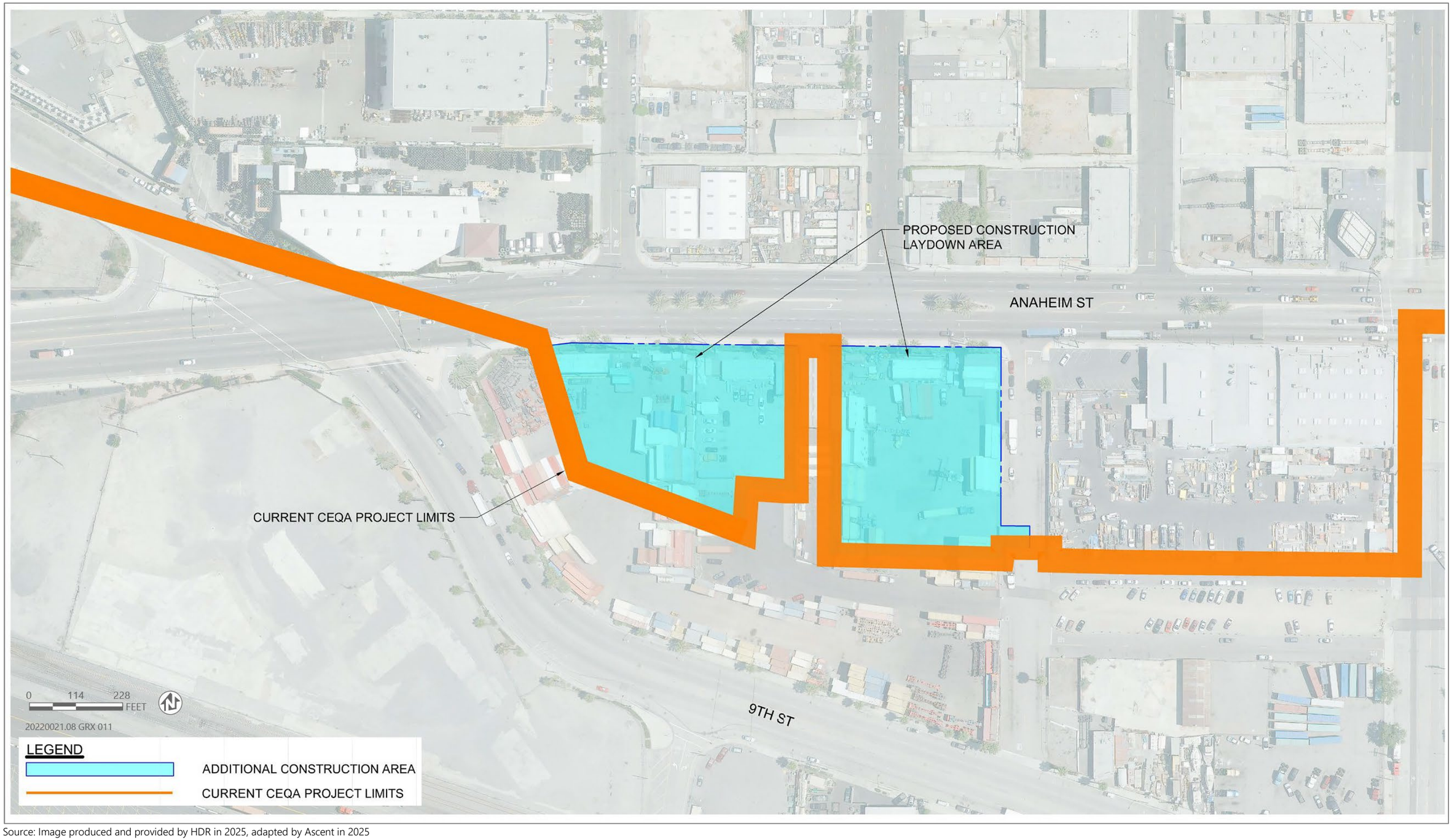
Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024

Figure 2-8 West Water Street Utility Connections



Source: Image produced and provided by HDR in 2025, adapted by Ascent in 2025

Figure 2-9 Pavement Restriping



Source: Image produced and provided by HDR in 2025, adapted by Ascent in 2025

Figure 2-10 Anaheim Street Construction Staging and Laydown Area

3 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

APPROACH TO THE ENVIRONMENTAL ANALYSIS

In accordance with CEQA (PRC Section 21083) and the State CEQA Guidelines (CCR Title 14 Section 15163[a][2]), this SEIR contains only the information necessary to make the Pier B Project EIR adequate for the project, as revised by the proposed project modifications. For this reason, this SEIR evaluates only the following resource areas, which the Modified Project is determined to have the potential for new or substantially more severe direct, indirect, or cumulative environmental effects:

- Cultural Resources,
- Noise, and
- Tribal Cultural Resources.

Sections 3.1 through 3.3 of this Draft SEIR each include the following components:

- Regulatory Background: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Where the regulatory background provided in the Pier B EIR remains applicable to the analysis of the project, it is incorporated by reference. Where regulatory changes subsequent to the adoption of the Pier B EIR are relevant to understanding the project's potential impacts, additional background information is provided.
- Existing Environmental Setting: This subsection presents the existing environmental conditions on the project site and in the surrounding area that may have changed since adoption of the Pier B EIR in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the issue under evaluation. As noted above for the regulatory background, the existing setting information provided in the Pier B EIR is incorporated by reference where this information remains applicable to the analysis of the project. Where changes to the existing conditions subsequent to the adoption of the Pier B EIR are relevant to understanding the project's potential impacts, additional background information is provided.
- Environmental Impacts and Mitigation Measures: This subsection discloses the impacts from the project and identifies applicable mitigation measures. The significance criteria used to determine the level of significance of the environmental impacts for each resource topic are provided, in accordance with State CEQA Guidelines Sections 15126, 15126.2, and 15143. These significance criteria are based on the checklist presented in Appendix G of the State CEQA Guidelines; best available data; and the applicable regulatory standards of POLB. Significance criteria are dismissed from further evaluation if the project would have no new significant effect related to the significance criteria or if the project would not have a more severe impact than identified in the Pier B EIR.

  An impact is identified as "less than significant" if it would not involve a substantial adverse change in the physical environment. An impact that is "potentially significant" or "significant" could or would involve a substantial adverse change in the physical environment; both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. In accordance with CEQA Section 21061.1, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, legal, social, and technological factors. Where mitigation measures are identified, a discussion of impact significance with the implementation of these measures follows. The degree to which the identified mitigation measure(s) would reduce the impact is also described.

3.1 CULTURAL RESOURCES

This section addresses the potential cultural resources impacts that would result from implementing the proposed project modifications.

3.1.1 Regulatory Background

Regulatory background relevant to the proposed project modifications is provided in the Pier B EIR in Section 3.12.1.5. The Federal and State regulatory setting is the same as described in the Pier B EIR.

3.1.2 Environmental Setting

The existing environmental setting for the project is the same as that described in the Pier B EIR Section 3.12.1, (POLB 2016) and Section 2.1 of the EIR Addendum (POLB 2023). Due to the further modifications to the project footprint as outlined in this SEIR, further analysis of the historic resources in the expanded project footprint was needed to determine if any further structures were eligible for the CRHR. A Technical Memorandum was prepared by ERP staff which included a review of the additional project areas to identify any resources over 50 years of age that were not evaluated in the previous environmental documents (ERP 2025a [Appendix B]). Three additional resources were identified that required evaluation: 1368 West Anaheim Street, 1301 West 12th Street, and 1327 West 12th Street. ERP staff conducted a field survey of these three resources to observe their physical characteristics and historic integrity; reviewed context statements prepared in connection with previous Pier B project environmental documents; obtained City of Long Beach building permit records, consulted tax assessor data; and searched historic newspapers. Based upon this information and consistent with the approach and scope of the Pier B EIR, ERP evaluated the three additional resources for CRHR eligibility. ERP determined that none of the three resources were deemed eligible for the CRHR, and thus were not considered historical resources under CEQA.

Since the ERP report was produced, modifications to the project footprint identified that an existing rail signal shelter and its enclosure, totaling approximately 350 square feet, will also be demolished. However, the rail signal shelter was installed in the 1990s and does not qualify as a historic resource under CEQA.

In the Pier B EIR, the Berths D52-D54 Transit Shed (D52-D54 Transit Shed) was determined to be ineligible for listing in the California Register of Historical Resources (CRHR). However, in the EIS approved by MARAD in accordance with the National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA), the D52-D54 Transit Shed was evaluated for its potential to be listed in the National Register of Historic Places (NRHP). Pursuant to Section 106 of the NHPA, MARAD determined the D52-D54 Transit Shed was eligible for listing in the NRHP. In 2020, the California State Historic Preservation Officer (SHPO) concurred with the determination (MARAD 2022). As a result of the determination of eligibility for listing in the CRHR and the SHPO's concurrence, the D52-D54 Transit Shed is considered a CEQA historical resource and thereby listed in the CRHR. Therefore, this SEIR evaluates the potential impacts to the D52-D54 Transit Shed associated with the Modified Project.

3.1.3 Environmental Impacts and Mitigation Measures

This section describes the effects on cultural resources in the project area that would result from implementation of the proposed Modified Project.

SIGNIFICANCE CRITERIA

The Modified Project would result in a potentially significant impact related to cultural resources if it would:

- **Impact CR-1:** Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines.

- **Impact CR-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines.
- **Impact CR-3:** Disturb any human remains, including those interred outside of dedicated cemeteries.

IMPACT ANALYSIS AND MITIGATION MEASURES

As discussed in the Initial Study prepared for the Modified Project (Appendix A), potential environmental impacts to archaeological resources and the potential to disturb human remains associated with Significance Criteria CR-2 and CR-3 would be less than significant. Therefore, Significance Criteria CR-1 is evaluated and discussed further in this SEIR.

Impact CR-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5 of the State CEQA Guidelines.

The D52-D54 Transit Shed is listed in the California Register of Historic Resources (CRHR). Partial demolition of the D52-D54 Transit Shed, including a section of its primary elevation to accommodate additional rail tracks, would result in a substantial adverse change to the significance of the resource. While mitigation measures MM-CR-1, MM-CR-2 and MM-CR-3 would reduce the impact, this impact would be **significant and unavoidable**.

The Modified Project would include demolition of the two northeastern-most bays of the Berths D52-D54 Transit Shed, resulting in the removal of approximately 10,377 square feet or 8 percent of the Transit Shed's overall 142,272 square feet. This partial demolition of the D52-D54 Transit Shed, including a section of its primary elevation to accommodate additional rail tracks, would result in a substantial adverse change to the significance of the resource and, therefore, a significant impact under CEQA. No operational impacts are anticipated as there are no changes to the operational aspects originally discussed and evaluated in the Pier B EIR. It should also be noted that a rail signal shelter of approximately 350 sq ft would be demolished as part of the Rail Signal Extension. This structure was installed in the 1990s and does not qualify as a historic structure, so there would be no impact associated with its demolition.

Under CEQA Section 15064.5 (b) (3), a project that meets the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered mitigated to a less than significant level. Given the nature of the alterations proposed to the D52-D54 Transit Shed, the most appropriate treatment approach would be rehabilitation, which is the least restrictive. However, the proposed alterations to the D52-D54 Transit Shed do not meet the Rehabilitation Standards, and a compliance analysis is provided in the Technical Memorandum (Appendix B).

In accordance with the Section 106 memorandum of agreement (MOA) approved by SHPO for the D52-D54 Transit Shed, the Port shall prepare three mitigation reports. These include a Historic Property Treatment Plan and a Post-Construction Report for the D52-D54 Transit Shed and a Survey of Pre-Containerization POLB. Nonetheless, even with the incorporation of the mitigation reports, demolition of the two northeastern-most bays of the D52-D54 Transit Shed would result in a **significant and unavoidable** impact to a historical resource as defined in Section 15064.5 of the CEQA Guidelines.

Mitigation Measures

The following mitigation measures are required pursuant to NEPA and the Section 106 Memorandum of Agreement between MARAD, the SPHO, and the Port. As such, these mitigation measures would be incorporated into the SEIR. As of the date of preparation of this Draft SEIR, the Survey of Pre-Containerization and the Historic Property Treatment Plan have been initiated and will be completed prior to any construction that could adversely affect the D52-D54 Transit Shed. After implementation of the mitigation measures, the impact would remain significant and unavoidable.

Mitigation Measure MM-CR-1: Historic Property Treatment Plan for Transit Shed at Berths D52–D54

Prior to beginning demolition and construction activities related to the transit shed and areas immediately surrounding it, the Port shall develop a Historic Property Treatment Plan (HPTP) for the transit shed at Berths D52–D54. The HPTP will guide the transit shed's partial demolition and construction with the goal of minimizing physical and visual effects on the historic property to the greatest extent possible. The Port shall revise the HPTP until MARAD accepts it. No demolition or construction work on the transit shed and the areas immediately surrounding it may begin until the HPTP is approved by MARAD and consulting parties have had an opportunity to comment on the HPTP. The HPTP shall include:

a. Description of the transit shed's physical condition, including photo documentation of the areas of the building subject to demolition and the areas immediately surrounding it.

b. Demolition and construction plans related to the transit shed.

Mitigation Measure MM-CR-2: Post-Construction Report for Transit Shed at Berths D52–D54

Within thirty (30) calendar days following construction of the transit shed, the Port shall produce a Post-Construction Report for the transit shed at Berths D52–D54 illustrating the partial demolition and construction. The Port shall revise the Post Construction Report until MARAD accepts it. The Post Construction Report shall include:

a. Before-and-after photographs of ten (10) different views of the transit shed, of which seven (7) will focus on the primary elevation.

b. Before-and-after photographs of the setting adjacent to the transit shed, along Pico Avenue.

c. Narrative description of work conducted, describing how and why the construction adheres to the HPTP.

Mitigation Measure MM-CR-3: Survey of Pre-Containerization Port of Long Beach

Prior to beginning demolition and construction activities for the transit shed and areas immediately surrounding it, the Port shall produce a Pre-Containerization Resources Technical Report (Survey Report) memorializing a historic resources survey of pre-1969 resources within the Port. The historic resources survey will assess buildings, structures, and objects constructed prior to 1969 for their significance under the theme of pre-containerization Port activity. The Port shall revise the Survey Report until MARAD accepts it. No demolition or construction work on the transit shed and the areas immediately surrounding it may begin until the HPTP is approved by MARAD and consulting parties have had an opportunity to comment. This Survey Report shall include:

a. Historic context of Port rail and shipment operations prior to the advent of containerization.

b. Survey of the Port related to the above context and identification buildings, structures, and objects within this context.

c. Evaluation of significance of all the pre-1969 resources using NRHP and California Register of Historical Resources (CRHR) criteria, including consideration of historic district potential. If a historic district is discovered, contributors and non-contributors shall be identified.

3.2 NOISE

This section addresses noise that could occur from implementation of the proposed project modifications.

3.2.1 Regulatory Background

Regulatory background relevant to the proposed project modifications is provided in the Pier B EIR in Section 3.8.1.5. The Federal and State regulatory setting is the same as described in the Pier B EIR.

3.2.2 Environmental Setting

The existing environmental setting for the proposed project modifications is the same as that described in Section 3.8.1 of the Pier B EIR and Section 2.1 of the EIR Addendum Section 2.1.

3.2.3 Environmental Impacts and Mitigation Measures

This section describes the effects on noise and vibration in the project area that would result from implementation of the Modified Project.

SIGNIFICANCE CRITERIA

Criteria for determining the significant of impacts to noise associated with the Modified Project are based on levels of perceived noise increase and allowable levels as specified by the COLB and City of Los Angeles.

- Impact NOISE-1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Impact NOISE-2: Generate excessive groundborne vibration or groundborne noise levels.
- Impact NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

IMPACT ANALYSIS AND MITIGATION MEASURES

As discussed in the Initial Study prepared for the Modified Project (Appendix A), potential environmental impacts from a project located within the vicinity of a private airstrip or an airport land use plan and exposure of people residing or working in the project area to excessive noise levels associated with Significance Criteria NOISE-3 would be less than significant. Therefore, only Significance Criteria NOISE-1 and NOISE-2 are evaluated and discussed further in this SEIR.

Impact NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Noise impacts would generally remain the same as those analyzed and discussed in the Pier B EIR. However, implementation of the proposed Modified Project would potentially result in a temporary increase in ambient noise levels near the Multi-Service Center during construction activities to extend the existing sewer line along West 12th Street between Harbor Avenue and Fashion Avenue; the exit point of the microtunnel boring machine would be within approximately 50 feet of the Multi-Service Center. Therefore, noise impacts from construction would be potentially significant. This impact would be less than significant with mitigation.

As assessed in Section 3.8.2.3 of the Pier B EIR, predicted construction noise levels at sensitive receptors would not increase ambient noise by 3 dB or greater, nor would this noise exceed the applicable noise limits and restrictions imposed by COLB or COLA. Therefore, construction noise from the Pier B Project was determined to have less than significant impacts, and mitigation measures were not required. Because the areas associated with the proposed project modifications are similarly of substantial distance from sensitive receptors, the impact determination in the Pier B EIR would also apply to all the proposed project modifications, with the exception of the Multi-Service Center.

The Multi-Service Center is located in the North Harbor of the City of Long Beach Harbor District. The COLB noise ordinance states that construction activities should occur only during the hours of 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 6:00 p.m. on Saturdays, and no construction activities should occur on Sunday except for emergency work authorized by the building official or for work authorized by a permit issued by the noise control officer. However, it is also specifically stated in Section 8.80.202 of the COLB Noise Ordinance that these regulations shall not apply to construction activities within the Long Beach Harbor District as established by Section 201 of the City Charter. Construction-related noise would be temporary and intermittent and is expected to remain below significance thresholds for all areas except the Multi-Service Center.

Uses within the North Harbor District are primarily industrial and port related in nature, however the Multi-Service Center was evaluated as a sensitive receptor in the Pier B EIR because it is visited by a high number of children and health-sensitive adults. The Multi-Service Center currently operates during the business hours of 8:00 a.m. to 4:00 p.m., Monday through Friday except Thursdays when it is open until 2:00 p.m. The Multi-Service Center is closed on weekends.

An additional 24-hour ambient noise measurement was conducted at the Multi-Service Center to supplement the noise assessment in the EIR, see Table 3.8-1 of the Draft Pier B EIR and Draft Pier B EIR Appendix D: Noise Measurement Data, resulting in the following noise measurements:

- community noise equivalent level (CNEL): 66 dBA,
- daytime L_{eq} Range (7:00 a.m. – 7:00 p.m.): 59 – 64 dBA, and
- nighttime L_{eq} Range (7:00 p.m. – 7:00 a.m.): 54 – 63 dBA.

A 30-minute supplemental daytime noise measurement was collected on April 14, 2025, which recorded ambient noise levels of 61 dBA L_{eq}, consistent with prior daytime readings in the EIR (ERP 2025b, [Appendix C]).

The Modified Project would include construction activity near the Multi-Service Center to extend the existing sewer line along West 12th Street between Harbor Avenue and Fashion Avenue primarily using a microtunnel boring machine (see Section 2.3.2). Based on anticipated equipment activity levels, construction noise is estimated to reach approximately 85 dBA L_{eq} (50-foot reference distance) at the anticipated entrance location of the microtunnel boring machine launch shaft, and 75 dBA L_{eq} (50-foot reference distance) at the receiver shaft site. Applying a distance attenuation of 12.6 dBA, the unmitigated launch shaft noise level at the Multi-Service Center would be approximately 72.4 dBA L_{eq}.

During activities to extend the sewer line, combining the microtunnel boring machine launch shaft noise level of 72.4 dBA, its receiver shaft noise level of 75 dBA, and ambient noise level of 61 dBA, the total outdoor noise level at the Multi-Service Center would be approximately 77 dBA. Compared to the existing daytime ambient level of 61 dBA, this represents a 16 dBA increase, substantially exceeding the commonly used 3 dBA threshold for a potentially significant increase in environmental noise levels. Employees and patrons within the Multi-Service Center building would likely receive a low to moderate level of sound attenuation from the building's walls so that the outdoor sound level would be lower inside and within permissible Occupational Safety and Health Administration (OSHA) limits. Construction noise impacts at the Multi-Service Center would remain significant as the noise level would exceed the commonly used 3 dBA threshold for a potentially significant increase in environmental noise level. However, according to Long Beach Municipal Code (LBMC) Section 8.80.160, "Exterior Noise Limits," the Modified Project site is in Noise District Four, which sets a noise level of 70 dBA, although the LBMC notes the limits are intended primarily for use at their boundaries (the closest boundary to the project site is the northern boundary of the Noise District, which is the Pacific

Coast Highway) rather than for noise control within those districts, and that the Noise District is predominantly industrial with other land uses also present.

Due to the potentially significant impact to ambient noise levels associated with the use of the microtunnel boring machine near the Multi-Service Center to extend the sewer line along 12th street, Mitigation Measure MM-NOISE-1 would require use of the microtunnel boring machine to be limited to hours outside of the Multi-Service Center's business hours and on weekends.

With implementation of Mitigation Measure MM-NOISE-1, impacts to noise would be less than significant as there would be no sensitive receptors present during activities to extend the existing sewer line along West 12th Street between Harbor Avenue and Fashion Avenue. It is important to note that the Mitigation Measure MM-NOISE-1 would not reduce noise levels, it would only allow construction activities associated with use of the microtunnel boring machine to occur outside of the hours that sensitive users may be present. There would still be an increase of 77 dBA at the MSC. However, due to intervening distance and the urban/industrial area surrounding the proposed project modifications, sound levels would be blocked and/or reflected to an extent. It is likely that over the approximate 0.5-miles from the receiver shaft site to the boundary of Noise District Four, attenuation would ensure the sound levels at the boundary of Noise District Four would be of typical background noise levels. These background noise levels would be considerably less than the Noise District Four boundary noise level of 70 dBA, in accordance with LBMC Section 8.80.160 requirements. This impact would be **less than significant with mitigation**.

There would be no changes to operational activities associated with the Modified Project. Therefore, noise impacts associated with operation of the Pier B Project would remain the same as analyzed and discussed in the Pier B EIR.

Mitigation Measures

The following Mitigation Measures would reduce noise and vibration impacts to the Multi-Service Center associated with use of the microtunnel boring machine to extend the sewer line along West 12th Street.

Mitigation Measure MM-NOISE-1: Limit Use of Microtunnel Boring Machine and Associated Construction Activities to Periods the Multi-Service Center is Closed.

Construction activities associated with use of the microtunneling boring machine, including excavation of the shafts and loading haul trucks, shall be limited to periods the Multi-Service Center is closed. The Multi-Service Center's current business hours are 8:00 a.m. to 4:00 p.m. on Mondays, Tuesdays, Wednesdays, and Fridays; 8:00 a.m. to 2:00 p.m. on Thursdays. The Multi-Service Center is closed on Saturdays and Sundays.

Impact NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels

Vibration levels associated with construction activities for the Modified Project would not exceed the Federal Transit Administration (FTA) groundborne vibration damage criteria of 94 VdB (velocity level in decibels) for a non-engineered timber and masonry building. As assessed and discussed in the Pier B EIR, the predicted vibration level from construction equipment would not result in building damage beyond 26 ft from the source. The closest building to the proposed project modifications is the Multi-Service Center, approximately 50 ft from the proposed source of vibration, namely excavation associated with the reception shaft and use of the microtunnel boring machine. Due to the presence of sand, silts and clay soils, and the depth of the microtunnel boring machine at approximately 20 ft below ground surface, vibrations would be attenuated substantially due to geometric dispersion. Therefore, no building damage would occur to the Multi-Service Center or any other buildings in the vicinity of the proposed project modifications. Annoyance from construction vibration would not be perceived beyond 73 ft from the source at surface level. However, activities associated with construction vehicles and equipment such as loaded trucks within 73 ft of the Multi-Service Center would potentially generate ground-borne vibration that may cause annoyance to users of the Multi-Service Center. Mitigation Measure MM-NOISE-1 to reduce exposure of noise levels and vibration to users of the Multi-Service Center would limit use of the microtunnel boring machine to hours the Multi-Service Center is closed. Mitigation Measure MM-NOISE-1 would also reduce the potential for vibration annoyance to be perceived by users of the Multi-Service Center. Therefore, this impact would be **less than significant with mitigation**.

Section 3.8.2.3 of the Pier BEIR predicted construction vibration levels would not exceed the FTA groundborne vibration damage criteria of 94 VdB for a non-engineered timber and masonry building. The predicted vibration level from construction equipment would not result in building damage beyond 26 ft from the source. As the closest building (and sensitive receptor) to the proposed project modifications, the Multi-Service Center, is approximately 50 ft from the source of vibration, no building damage would occur to the Multi-Service Center or any other buildings in the vicinity of the proposed project modifications. There would be no impacts from operations as there are no operations associated with the proposed project modifications.

Annoyance from construction vibration would not be perceived beyond 73 ft from the source at surface level. Based on the analysis in Table 3.8.7 of the Pier B EIR, the estimated vibration annoyance from loaded trucks would extend 40 feet from the source. While the microtunnel boring machine reception shaft would be approximately 50 ft from the Multi-Service Center, there is potential that loaded trucks would be present within 40 ft from the Multi-Service Center, which may cause annoyance from groundborne vibration.

As mentioned in Impact 3.2-1, the 12th Street Sewer Line would be installed by microtunnel boring machine, which typically generates low to moderate ground-borne vibrations, typically measured as Peak Particle Velocity (PPV) between 0.5–5 millimeters per second (mm/s) at nearby receptors. These vibrations stem from the jacking process, cutter-head rotation, and soil displacement. Levels are influenced by:

- Soil conditions: Hard rock or mixed-face geology may push PPV toward the upper range (3–5 mm/s), while cohesive soils/clay often yield lower vibrations (0.5–2 mm/s).
- Depth: Installations deeper than 33 feet attenuate vibrations significantly due to geometric dispersion.
- Machine design: Closed-face MTBMs with balanced slurry pressure minimize soil disturbance, keeping PPV below structural risk thresholds (typically <10–15 mm/s).
- Mitigation measures (e.g., optimized jacking force, real-time monitoring) can further reduce PPV by 20–40 percent.

The West 12th Street microtunnel boring machine site has subsurface soils of varying thicknesses of loose to medium dense granular (sand) and firm fine-grained (silts and clays) soils from the surface to a depth of approximately 50 feet below ground surface (bgs). Thus, due to the depth of the microtunnel boring machine during construction (20 ft bgs), vibrations would be attenuated substantially due to geometric dispersion. As considered in the noise and vibration technical memo (Appendix C), microtunnel boring machine operations are compatible with urban settings under FTA guidelines, as vibrations rarely exceed disturbance thresholds and pose negligible structural risk. For sensitive sites (hospitals, laboratories, etc.), real-time PPV monitoring is recommended to ensure levels stay less than or equal to 0.5 mm/s. According to the FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018), buildings where vibration-sensitive research and manufacturing is conducted, hospitals with vibration-sensitive equipment, and universities conducting physical research operations are highly sensitive, and residential land use and buildings where people normally sleep, such as hotels and hospitals or other institutions and offices that have vibration-sensitive equipment are classed as sensitive sites. Given that the Multi-Service Center would not be considered a ground-borne vibration sensitive site as it is not one of the aforementioned land uses, nor contains vibration-sensitive equipment, it is unlikely that PPV levels would exceed the perceived human annoyance thresholds. In addition, per the requirements of Mitigation Measure NOISE-1, use of the microtunnel boring machine shall be restricted to times when the Multi-Service Center is closed. Therefore, construction groundborne vibration impacts related to microtunnel boring machine activity would be **less than significant with mitigation**.

Mitigation Measures

Mitigation Measure MM-NOISE-1 would reduce groundborne vibration impacts on staff and patrons of the Multi-Service Center.

3.3 TRIBAL CULTURAL RESOURCES

This section addresses the potential tribal cultural resources impacts that would result from implementing the proposed project modifications. Tribal Cultural Resources was not an environmental issue area required to be evaluated before the Pier B EIR was certified. However, for purposes of completeness and consistency with the current State CEQA Guidelines, Tribal Cultural Resources is discussed herein.

3.3.1 Regulatory Background

Some of the Regulatory Background relevant to the proposed project modifications are provided in the Pier B EIR (POLB 2016) in Section 3.12.1.5 (Cultural Resources). Additional Regulatory Background not previously included in the Pier B EIR is as follows:

ASSEMBLY BILL 52

Assembly Bill 52 AB 52 was approved on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, which require consideration under CEQA. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern. Tribes interested in consultation must respond within 30 days of writing from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality does not apply to data or information that are, or become, publicly available, are already in lawful possession of the applicant before the provision of the information by the California Native American tribe, are independently developed by the applicant or the applicant's agents, or are lawfully obtained by the applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.

TREATMENT OF HUMAN REMAINS

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA Guidelines Section 15064.5. PRC Section 5097.98 illustrates the process to be followed if remains are discovered. If human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner.
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC.
- The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

3.3.2 Environmental Setting

The existing environmental setting for the proposed project modifications is the same as that described in the Pier B EIR (POLB 2016) in Section 3.12.1 (Cultural Resources) and EIR Addendum Section 2.1. (POLB 2023).

3.3.3 Environmental Impacts and Mitigation Measures

This section describes the effects on tribal cultural resources in the project area that would result from construction and implementation of the proposed project modifications.

SIGNIFICANCE CRITERIA

The Modified Project would result in a potentially significant impact related to tribal cultural resources if it would:

- **Impact TCR-1:** Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

IMPACT ANALYSIS AND MITIGATION MEASURES

Impact TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The POLB is primarily comprised of human-made/imported fill and extensive disturbance from twentieth-century filling, cutting, and grading activities at all proposed project modification locations, thus there is a low likelihood of encountering buried resources within the Project area. The Sacred Lands File search conducted through the NAHC was negative, and cultural resources surveys conducted previously also indicate a low likelihood of encountering buried resources. As discussed in Section 3.12 (Cultural Resources) of the Pier B EIR, there are no known tribal cultural resources within or near the Project site. Therefore, the proposed project modifications are not expected to disturb, damage, or degrade tribal cultural resources. Implementation of the proposed project modifications would not result in new significant impacts. However, the proposed project modifications would be required to comply with special conditions as discussed in Sections 3.12 (Cultural Resources) and 6.3.6 (Application Summary Report – Cultural Resources) of the Pier B EIR, and due to an abundance of caution, Mitigation Measures MM-TCR-1 and MM-TCR-2 would be implemented. This impact would be **less than significant with mitigation**.

As discussed in Section 3.12 (Cultural Resources) of the Pier B EIR, there are no known tribal cultural resources within or near the Project site and the Sacred Land Files search undertaken for the proposed project modifications was negative. Further to other cultural surveys undertaken in the Port complex, the likelihood of encountering buried resources within the Project area is considered to be unlikely.

A comment in response to the NOP for the Modified Project was received from the Native American Heritage Commission (NAHC). The comment recommended consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources (see Appendix A of this SEIR for the NOP comment letter). On January 14, 2025, the Port requested a Sacred Lands File search conducted through the NAHC, which on January 24, 2025 provided the POLB with the list of tribes that have requested notice of proposed projects in the geographic area that have traditional and cultural affiliation with the Project site. This list includes 16 contacts at nine tribes. On January 30, 2025, POLB invited these tribes to consult on the proposed project modifications consistent with the requirements of AB 52 and sent notification letters to the Native American tribes provided by the NAHC (Appendix D). The Gabrielino Tongva Indians of California tribe initially requested further information on January 30, 2025, and POLB provided the requested information on February 4,

2025. Subsequently, the Gabrielino Tongva Indians of California tribe responded on February 4, 2025, indicating no concerns in the areas south of Channel Two but requested further discussion related to concerns in the areas around the proposed 12th Street Sewer Line Installation and CP Foote Wye Track Realignment. The Port responded on the same day offering several timeframes for discussing the proposed project modifications, but the tribe did not respond as of the date of this publication. As the tribe did not officially request consultation under AB 52 and did not respond further to POLB's attempts to discuss the Project, the consultation with the Gabrielino Tongva Indians of California tribe is considered concluded.

The Gabrieleño Band of Mission Indians - Kizh Nation initially requested consultation on February 5, 2025, for the proposed project modifications, and arranged a teleconference on March 20, 2025. However, the meeting was subsequently cancelled by the tribe on March 19, 2025. Within the cancellation email, the tribe offered to consult via email, which POLB duly responded to on the same day, March 19, 2025, with pertinent proposed project modification information. Further to receiving that information, the tribe issued a formal letter from Chairman Andrew Salas on March 26, 2025, with details of tribal cultural resources in the Long Beach area and proposed tribal cultural resource mitigation measures.

As noted in POLB's emailed response to the tribe on March 19, 2025, the Port is primarily comprised of man-made/imported fill and due to extensive disturbance from twentieth-century filling, cutting, and grading activities at all proposed project modification locations. POLB concludes that there remains a low likelihood of encountering buried resources within the Modified Project area, noting the relatively shallow depth of proposed excavation (6-8 ft) in non-native soils, apart from the West 12th Street Sewer Line which would be excavated to a depth of approximately 20 ft. In addition, a Special Condition in the approved Harbor Development Permit for the Pier B Project specifies the existing processes required in the event of an unanticipated archaeological discovery. This includes halting construction activities in the area until a qualified archaeologist completes an assessment detailing the significance of the find. Furthermore, the Sacred Lands File search conducted through the NAHC was negative. Although a negative Sacred Land File result does not necessarily indicate the absence of cultural resources in the Modified Project area, the result, coupled with cultural resources surveys conducted previously throughout the Port, indicate a low likelihood of encountering buried resources. Although the likelihood of unanticipated discovery of tribal cultural resources is considered to be low, POLB sent a response letter to the Gabrieleño Band of Mission Indians - Kizh Nation on August 27, 2025 informing the Tribe that POLB has adapted the Tribe's proposed mitigation measures, see MM-TCR-1 and MM-TCR-2 below. Pursuant to PRC Section 21080.3.2 (b), POLB determined that consultation was concluded.

Therefore, although the proposed project modifications are not expected to disturb, damage, or degrade tribal cultural resources and implementation of the proposed project modifications would not result in new significant impacts, due to an abundance of caution, Mitigation Measures MM-TCR-1 and MM-TCR-2 would be implemented.

Mitigation Measures

Mitigation Measure MM-TCR-1: Unanticipated Discovery of archaeological material and Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

Upon discovery of any archaeological material or TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered archaeological material or TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. If the resources are found to be significant, but not TCRs, they shall be avoided or mitigated consistent with State Office of Historic Preservation (OHP) Guidelines. Treatment plans must be developed in consultation with the county, OHP and Tribes. In all instances, the Director of Environmental Planning shall be notified of any discoveries within 24 hours of the discovery.

Mitigation Measure MM-TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

If human remains are encountered during earth-moving activities, the Los Angeles County coroner shall be contacted immediately. If the remains appear to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC), which will appoint the Most Likely Descendent. Additionally, if the human remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects. This plan will be implemented under the direction of the Most Likely Descendent.

Native American human remains are defined in Public Resource Code (PRC) 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code PRC 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance. However, in all instances, the Director of Environmental Planning shall be notified of any discoveries within 24 hours of the discovery.

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4 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

The State CEQA Guidelines (Section 15128) allow an EIR to briefly describe the reasons why some environmental effects were determined not to be significant and then to dismiss these effects from detailed review in the EIR. Based on the Initial Study prepared for the proposed Modified Project, the POLB determined that implementing the proposed Modified Project would not result in significant effects related to the issue areas described below, which are not evaluated review in this EIR. Also see the Project's Initial Study (Appendix A) for further details.

4.1 AESTHETICS

The nearest scenic vistas to the Project site are ground level views along the boundary of Queensway Bay and ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street. The scenic views associated with ground level views along Harbor Scenic Drive and along the boundary of Queensway Bay are chiefly associated with views across the bay, towards Downtown Long Beach and Long Beach Shoreline Marina and Shoreline Village and not looking backward toward the Port. The D52-D54 Transit Shed and West Water Street utility connection construction areas would only be visible to motorists on the I-710 and Pico Avenue. There are no scenic vistas in the portion of the Project site within the jurisdiction of COLA. Thus, any changes within the Pier B Project footprint are likely going to be indistinguishable from typical rail- and port-related uses. The scenic viewpoints would be unaffected once construction is completed.

The nearest officially designated scenic highway is a portion of Route 91, located approximately 22.4 miles east of the Project site near Peralta Hills in northeastern Orange County, California. The Project is not visible from either of these designated or eligible State scenic highways due to distance or obstructions from intervening structures. There are no COLA scenic highways within the Project vicinity. The closest COLB-designated scenic route is Ocean Boulevard, located approximately 400 feet south of the West Water Street utility connection construction area. Views from Ocean Boulevard are obstructed by road infrastructure and other industrial and port-related land uses.

While Project construction activities would temporarily alter the visual character of the site through the use of construction equipment, these activities and equipment would generally be consistent with the existing industrial and port-related activities and facilities in the Project vicinity, and are not expected to conflict with the existing visual character or quality of public views.

Project construction activities have the potential to occur partly at dusk, with temporary night lighting having the potential to spill onto properties beyond the Project boundary. However, there is a large amount of lighting associated with the industrialized Port, which operates 24 hours a day, seven days a week and any light spill would not create a new source of substantial light given the existing conditions and no nearby sensitive receptors such as residences and hospitals. Additionally, the Multi-Service Center, which is the closest sensitive receptor to the Project site, is closed after 4:00 p.m. and thus would not be affected by nighttime light or glare. Therefore, no impacts on aesthetics are anticipated, and this topic will not be discussed further in the SEIR.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The Project area is urbanized industrial developed land with no farmland or forest lands that could be converted or otherwise affected and is not subject to Williamson Act contracts. The Project would not conflict with existing zoning or cause rezone of forest land, timberland, or timberland zone Timberland Production. The Project would not result in other changes to the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impacts on agriculture and forestry resources are anticipated, and this topic will not be discussed further in the SEIR.

4.3 AIR QUALITY

The Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 – Fugitive Dust, which requires that particulate matter emissions are reduced in ambient air as the result of human-made fugitive dust sources. Additionally, Project construction activities would comply with all applicable air quality regulations and all applicable strategies of the San Pedro Bay Ports Clean Air Action Plan (CAAP), including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities which would ensure construction activities and emissions would conform to the AQMP. No new operations, or land uses are currently proposed following implementation of the proposed Project, thus the proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. The Project would thus not conflict or obstruct implementation of an applicable air quality plan.

Construction activities associated with the proposed Project would essentially remain the same as assessed in the Pier B On-Dock Rail Support Facility EIR and Pier B On-Dock Rail Support Facility Project EIR Addendum. As discussed previously, the proposed project modifications involve additional expansion of the Pier B Project boundary limits in seven discreet locations but not a substantial increase in use of construction equipment or duration. The Port's annual 2023 Air Emissions Inventory reports that since 2005, emissions of diesel particulate matter (PM) are down 92 percent, nitrogen oxides (NOx) have decreased 71 percent, and sulfur oxides are 98 percent lower, while cargo container volume increased 20 percent (POLB 2024). According to the 2023 Air Emissions Inventory report, proactive actions by Port-related operators in addition to evolving government regulations aiming for cleaner transportation continue to make operations greener, and together have driven down diesel emissions by 22 percent, NOX by 34 percent, and sulfur oxides by 20 percent in the 2017 to 2023 period. As such, the nominal increase in construction associated with the proposed project modifications are assumed to be offset through use of cleaner equipment, and through implementation of Construction-related mitigation measures. Construction-related mitigation measures (MM AQ-1 through AQ-5) adopted in the Pier B On-Dock Rail Support Facility EIR would be implemented for the proposed Project, which would limit emissions from construction equipment and minimize dust. The proposed project modifications would, however, be required to implement the Air Quality Special Condition from Section 6.3.2 of the Pier B Draft EIR, related to a technology review shall be required on a 5-year recurring basis. No new mitigation measures would be required; the existing mitigation measures would continue to ensure that the proposed Project would not result in greater or more severe impacts than previously analyzed.

The Initial Study assumed that the West 12th Street Sewer Installation would be installed through traditional trenching. However, the POLB has determined that microtunneling would be more efficient and would reduce impacts. A launch shaft would be installed on Harbor Avenue/West 12th Street and the receiving pit on Fashion Avenue/West 12th Street. As the majority of ground disturbances would take place below ground, fugitive dust emissions would be considerably less than assumed with traditional trenching methods associated with the Initial Study. Additionally, fugitive dust control measures required for regulatory compliance under SCAQMD Rule 403 would continue to be implemented to minimize dust from construction activities.

The proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Impacts on air quality would be less than significant, and this topic will not be discussed further in the SEIR.

4.4 BIOLOGICAL RESOURCES

The Project site is within a highly developed area and no special-status plant species or habitats to support such species exist on-site; thus, no impacts would occur to special-status plants. The Project site was found to potentially provide habitat for special-status bird species. Adherence to the federal Migratory Bird Treaty Act (MBTA), which prohibits the take of any migratory bird, including active nests, will ensure that any impacts to nesting birds will be less than significant. Although it is possible that bats or migratory birds could be present in the Project area, construction-related mitigation measures (MM BIO-1 and MM BIO-2) from the Pier B On-Dock Rail Support Facility

EIR would be implemented as part of the proposed Project which would minimize disturbance of these species. The Project would thus not result in greater or more severe impacts than previously analyzed.

The Project area is highly developed with no riparian habitat, wetlands, or designated environmentally sensitive habitat areas. The Project site is also not within any Significant Ecological Areas (SEAs) identified by the County of Los Angeles. The nearest environmentally sensitive habitat area (ESHA), eelgrass beds, are located approximately 0.9 miles from the Project site; however, due to distance from the Project's construction activities to the nearest eelgrass beds and adherence to National Pollutant Discharge Elimination System (NPDES) General Construction Permit requirements and standard construction measures to limit site run-off entering drains, the Project would not have the potential to impact riparian habitat or other sensitive natural communities near the Project site.

There are no federally protected wetlands on the Project site, and the nearest recognized is sufficiently distant from the project site with a barrier. Therefore, the proposed Project would not have a substantial adverse impact on any State or federally protected wetlands through direct removal of the existing structures on-site, or the fill of soil, and less-than-significant impact to State or federally protected wetlands would occur.

No terrestrial wildlife corridors overlap with the Project site. The nearest open space area/significant ecological area is the Harbor Lake Regional Park. There are no nesting habitats in the vicinity of the Project site and therefore impacts on wildlife species with an established nursery, wildlife corridors or wildlife movement would be less than significant.

The proposed Project would remove trees and landscaped areas in accordance with City of Los Angeles tree and landscape ordinances. Trees would be removed in accordance with MM BIO-1 as identified in the Pier B On-Dock Rail Support Facility EIR to avoid impacts to nesting birds. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and a less-than-significant impact would occur.

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other conservation plans within the Project area, and no impacts related to conservation plans would occur. Impacts on biological resources would be less than significant, and this topic will not be discussed further in the SEIR.

4.5 ENERGY

The proposed Project would use petroleum-based fuels associated with construction machinery and construction activities of the project. Energy use related to construction would be temporary, and construction equipment would be similar to equipment previously assessed in the Pier B On-Dock Rail Support Facility EIR. Project contractors would be required to comply with applicable regulations regarding vehicle idling, use of heavy-duty diesel equipment, fuel-efficient equipment, and construction waste management practices, which would result in the efficient use of energy and minimal fuel consumption during project construction. Idling of construction equipment would be minimized to limit air pollutant emissions (including off-road diesel construction equipment, per Mitigation Measure AQ-3), indirectly contributing to energy conservation during construction. Post construction, the Project sites would have no energy usage as there is no operation associated with the Project. Although the proposed Project would result in nominal energy use from the modified construction activities, there would be no wasteful or inefficient energy use, and no increase in energy usage is anticipated during construction or operation than previously analyzed.

Construction vehicles and equipment would be required to comply with federal and state fuel efficiency requirements and CARB regulations regarding heavy-duty truck idling. Compliance with these regulations would also result in the efficient use of construction-related energy. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts on energy would be less than significant, and this topic will not be discussed further in the SEIR.

4.6 GEOLOGY & SOILS

The Project site is not located near any active fault zones or an Alquist-Priolo Special Study Zone and is not expected to experience fault rupture. The closest Alquist-Priolo Special Study Zone is located 3.5 miles northwest of the Project site, and the two nearest fault zones, the THUMS Huntington Beach Fault and Palos Verdes Hills, are located 2.3 miles

southwest and 3.2 miles southwest, respectively, from the Project site. There are no known active or potentially active faults crossing the Project area that would result in ground rupture. While the area may still be subject to strong ground shaking from distant seismic activity in the Southern California region, the Project site is not located within, nor crosses, any active fault.

The proposed Project consists of the construction/relation of underground utilities and partial demolition of one above ground structure, which would not be susceptible to earthquake damage. In addition, the proposed Project would not have the potential to cause strong seismic ground shaking. The COLB is located in a Seismic Hazard Area for liquefaction; however, the Project does not propose construction of any structures that can be affected by liquefaction, nor are there currently any proposed new operations or proposed new land uses for the site following construction completion. Although the proposed construction/relocation of underground utilities may have the potential for pit collapse, the proposed Project would comply with Occupational Safety and Health Administration (OSHA) trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. In addition, the project proposes relatively shallow excavation depth for relocation/construction of underground utilities. Seismically induced landslides would not pose a danger to the people or structures on site or in the vicinity. Given the Project site's location and topography, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture, strong seismic ground shaking, seismic-related ground failure or liquefaction, and landslides.

The only area within the Project site with exposed soil is in the CP Foote Wye construction area, which would be restored to its original condition after construction activities. Use of standard construction BMPs and compliance with stormwater permits would control erosion and minimize topsoil loss. Additionally, the Project would not involve septic systems or be affected by expansive soils. Therefore, soil-related risks are minimal and considered less than significant.

As previously discussed, the flat terrain of the Project site minimizes potential for landslides and the Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. Although the project site is located in a liquefaction hazard zone, the Project does not propose any structures nor operations that can be affected by liquefaction. Because the Project site is underlain by predominantly human-made fill, the proposed removal and replacement of underground utilities may have the potential for pit collapse. The proposed Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents, and the proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse. The City of Long Beach is located in a Seismic Hazard Area for liquefaction and the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface; however, the proposed Project does not propose construction of a structure that can be affected by liquefaction. The proposed Project does not include any features that that would become unstable or have any features that would result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. In addition, the Project site is not located on expansive soil.

The Sanitation Districts of Los Angeles County maintains and operates the municipal wastewater collection system in the Project area. Project-related construction activities would remove and replace soil; however, the Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be less-than-significant impacts related to soils incapable of adequately supporting the use of septic tanks or wastewater disposal systems.

The Project area contains artificial fill and younger Quaternary alluvium, both of which have a low likelihood of containing fossil resources. However, deeper excavation could encounter older, fossil-bearing deposits. To address this, mitigation measures MM CR-1 and CR-2 from the Pier B On-Dock Rail Support Facility EIR would still apply and not change from the original project to avoid or minimize the potential for a significant impact to paleontological resources. Potential impacts on paleontological resources would remain less than significant. Impacts on geology and soils would be less than significant, and this topic will not be discussed further in the SEIR.

4.7 GREENHOUSE GAS EMISSIONS

As discussed previously, the proposed project modifications involve additional expansion of the Pier B Project boundary limits in seven discreet locations but not a substantial increase in use of construction equipment or duration. The proposed Project would thus generate minimal greenhouse gas (GHG) emissions during construction, primarily from the use of construction equipment, worker vehicles, delivery vehicles, and haul trucks accessing the project sites. However, these emissions would be minor compared to those analyzed in the original Pier B On-Dock Rail Support Facility EIR as the proposed project modifications are not a substantial increase in use of construction equipment or duration. Previously adopted mitigation measures (MM AQ-1, AQ-2, AQ-3, GCC-2, and GCC-7) from the Pier B EIR would continue to apply and would minimize emissions. No new mitigation is necessary, and no operational emissions are anticipated following construction.

The Project would also not conflict with any applicable plans, policies, or regulations adopted to reduce GHG emissions. The Southern California Association of Governments' (SCAG) Connect SoCal 2024 Goods Movement Technical Report identifies the Pier B On-Dock Rail Support Facility Project as a key rail access improvement project (SCAG 2024). For this reason, the project is compatible with applicable plans, policies, and regulations by its nature. Given that proposed project modifications are not substantially different from those that were previously assessed in the Pier B EIR, emissions would also conform to the approved air quality management plan (South Coast AQMD's 2022 AQMP), as reductions in air quality emissions leads to reductions in GHG emissions. The proposed project modifications would also thus be consistent with the California Air Resources Board (CARB) 2022 Scoping Plan (CARB 2022) and the San Pedro Bay Ports Clean Air Action Plan (San Pedro Bay Ports 2017). The Project would comply with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations, including those of the 2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies), the POLB and COLB Strategies, and POLA and COLA Strategies. As such, the Project would not interfere with state or regional GHG goals. Impacts on greenhouse gas emissions would be less than significant, and this topic will not be discussed further in the SEIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Project construction and demolition could expose workers, the public, and/or the environment to temporary hazards related to the handling and transport of demolition debris and export of soils with the potential to contain contamination from current and previous land uses. The proposed Project would comply with all applicable federal, state, and local requirements for the use, storage, transport and management of hazardous materials, including Section 31303 of the California Vehicle Code, which would ensure the proper transport, handling, use, disposal of, and handling of the accidental release of hazardous materials or hazardous wastes. This would manage the risk of exposure of hazardous materials to workers, the public, and the environment, and reduce the impact associated with hazards and hazardous materials to less than significant. In addition, a comment on the NOP from the Department of Conservation's Geologic Energy Management Division (CalGEM), indicated that if any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required and CalGEM's district office must be contacted to obtain information on the requirements and approval to perform remedial operations. However, as specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. The proposed project modifications would, however, be required to implement the Hazardous Materials Special Condition from Section 6.3.5 of the Pier B Draft EIR, related to undertaking site investigations, prepare treatment plans, and incorporate abatement and protection measures, where appropriate. This condition and associated measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed.

Construction activities and equipment may involve use of limited quantities of gasoline, diesel fuel, hydraulic fluid, solvents, oils, and other uses within the Project site along with handling potentially contaminated materials, fill, soil, and groundwater, which could increase the exposure of people and the environment to hazardous materials. The proposed Project would be in full compliance with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials. Adherence to legal requirements would minimize risks of

upset and accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant.

There are no existing or proposed schools within the POLB, POLA, or within 0.25 miles of the Project site. However, potentially contaminated materials and soils need to be transported and may pass within 0.25 miles of a school. As stated previously, the Project would adhere to regulations for transportation of hazardous materials and permits and associated conditions issued by the COLA Department of Building and Safety and the COLB Building and Safety Bureau and no schools exist within 0.25 miles of the Project site and impacts would be less than significant.

The closest Cortese List site is the former Long Beach II Manufactured Gas Plant, which was located on the southeast corner of the intersection of Ocean Boulevard and Harbor Scenic Drive, which is in the vicinity of the West Water Street utility connections. The site was remediated by in-situ ozonation and limited excavation, although some soil with elevated concentrations of Semi-volatile Aromatic was left in place. However, the West Water Street utility connection site is sufficient distance, and excavation should be at a shallow enough depth to not create a significant hazard to the public or the environment. As specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. As such, the Special Condition previously mentioned relating to hazardous materials would also apply to the proposed Project.

The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest airport is the Long Beach Airport, which is 3.5 miles northeast of the Project site. Therefore, the proposed Project would not expose people in the Project vicinity to excessive noise levels from airport use.

The proposed Project would continue to be served by the Long Beach and Los Angeles Fire Departments, the Long Beach and Los Angeles Police Departments, and the POLB Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections, which include traffic control and would not result in temporary blockage or closure of local access routes. Existing access would be maintained. Therefore, implementation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan.

There are no wildlands within the Project site or in the general Project vicinity. The Project site is designated as being Outside State Responsibility Area and is not located within a high fire risk area, within a Very High Fire Hazard Severity Zone, nor within a Least Critical Fire Hazard Area. Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Implementation of the proposed Project would not result in significant risk of loss, injury, or death involving wildland fires, and no impact would occur. Therefore, impacts to hazards or hazardous materials would be less than significant and this impact will not be discussed further in the SEIR.

4.9 HYDROLOGY AND WATER QUALITY

Construction and demolition activities related to the proposed could result in temporary ground disturbance and potential pollutant discharge into local storm drains. The Project would be required to comply with the NPDES General Construction Permit, including the preparation of an SWPPP and implementation of BMPs to minimize runoff and erosion. Compliance with all applicable federal, State, and local requirements would reduce the potential for the release of contaminants into the storm drain system or groundwater. Upon construction completion, conditions would be returned to a similar state prior to construction. There are currently no proposed operations for the site following construction, thus the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

The Project would not use groundwater for construction activities, including on-site dust control, and would not interfere with groundwater recharge. Any temporary dewatering that may occur would be temporary and managed in accordance with the NPDES permit and requirements. Thus, dewatering during excavation would not affect

groundwater recharge and excavation impacts would be less than significant. Once construction is complete, the site would return to pre-existing conditions. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project would impede sustainable groundwater management to the basin.

No streams or rivers are present at the site, and although soil disturbance would occur during excavation, compliance with the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP and associated BMPs to prevent sediment and other pollutants from leaving the site and entering waterways. The proposed Project would slightly alter the existing drainage patterns of the sites; however impervious surfaces would remain the same as existing. Therefore, the proposed Project would not alter the course of a stream or river, in a manner which would result in on- or off- site flooding or would exceed the capacity of existing or planned stormwater drainage systems. The 12th Street site is located in a FEMA-designated 100-year flood zone, however, with implementation of BMPs and compliance with SWPPP requirements, the Project would not increase runoff or flood risk.

The proposed Project would not contribute additional runoff that exceeds the capacity of stormwater systems or create substantial new sources of pollution as BMPs and the SWPPP would ensure no new pollution sources would be created. There are no elements within the proposed project modifications that would contribute additional runoff during construction. The proposed project modifications would, however, be required to implement the Water Resource Protection Special Condition from Section 6.3.1 of the Pier B Draft EIR, related to obtaining coverage under the Los Angeles Regional Water Quality Control Board's General Permit for Storm Water Discharges. After construction, the sites would return to a similar pre-construction condition, and compliance with the NPDES Construction General Permit and implementation of BMPs would minimize the potential for polluted runoff. Additionally, the Project would not impede or redirect flood flows. As described above, the 12th Street site is located in a FEMA-designated 100-year flood zone; however, proper drainage design, BMPs, and SWPPP compliance would ensure that flooding risks remain low. Therefore, the Project would not substantially alter the existing drainage pattern of the site or area, and impacts would be less than significant.

The proposed Project is located in areas with low flood risk, including Flood Zone X and one site in Flood Zone A (100-year flood zone). Most Project components would be underground or returned to pre-construction conditions, minimizing the risk of pollutant release due to inundation. Additionally, levee systems and drainage infrastructure would provide further protection against flooding. The site lies in a tsunami hazard zone identified as a low-impact zone, and the Project would not include aboveground structures or activities following construction that could be significantly affected by tsunamis, dam failure, or seiches. Therefore, the Project would not pose a significant risk of pollutant release from flood-related events, and impacts would be less than significant.

The proposed Project would not conflict with any applicable water quality control plans or groundwater management plans. The site is located within a basin classified as Very Low priority under the Sustainable Groundwater Management Act and does not have an adopted groundwater sustainability plan. No groundwater would be used during construction and any discharges would comply with the NPDES Construction General Permit. No new land uses are proposed that would increase demand on groundwater supplies or impair regional water quality goals. Therefore, the Project would not interfere with implementation of any water quality or groundwater management plan. Impacts related to hydrology and water quality would be less than significant, and this impact will not be discussed further in the SEIR.

4.10 LAND USE AND PLANNING

The proposed Footprint would expand the existing Port-based industrial land use that is consistent with existing zoning designations. There are no residential areas or uses within the Project site or in the Port, thus the project would not physically divide an established community. In addition, the proposed Project would be consistent with existing permitted uses and zoning regulations and comply with local plans and policies. Therefore, there are no impacts to land use and planning and this impact will not be discussed further in the SEIR.

4.11 MINERAL RESOURCES

The Project site is located in a highly developed area and is surrounded predominantly by industrial land uses. The Project site is not located within a Mineral Resource Zone where geological data indicates the presence of significant mineral resources. Additionally, the Project sites are predominantly used for rail-related uses and are not utilized for mineral resource extraction. Therefore, the proposed Project would have no impact on the availability of a known mineral resource that would be of value to the region and the residents of the State.

The Wilmington Oil Field is located under the Project site and other oil production areas are also present in the Project site vicinity. There are several plugged wells located adjacent to the proposed Project footprint, but no active wells should be impacted. Although construction activities would remove access to inactive oil-producing facilities, petroleum reserves beneath the site could continue to be recovered from nearby active facilities during construction. Accordingly, the impact of the proposed project modifications related to access to mineral resources would be less than significant and this impact will not be discussed further in the SEIR.

4.12 POPULATION AND HOUSING

The Project does not propose any residential uses that would introduce a new permanent population to the Project site as construction workers would likely come from the regional area and would not need to relocate for the purpose of working on the proposed Project. Only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR. It is anticipated that this nominal increase would come from the local labor force and therefore would not require an increase of permanent staff. No housing or residential uses are permitted or occur within the Project site or Port, and the Project would not displace any existing housing or residents. The proposed Project would not include unplanned direct or indirect population growth in the area nor necessitate the construction of replacement housing elsewhere, and no impact on population and housing would occur and this impact will not be discussed further in the SEIR.

4.13 PUBLIC SERVICES

The proposed Project would be served by the Long Beach and Los Angeles Fire Departments and the POLB Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, West 12th Street is comprised of two parallel streets separated by a storage area and parking lot; partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the COLA, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from East Opp Street/Foote Avenue would be maintained. Service ratios and response times would be unaffected and impacts would be less than significant.

The proposed Project would not introduce residential uses and would not generate a new residential population that would cause impacts to schools, parks, or other public facilities. The Long Beach Unified School District (LBUSD) serves the Project site. The Project would not introduce new permanent student residents into the LBUSD, and construction activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. The proposed Project would not generate a new residential population that would regularly utilize nearby parks and recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. While some construction workers may utilize local parks and recreational facilities during the workday,

such use would be anticipated to be limited as there are not any parks easily accessible to the worksites. No impacts relating to existing or planned schools and parks would occur.

As previously described, the proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, and impacts would be less than significant. Impacts related to public services would be less than significant, and this impact will not be discussed further in the SEIR.

4.14 RECREATION

The proposed Project would not induce population growth in the area and therefore would not cause an increase in the use or require the construction or expansion of parks and recreational facilities. While some construction workers may utilize local parks and recreational facilities during the workday, only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR and such use would be limited as there are no parks easily accessible to the worksites. No increase in permanent residents is anticipated to occur as a result of the proposed Project; therefore, no impacts on recreation are anticipated, and this topic will not be discussed further in the SEIR.

4.15 TRANSPORTATION

Access to the proposed Project also would be restricted to rail yard workers; although pedestrians and cyclists would continue to have access to all businesses on streets outside of the rail yard, including the MSC, there would be no impact to bicycle, and pedestrian facilities. Truck trips would occur during a limited time during the temporary period of construction and along designated roadways outlined in the COLB Mobility Element and PMP. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state highways would require a Caltrans transportation permit. In compliance with the COLB Mobility Element, construction and demolition debris would be transported via designated routes. Per Caltrans recommendations, trucks hauling construction-related materials would be covered with tarpaulin to avoid debris spillage and would be scheduled to use alternative routes to avoid congested highways. In addition, according to an NOP comment received from Caltrans, any project work occurring within, or abutting Caltrans ROW will require an encroachment permit. Caltrans also requested that prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval. Finally, Caltrans noted that the Vincent Thomas Bridge Deck Replacement Project is proposed to be in construction by October 2025 and completed by March 2027. If this project's construction schedule overlaps with VTB and other projects in the area, the detour/hauling/construction route(s) need to be studied (e.g., intersection and segment analysis). The Ground Transportation Special Condition from Section 6.3.3 of the Pier B Draft EIR fulfils these obligations, including any additional construction measures that may be required, and encroachment permits are identified as a requirement in Section 1.6.1 of this SEIR. The proposed Project would be consistent with all laws, policies and plans for handling and transporting waste and demolition material. In compliance with the COLA Mobility Plan 2035, the proposed Project would be consistent with the citywide general plan circulation system as the proposed Project does not propose closure of nearby roads and would not include modifications to any public roadways or driveways. Additionally, the proposed Project would not conflict with the Wilmington-Harbor City Community Plan as the proposed Project would not impede future economic development and livelihood between the Wilmington and Harbor City and POLA. Therefore, the proposed Project would therefore not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as there are no transit, bicycle and pedestrian facilities in the Project vicinity and no amendments to the circulation or roadway are proposed, and these impacts would be less than significant.

Since there are no proposed operations or proposed new land uses for the site post-construction, there would be no vehicle or automobile trips to or from the site after completion of construction activities. The proposed Project would generate less than 110 trips per day for 12 months and no trips thereafter as the workforce needed to complete the

proposed project modifications would come from the workforce previously accounted for in the Pier B EIR. The proposed modifications do not involve substantive changes to the construction workforce or truck trips and are therefore not anticipated to result in changes to vehicle miles traveled (VMT). Therefore, VMT associated with the proposed Project would be less than significant.

The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. The Project does not propose closure of nearby public roads and would not include modifications to any public roadways or driveways. While both Grant Street and Southern Pacific Drive, within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from East Opp Street/Foote Avenue would be maintained. Oversized truck trips during the construction phase of the proposed Project would adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. Additionally, there are currently no proposed operations or proposed new land uses for the site following construction. Therefore, there would be no impact related to geometric design.

Construction trucks that travel to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, construction impacts would be short-term in duration and would be no different to current operations. Current port operation involves large heavy-duty trucks traveling through the port road network and there are multiple ingress/egress routes within the Port area. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections, which would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, West 12th Street is comprised of two parallel streets separated by a storage area and parking lot; partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. In addition, no road closures are proposed for the Project that would affect emergency access. While both Grant Street and Southern Pacific Drive require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from East Opp Street/Foote Avenue would be maintained. As mentioned above, in compliance with the COLB Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes. This plan is also in line with Caltrans requirements. The proposed project modifications would, however, be required to implement the Ground Transportation Special Condition from Section 6.3.3 of the Pier B Draft EIR, related to preparation of a Transportation Management Plan (TMP) to minimize traffic congestion during project construction. Therefore, implementation of the proposed Project would not result in significant impacts to inadequate emergency access. Impacts on transportation would be less than significant, and this impact will not be discussed further in the SEIR.

4.16 UTILITIES AND SERVICE SYSTEMS

Project site improvements would include removal or relocation of existing utility infrastructure; however, this would be conducted in a manner designed to ensure that services to all POLB users would remain uninterrupted and construction activities would be phased to avoid interfering with adjacent Port operations. Possible temporary interruptions of service related to utility relocations and reconstructions would be scheduled to minimize inconvenience and damage. The Los Angeles Department of Water and Power (LADWP) submitted a comment on the NOP indicating that if there are changes to the project improvement that can result in potential impacts to LADWP Power System and Distribution facilities, LADWP must be notified by email. In addition, LADWP currently maintains a temporary laydown area on parcel APN 7429-013-282 and must have access to this parcel maintained. New utility infrastructure would be designed and constructed in accordance with utility provider requirements, current design standards, and COLB and COLA code requirements, and therefore impacts from utility replacement would be less than significant.

The Project does not propose development that would increase demand for water services and no water use would be required post-construction. A small amount of water may be used during construction activities for dust and fire suppression, which would likely be sourced from existing water supplies onsite. The Project would not generate a substantial increase in demand for water and this impact would be less that significant.

The only wastewater from the proposed Project would be from storm runoff. The Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant, and no new or expanded wastewater treatment facilities would be required. There are no proposed operations or proposed new land uses for the site post-construction, thus impacts related to wastewater would be less than significant.

The Project would temporarily generate a minimal amount of solid waste from construction and demolition for a temporary period of approximately 12 months and no new additional waste beyond existing conditions would be generated post-construction. Any waste would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code. Compliance with all applicable statutes and regulations would ensure that the proposed Project's impacts would be less than significant and this impact will not be discussed further in the SEIR.

The proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal, including AB 939 and the City of Long Beach Construction and Demolition Debris Recycling Program. Because the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste, this impact would be less than significant. Impacts on utilities and service systems would be less than significant, and this impact will not be evaluated further in the SEIR.

4.17 WILDFIRE

The Project site is located in an area served by the Long Beach and Los Angeles Fire Departments, the Long Beach and Los Angeles Police Departments, and the POLB Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during construction and would not substantially impair an adopted emergency response plan or emergency evacuation plan. The Project site is located within a fully urbanized port area and is designated as being Outside State Responsibility Area, is not located within a Very High Fire Hazard Severity Zone as mapped by CAL FIRE, and is within a Least Critical Fire Hazard Area according to the City of Long Beach Public Safety Element. The Project does not include planned operations post-construction that would expose people or structures to wildfires; therefore, there would be no impact related to wildfire and this impact will not be discussed further in the SEIR.

4.18 OTHER CEQA CONSIDERATIONS

CEQA Guidelines Section 15126 requires a discussion of significant environmental effects that cannot be avoided if the proposed project modifications are implemented, significant irreversible environmental changes that would be involved if the proposed project modifications are implemented, and growth-inducing impacts of the proposed project modifications. These items are outlined in Chapter 5 of the Pier B EIR and are not repeated further as Section 15163(b) of the CEQA Guidelines states that a supplement to an EIR need only contain the information necessary to make the previous EIR adequate for the project as revised.

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5 REPORT PREPARATION

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Appendix A

Initial Study, Notice of Preparation, Summary of Comments, and Comments Received

Initial Study

DRAFT INITIAL STUDY FOR THE SUPPLEMENTAL EIR FOR THE

Pier B On-Dock Rail Support Facility Project Initial Study for the Supplemental EIR

Harbor Development Permit No. 07-021

State Clearinghouse No. 2009081079

Prepared for:

Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

March 2025

Draft Initial Study for the Supplemental EIR

for the

Pier B On-Dock Rail Support Facility Project

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March 2025

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LIST OF ABBREVIATIONS

Air Basin	South Coast Air Basin
AQMP	air quality management plan
bgs	below ground surface
BMP	best management practices
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire
CARB	California Air Resources Board
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CO	carbon monoxide
COLA	City of Los Angeles
COLB	City of Long Beach
CP	Control Point
DOC	California Department of Conservation
DPM	diesel particulate matter
Draft SEIR	Draft Supplemental Environmental Impact Report
EIR	environmental impact report
EPA	US Environmental Protection Agency
ESHA	environmentally sensitive habitat area
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HAPC	habitat area of particular concern
HFRA	high fire risk area
HMTA	Hazardous Materials Transportation Act
IS	Initial Study
LACSD	Los Angeles County Sanitation District
LBUSD	Long Beach Unified School District
MARAD	United States Maritime Administration
MBTA	Migratory Bird Treaty Act

MSC	Long Beach Multi-Service Center
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM_{10}	particulate matter with diameters of 10 microns or less
$PM_{2.5}$	particulate matter with diameters of 2.5 microns or less
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
RCRA	Resource Conservation and Recovery Act
RWQCB	regional water quality control board
SCAQMD	South Coast Air Quality Management District
SEIR	Supplemental Environmental Impact Report
SO_2	sulfur dioxide
SO_X	sulfur oxides
SR	State Route
SWPPP	stormwater pollution prevention plan
USFWS	United States Fish and Wildlife Service
VCP	vitrified clay pipe
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds

1 INTRODUCTION

The Port of Long Beach (Port or POLB) will prepare a Supplemental Environmental Impact Report (SEIR) to the EIR for the Pier B On-Dock Rail Support Facility Project certified by the Board of Harbor Commissioners in January 2018. The Supplemental EIR will analyze the potential environmental impacts associated with the following proposed minor additions and changes to the Pier B On-Dock Rail Support Facility Project (Project):

- **D52-D54 Transit Shed Modifications.** Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- **12th Street Sewer Line Installation.** Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- **Control Point Foote Wye Track Relocation.** Relocation of the Control Point (CP) Foote Wye, east of the Dominguez Channel to be compatible with the revised mainline track configurations in the CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks.
- **West Water Street Utility Connections.** Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.
- **Street Closures.** Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require closure to accommodate track realignment work.
- **Dominguez Channel Rail Bridge Contractor Area.** Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

This Initial Study is intended to serve as a tool to determine the environmental factors needed to be studied in greater detail in the SEIR. Based on this Initial Study, the proposed Project would potentially result in significant environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources, which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. Therefore, the potential environmental impacts to Cultural Resources, Noise, and Tribal Resources will be discussed and analyzed in the SEIR to the EIR previously certified in 2018 and the addendum to the EIR approved in 2023 for the Pier B On-Dock Rail Support Facility Project.

1.1 BACKGROUND CEQA DOCUMENTS

The analysis in this Initial Study is based in part on the findings of the Final EIR and addendum for the Pier B On-Dock Rail Support Facility Project certified by the Board of Harbor Commissioners.

On January 22, 2018, the Board of Harbor Commissioners certified the Final EIR (State Clearinghouse No. 2009081079), approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (POLB 2016, POLB 2018). The approved Project as evaluated in the Final EIR consists of the following elements:

- Adding 31 rail yard tracks and 5 arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 rail yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 rail yard tracks, and 5 arrival/departure tracks);
- Providing for up to 10,000-foot long receiving/departure tracks;

- Providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- Providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- Widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- Constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite;
- Realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps; and
- Relocation of certain existing utility pipelines for the distribution of oil, natural gas, water, communications, and electrical services.

On August 28, 2023, the Board of Harbor Commissioners approved an addendum to the Final EIR for the Pier B On-Dock Rail Support Facility Project (Addendum) to address and analyze technical changes and minor additions to the Project in accordance with CEQA. The changes do not result in any significant impacts, nor a substantial increase in the severity of any previously identified significant impacts in the Final EIR. In addition, no new information of substantial importance showed that mitigation measures or alternatives that were previously found not to be feasible or considerably different from those analyzed in the certified Final EIR would substantially reduce one or more significant effects on the environment (POLB 2023a). Changes to the Project analyzed in the approved Addendum included:

- Adjustments to the boundary limits for the Pier B Project in the original certified EIR to provide additional land space during and for construction activities including utility relocation, traffic control, temporary construction equipment staging and contractor work areas, private property acquisition; and
- Use of an updated methodology involving Horizontal Directional Drilling, as opposed to traditional dig and trench activities, to relocate existing oil infrastructure within the Pier B Project limits and along Pico Avenue to new utility corridors.

1.2 BACKGROUND NATIONAL ENVIRONMENTAL POLICY ACT DOCUMENTS

Following certification of the EIR by the Board of Harbor Commissioners in 2018, the United States Maritime Administration (MARAD) prepared an Environmental Impact Statement (EIS) for the Pier B On-Dock Rail Support Facility Project in accordance with the National Environmental Policy Act (NEPA) and issued the Record of Decision approving the EIS on April 7, 2022 (MARAD 2020, MARAD 2022).

1.3 SUPPLEMENTAL CEQA DOCUMENT

In accordance with CEQA, as set forth in Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, no subsequent or supplemental EIR shall be required unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines Section 15162(a); see also Public Resources Code Section 21166).

Section 15163 of the State CEQA Guidelines provides that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

(1) Any of the conditions described in State CEQA Guidelines Section 15162 (above) would require preparation of a subsequent EIR, and

(2) Only minor additions or changes would be necessary to make the previous EIR apply to the project in the changed situation.

Section 15163(b) of the State CEQA Guidelines further states that a supplement to an EIR need to contain the information necessary to make the previous EIR adequate for the project as revised. Since certification of the Final EIR for the Project in 2018, there have been several revisions and updates to CEQA and the State CEQA Guidelines; the State CEQA Guidelines were updated in December 2018 and several new topics were added. State CEQA Guidelines Section 15007(c) states that if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in [State CEQA] Guideline amendments taking effect before the document is finally approved. Therefore, because the Port intends to prepare a Supplemental EIR, the Supplemental EIR will only contain the information necessary to make the previous EIR adequate for the Project.

1.4 DOCUMENT ORGANIZATION

This Initial Study is organized as follows:

- **Chapter 1: Introduction.** This chapter introduces the environmental review process.
- **Chapter 2: Project Description.** This chapter provides a description of the proposed Project.
- **Chapter 3: Environmental Checklist.** This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist (Appendix G of the State CEQA Guidelines). The CEQA Environmental Checklist considers, for each environmental topic, whether the project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact.
- **Chapter 4: References.** This chapter lists the references used in preparation of this IS.
- **Chapter 5: Report Preparers**. This chapter lists the authors of each chapter and section.
- **Chapter 6: References:** This chapter identifies the organizations and persons consulted during preparation of this Initial Study and the documents and individuals used as sources for the analysis.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed Project is located in southern Los Angeles County in the POLB and City of Los Angeles (COLA) (Figure 2-1). The Project site is located across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the COLA. The Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north. In addition to privately owned property, a variety of public agencies own property within the Pier B Project site and in its vicinity, including the POLB; COLB; COLA; Port of Los Angeles (POLA); Union Pacific Railroad Company and BNSF Railway Company; Alameda Corridor Transportation Authority; Los Angeles County Flood Control District; and Southern California Edison.

2.2 PROJECT PURPOSE AND OBJECTIVES

The objectives of the proposed Project remain the same as those identified in the certified Final EIR (POLB 2018), consisting of the following:

- Support the transition to a more efficient, more economically competitive and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016);
- Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities;
- Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards;
- Provide additional Port rail capability to support and maximize on-dock intermodal operations to a targeted goal of 30 to 35 percent of containers handled by on-dock rail;
- Receive and depart, within the confines of the rail yard, up to 10,000-foot-long trains to accommodate the increasing use of such trains by the Class I railroads; and
- Improve motorist and rail safety by eliminating an existing at-grade crossing at 9th Street and Pico Avenue.

Source: Adapted by Ascent in 2024.

Figure 2-1 Regional Location

2.2.1 12th Street Sewer Line Installation

The existing sewer line along W 12th Street between Harbor Avenue and Fashion Avenue would be extended eastward toward Fashion Avenue where it would connect with an existing Los Angeles County Sanitation District (LACSD) sewer line (Figure 2-5). This alignment would include 2,970 linear feet (LF) of 36-inch-diameter vitrified clay pipe (VCP) sewer and 357 LF of 18-inch-diameter polyvinyl chloride (PVC) force main from the lift station to convey flows to the proposed gravity system. Construction related to the sewer system installation would include traffic control, pavement saw cutting, pavement removal, trenching, excavation, and disposal of soil, pipeline construction, soil import and backfill, base and pavement construction, and striping.

2.2.2 CP Foote Wye Relocation

To provide access to the Control Point (CP) Foote Wye located east of the Dominguez Channel, existing CP Foote Wye tracks would be relocated to be compatible with the revised mainline track configurations in the CP Crucero area (Figure 2-6). This track reconstruction would require the expansion of the Pier B Project boundary limit in the CP Crucero Area to accommodate construction access, construction staging and laydown, clearing and grubbing, demolition, track removal, concrete drainage ditch reconstruction, fencing and gate reconstruction, and railroad signalization. Shifting the CP Foote wye track would require the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication and oil utilities. The utilities in the area of the shifted wye track will have casing installed to protect each utility from new railroad loading and to allow for easier access for maintenance in the post construction condition. Where the utilities are impacted longitudinally the utility will be relocated into an adjacent utility corridor so that the utility can be accessed for future inspection and maintenance.

2.2.3 West Water Street Utility Connections

Sewer and water lines would be installed along West Water Street, near the I-710 interchange at Ocean Boulevard, connecting to the new compressed air building (Figure 2-7). This involves saw cutting pavement, trenching, and excavation to less than 10 feet below the ground surface.

2.2.4 Street Closures

As part of the CP Foote Wye relocation, Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work (see Figure 2-6). These streets are not publicly accessible and are within the CP Foote Wye area.

2.2.5 Dominguez Channel Rail Bridge Contractor Area

Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge (see northwest portion of Figure 2-6).

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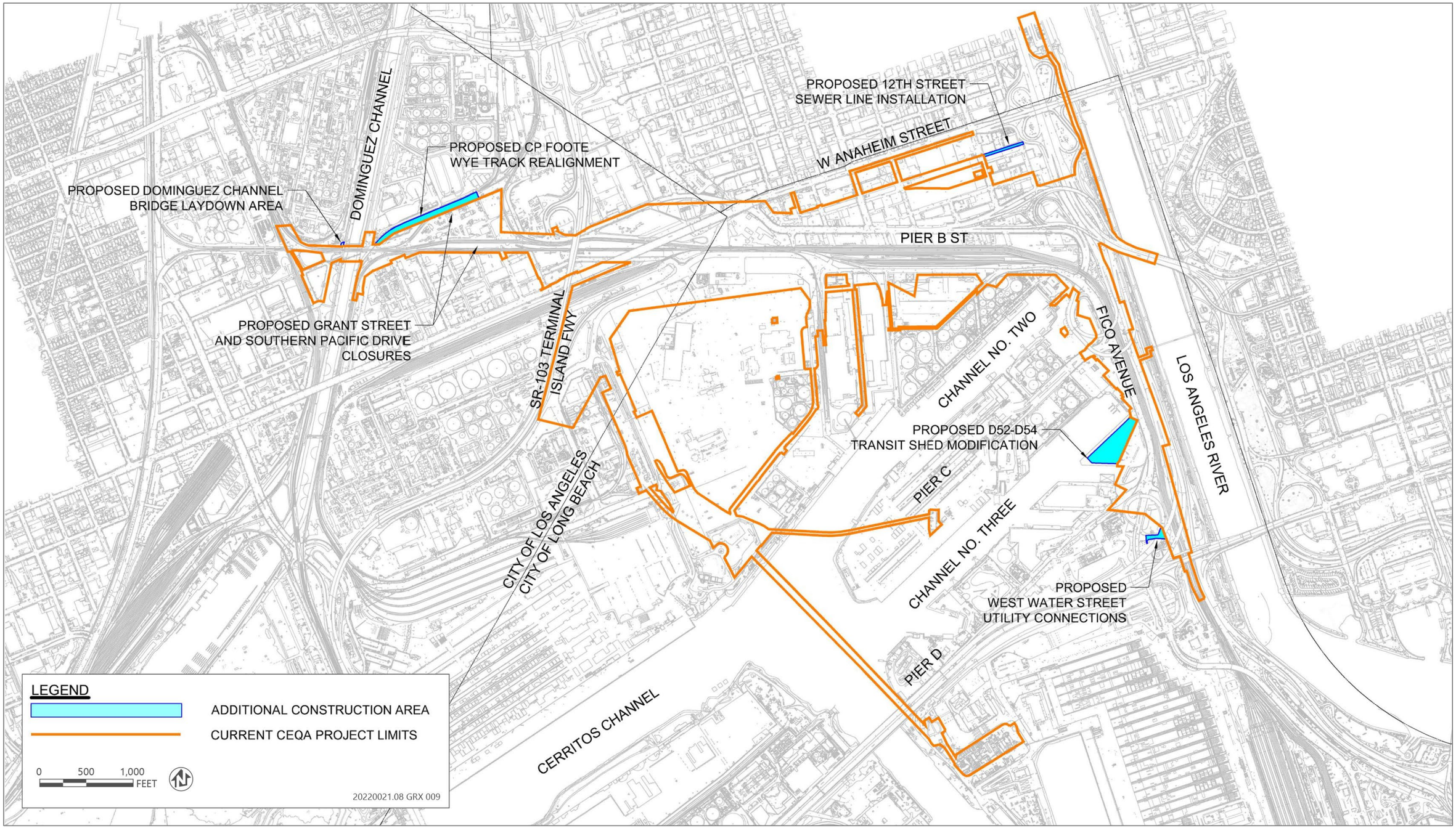


Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

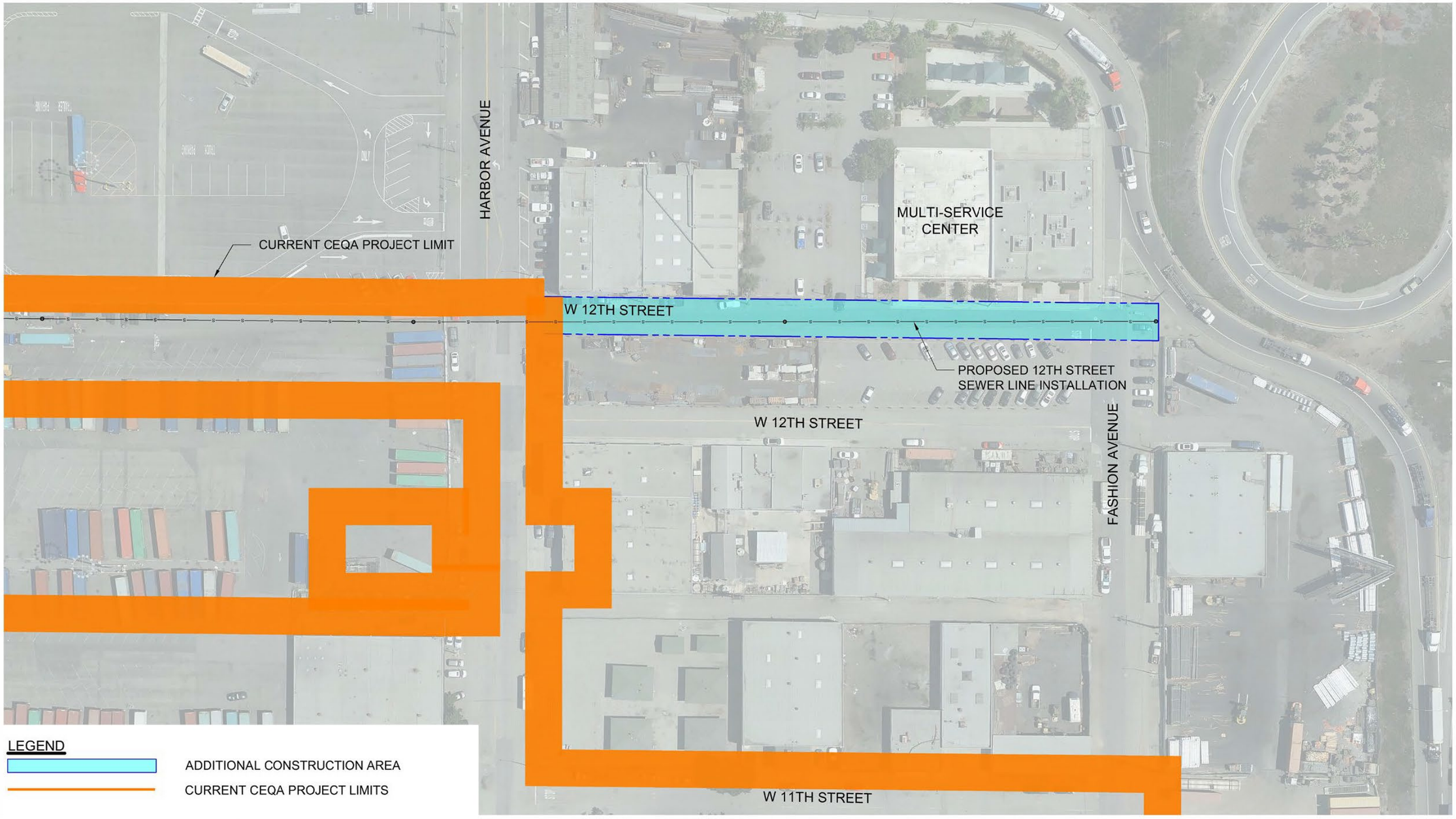
Figure 2-2 Project Location

Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

Figure 2-3 Berths D52-D54 Transit Shed Modifications

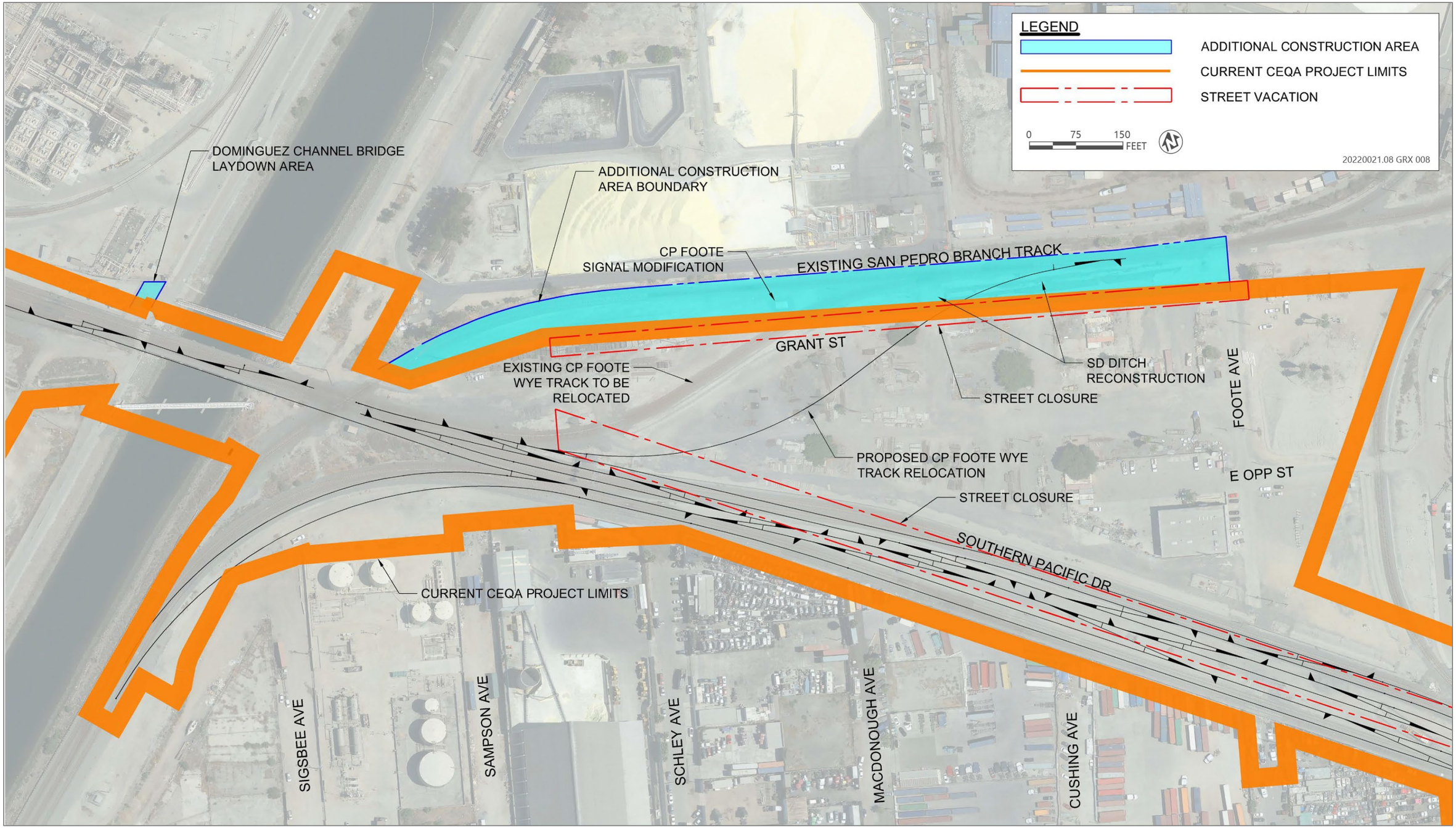
Source: Image produced and provided by HDR in 2021; adapted by Ascent in 2024.

Figure 2-4 Proposed East Elevation Concept for Berths D52–54 Transit Shed



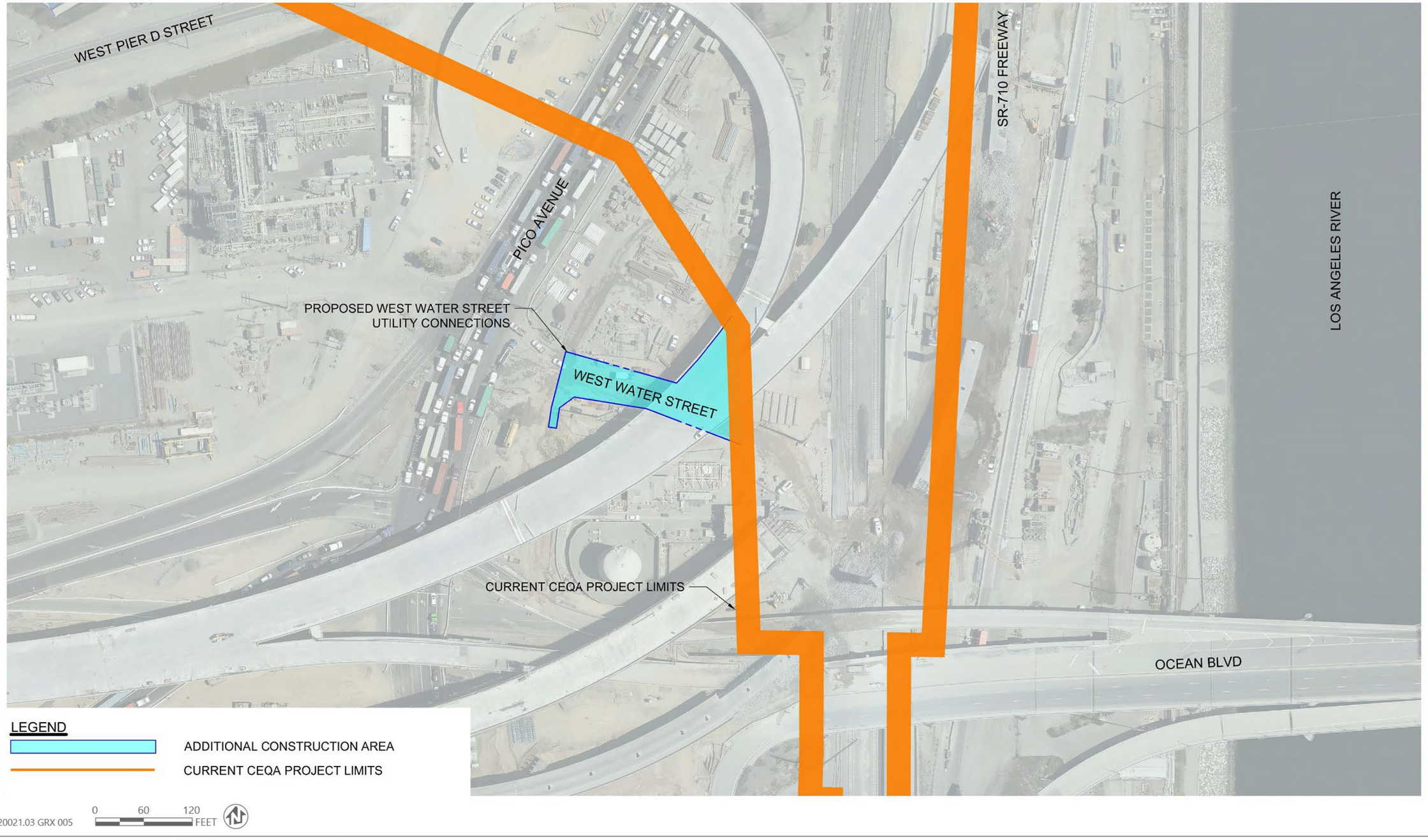
Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

Figure 2-5 12th Street Sewer Line Installation



Source: Image produced and provided by HDR in 2025; adapted by Ascent in 2025.

Figure 2-6 CP Foote Wye Relocation



Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024

Figure 2-7 West Water Street Utility Connections

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title:	Pier B On-Dock Rail Support Facility
2. Lead Agency Name and Address:	Port of Long Beach (City of Long Beach Harbor Department) 415 W. Ocean Blvd. Long Beach, CA 90802
3. Contact Person and Contact Information:	Alex Holford, Environmental Specialist Email: Alex.Holford@polb.com Telephone: 562.283.7100
4. Project Location:	The proposed Project is located in southern Los Angeles County in the Port of Long Beach (Figure 2-1). The Pier B Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north (Figure 2-2). In addition to privately owned property, a variety of public agencies own property within the Approved Project site and in its vicinity, including the POLB; City of Long Beach; City of Los Angeles; Port of Los Angeles; Union Pacific Railroad and Burlington Northern Santa Fe Railroad; Alameda Corridor Transportation Authority; Los Angeles County Flood Control District; and Southern California Edison.
5. Project Sponsor's Name and Address:	Port of Long Beach (City of Long Beach Harbor Department) 415 W. Ocean Blvd. Long Beach, CA 90802
6. General Plan Designation:	The portions of the Project site located in the City of Long Beach are designated under the City of Long Beach General Plan Land Use Element as a Regional Serving Facility (RSF), according to the General Plan Land Use Map (COLB 2019a). The City of Los Angeles' General Plan Land Use designates the portion of the Project site within the City of Los Angeles' jurisdiction as Heavy Manufacturing. The portion of the Project site within the City of Los Angeles is also partially within the Wilmington-Harbor City Community Plan Area (COLA 1999).
7. Zoning:	The Pier B Project site spans across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the City of Los Angeles.
8. Description of Project:	Chapter 2 provides a detailed description of the project.
9. Surrounding Land Uses and Setting:	The general area of the Port and adjacent portions of COLB and COLA are characterized by diverse high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations, such as sport fishing concessions, hotels, retail shops, and a public boat launch. Residential areas near the harbor complex include the communities of Wilmington and San Pedro in COLA and the neighborhoods of West Long Beach and Downtown Long Beach in COLB.

Regional access to the Project site is provided by State Route (SR) 103 Terminal Island Freeway (SR 103), with connections to SR 47 and Pacific Coast Highway (SR 1), and Interstate 710 (I-710). Local access to the Project site is provided from Pier B Street, Anaheim Way and E. Anaheim Street to the north and Pier B Street, Pico Avenue and W. Ocean Boulevard to the southeast.

10. Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

    California Coastal Commission. In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water in the coastal zone in accordance with the California Coastal Act of 1976. Development activities, which include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters generally require a Coastal Development Permit. A Coastal Development Permit will be required for the Project (City of Los Angeles and City of Long Beach have dual jurisdiction over the Port Complex). The POLB has Coastal Development Permit jurisdiction in the Long Beach Harbor District.

    City of Los Angeles. The City of Los Angeles has Coastal Development Permit jurisdiction in the portion of the proposed Project in the City of Los Angeles.

    In addition, the following identifies anticipated permits and other approval actions that may be required for implementation of the proposed modifications to the Pier B Project:

    - BHC - Amendment to the Harbor Development Permit
    - Alameda Corridor Transportation Authority (ACTA)/Port of Los Angeles (POLA)/BNSF Railway Company (BNSF)/Union Pacific Railroad Company (UPRR) – Memorandum of Agreement and/or Amendment to the Use and Operating Agreement
    - City of Long Beach Utility Department approval
    - City of Long Beach Community Development – development permits
    - City of Los Angeles Department of Building and Safety – Use of Land Permit and clearances
    - City of Los Angeles Bureau of Engineering – construction permits
    - County of Los Angeles Sanitation District approval
    - Port of Los Angeles – Harbor Engineer Permit
    - South Coast Air Quality Management District (SCAQMD) – air quality permits for applicable stationary sources

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

    In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025, which is yet to be undertaken. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025.

    A Sacred Lands File Search was also conducted by the NAHC on January 24, 2025 with negative results.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where checked below, the topic with a potentially significant impact will be addressed in an environmental impact report.

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards / Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

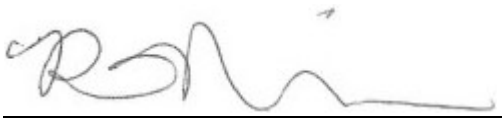
☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☒ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described in this Initial Study. A **SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT** shall be prepared and need only contain the information necessary to make the previous EIR adequate for the project as revised (State CEQA Guidelines Section 15163)..

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

March 18, 2025

Date

Renee Moilanen

Printed Name

Director of Environmental Planning

Title

Port of Long Beach

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a) the significance criteria or threshold, if any, used to evaluate each question; and
    b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Discussion

a) Have a substantial adverse effect on a scenic vista?

No impact. The nearest scenic vistas to the Project site are ground level views along the boundary of Queensway Bay and ground level views along Harbor Scenic Drive from southbound lanes south of Anaheim Street (POLB 1990). The scenic views associated with ground level views along Harbor Scenic Drive and along the boundary of Queensway Bay are chiefly associated with views across the bay, towards Downtown Long Beach and Long Beach Shoreline Marina and Shoreline Village and not looking backward toward the Port. The D52-D54 Transit Shed and West Water Street utility connection construction areas would only be visible to motorists on the I-710 and Pico Avenue. Thus, any changes within the Pier B Project footprint are likely going to be indistinguishable from typical port-related uses. The scenic viewpoints would be unaffected once construction is completed.

With regard to the portion of the Project site within the City of Los Angeles, scenic views or vistas are defined in the City of Los Angeles' General Plan Conservation Element as the "panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features" (COLA 2001). As there are no scenic vistas present and no development planned post construction, no impact would occur. Therefore, this impact will not be considered further in the SEIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, the nearest officially designated scenic highway is a portion of Route 91, located approximately 22.4 miles east of the Project site near Peralta Hills in northeastern Orange County, California (Caltrans 2018). The nearest eligible scenic highway to the Project site is Route 1, located approximately 4 miles east of the Project site (Caltrans 2018). The

Project is not visible from either of these designated or eligible State scenic highways due to distance or obstructions from intervening structures.

There are no City of Los Angeles scenic highways within the Project vicinity (COLA 2016). Additionally, the City of Long Beach General Plan Mobility Element identifies scenic routes within the City. The closest City-designated scenic route is Ocean Boulevard, located approximately 400 feet south of the West Water Street utility connection construction area (COLB 2013). Views from Ocean Boulevard are obstructed by road infrastructure and other industrial and port-related land uses. As there are no state scenic highways and no scenic resources currently present on the Project site (such as trees, rock outcroppings, or other aesthetic features), no impact would occur to scenic resources due to the implementation of the Project. Therefore, this impact will not be considered further in the SEIR.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-significant impact. While the proposed Project construction activities would temporarily alter the visual character of the site through the use of construction equipment, these activities and equipment would generally be consistent with the existing industrial and port-related activities and facilities in the Project vicinity, and are not expected to conflict with the aesthetics/visual resources plans and policies of the City of Long Beach (COLB 1973; COLB 2013; COLB 2019b) and the City of Los Angeles (COLA 1996; COLA 2001). Upon Project completion, the construction sites would return to their original condition (with the exception of the smaller footprint of the D52-D54 Transit Shed) and would not conflict with the existing zoning or other plans and policies relating to aesthetics/visual resources. Therefore, the Project's impact to scenic quality would be less than significant and this impact will not be considered further in the SEIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No impact. The proposed Project construction activities have the potential to occur partly at dusk, with temporary night lighting having the potential to spill onto properties beyond the Project boundary. If new light sources spill onto adjacent properties and/or increase ambient nighttime illumination levels, this 'light trespass' has the potential to interfere with certain functions including sleep, privacy and general enjoyment of the natural nighttime condition. However, there is a large amount of lighting associated with the industrialized Port, which operates 24 hours a day, seven days a week and any light spill would not create a new source of substantial light given the existing conditions and no nearby sensitive receptors such as residences and hospitals. The nearest sensitive receptors include residential receptors to the east across the Los Angeles River and west beyond Alameda Street and patrons of the Long Beach Multi-Service Center (MSC) on W 12th Street. Per Long Beach Municipal Code Section 8.80.202, *Construction Activity – Noise Regulation*, construction activities are limited to occur only between 7:00 a.m. and 7:00 p.m. on weekdays and Federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays; no construction activities shall occur on Sundays. Per City of Los Angeles Municipal Code Section 41.40 *Noise Due to Construction, Excavation Work – When Prohibited* between the hours of 9:00 p.m. and 7:00 a.m. of the following day, construction or repair work of any kind upon, or any excavating for, any building or structure is prohibited. As such, construction activities are likely to have concluded prior to sunset and after sunrise, thus nighttime construction lighting would likely not be needed. Additionally, the MSC, which is the closest sensitive receptor to the Project site, is closed after 4:00 p.m. and thus would not be affected by nighttime light or glare. The proposed Project would not create a new source of light or glare or substantially affect daytime or nighttime views within the POLB and Project vicinity. Furthermore, there are no light-sensitive uses present in the vicinity of the proposed Project, such as residential receptors. Therefore, no new lighting associated with the Project would adversely affect daytime or nighttime views and there would be no impact. This impact will not be considered further in the SEIR.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the Project site is not within any area designed as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2023a) but is designated as Urban and Built-Up Land. The Project area is urbanized industrial developed land with no farmland or forest lands that could be converted or otherwise affected. This impact will not be evaluated further in the SEIR.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. The Project site has a zoning designation of Port-related Industrial (IP) according to the City of Long Beach and Heavy manufacturing according to the City of Los Angeles. No agricultural uses occur within the Project site and surrounding areas. The Project site is not a part of a Williamson Act contract. Thus, no impacts to Agricultural and Forestry Resources associated with the proposed Project would occur. This impact will not be evaluated further in the SEIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The Project area is zoned Port Industrial. The Project would not conflict with existing zoning or cause rezone of forest land, timberland, or timberland zone Timberland Production. This impact will not be evaluated further in the SEIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. The Project area is zoned Port Industrial. No forest land is located in the Project area or the Port. Therefore, this impact will not be evaluated further in the SEIR.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. The Project would not result in other changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. This impact will not be evaluated further in the SEIR.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-significant impact. The proposed Project is located in the South Coast Air Basin (Air Basin). The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Air Basin. The SCAQMD has primary responsibility for regulating stationary sources of air pollution within the Air Basin, implementing air quality programs required by state and federal mandates, and enforcing rules and regulations based on air pollution laws.

The federal and state Clean Air Acts mandate the control and reduction of certain air pollutants. Under these laws, the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC) nitrogen oxides (NO_X), particulate matter with diameters of 10 microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The SCAQMD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in "attainment" or "nonattainment."

The SCAQMD has developed air quality management plans (AQMPs) to meet the requirements of the federal Clean Air Act. SCAQMD's most recent AQMP is the Final 2022 Air Quality Management Plan (SCAQMD 2022), adopted on December 2, 2022. This plan addresses various federal non-attainment and attainment/maintenance planning requirements, is incorporated into the State Implementation Plan by the California Air Resources Board and is

approved or disapproved by EPA. The 2022 AQMP presents a combined state and County strategy (including related mandated elements) to attain the 2015 federal 8-hour ozone standard by 2037, as required by the federal Clean Air Act Amendments of 1990 and applicable EPA clean air regulations. Los Angeles County is anticipated to attain the 2015 federal 8-hour ozone standard, using local, state, and federal clean air programs (SCAQMD 2022). A significant air quality impact may occur if a project is not consistent with the applicable AQMP adopted by the SCAQMD or would not conform to the policies or goals of the AQMP.

The San Pedro Bay Ports Clean Air Action Plan (CAAP) was adopted by the Boards of Harbor Commissioners of the ports of Long Beach and Los Angeles to reduce the environmental impacts and health risk associated with port-related emissions sources, specifically ships, trains, trucks, cargo-handling equipment, and harbor craft. The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for diesel particulate matter (DPM), NOx, and sulfur oxides (SO_X), as compared to 2005 levels (POLB and POLA 2017).

- By 2014, reduce port-related emissions by 22 percent for NOx, 93 percent for SO_X and 72 percent for DPM.
- By 2023, reduce port-related emissions by 59 percent for NOx, 93 percent for SO_X and 77 percent for DPM.

The proposed Project would generate an increase in short-term construction employment; however, it would likely be filled by employees commuting from within the Air Basin. Construction industry jobs generally are temporary in nature, changing over time, with no regular place of business.

The proposed Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 – Fugitive Dust, which requires that particulate matter emissions are reduced in ambient air as the result of human-made fugitive dust sources. Additionally, Project construction activities would comply with all applicable air quality regulations and all applicable strategies of the CAAP, including the Port's Air Quality Best Management Practices (BMPs) for Construction Activities which would ensure construction activities and emissions would conform to the AQMP.

No new operations, or land uses are currently proposed following implementation of the proposed Project. The proposed Project would not increase employment in the area or otherwise directly or indirectly cause growth beyond the AQMP growth projections. The Project would thus not conflict or obstruct implementation of an applicable air quality plan. This impact will not be evaluated further in the SEIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-than-significant impact. As assessed within the Pier B On-Dock Rail Support Facility EIR, with regard to construction period emissions, it is likely that the cumulative projects, including the Project, would together exceed the emission thresholds for VOC, CO, NO_X, PM_{10}, $PM_{2.5}$, and possibly SO_X.

Construction activities associated with the proposed Project would remain the same as assessed in the Pier B On-Dock Rail Support Facility EIR and Pier B On-Dock Rail Support Facility Project EIR Addendum. Construction-related mitigation measures (MM AQ-1 through AQ-5) adopted in Pier B On-Dock Rail Support Facility EIR would be implemented for the proposed Project, which would limit emissions from construction equipment and minimize dust. No new mitigation measures would be required; the existing mitigation measures would continue to ensure that the proposed Project would not result in greater or more severe impacts than previously analyzed. Additionally, fugitive dust control measures required for regulatory compliance under SCAQMD Rule 403 would continue to be implemented to minimize dust from construction activities. SCAQMD Rule 403 requires construction activities to control fugitive dust emissions during construction by complying with best available control measures, such as ensuring sufficient freeboard height for haul vehicles, covering loose material on haul vehicles, applying water or nontoxic soil stabilizers in sufficient quantities to prevent the generation of visible dust plumes on disturbed or unpaved road surfaces, and limiting vehicle speeds to 15 miles per hour on unpaved surfaces. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. The nearest sensitive receptors to the proposed Project area are those patrons who use the MSC. The extension of the 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue would include traffic control, pavement saw cutting, pavement removal, trenching, excavation, and disposal of soil, pipeline construction, soil import and backfill, base and pavement construction, and striping. This would be undertaken over a short-term period of several months and the proposed Project would implement mitigation measures AQ-1 through AQ-5 identified in the Pier B On-Dock Rail Support Facility EIR to ensure that impacts to users of the MSC are less than significant. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-significant impact. Potential activities that may emit odors during construction include the combustion of diesel fuel in on-and off-road equipment. The proposed Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Through mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people.

Upon Project completion, the construction sites would return to their original condition (with the exception of the smaller footprint of the D52-D54 Transit Shed) and there is currently no proposed new development, proposed new operations, or proposed new land uses for the site. Thus, there would be no emissions, including those leading to odor, associated with the proposed Project once construction is complete. Therefore, impacts associated with emissions, including those leading to odor, from construction and post-construction activities would be less than significant. This impact will not be evaluated further in the SEIR.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact.

Special-Status Plants

The Project site is within a highly developed area and no special-status plant species are known to occur in the Project area and there are no habitats that would support such species due to the existing industrial related-activities on-site. Therefore, no impacts would occur to special-status plants.

Special-Status Wildlife

POLB is known to provide habitat for a wide variety of avian species inclusive of waterfowl, shorebirds, gulls, aerial fish foragers, upland birds, and raptors. According to the 2018 Biological Survey of the Los Angeles and Long Beach Harbors final report (referred to herein as the 2018 Biosurvey), ten bird species were found to nest in the San Pedro Bay Port Complex including: California least tern (*Sterna antillarum browni*); peregrine falcon (*Falco peregrinus*); elegant tern (*Thalasseus elegans*); Caspian tern (*Hydroprogne caspia*); black skimmer (*Rynchops niger*); great blue heron (*Ardea Herodias*); black-crowned night heron (*Nycticorax nycticorax*); double-crested cormorant (*Phalacrocorax auratus*); black oystercatcher (Haematopus bachmani); and osprey (*Pandion haliaetus*; POLA and POLB 2018). According to Figure 6-1 of the Biosurvey, *Bird and Marine Mammal Survey Zones*, the closest mapped features to the Project site are located at 25c and 25d, which represent Channel Three and Channel Two, respectively. Zone 25c was recorded to have entries of black-crowned night heron, brown pelican (*Pelecanus occidentalis*), double-crested cormorant, great blue heron and osprey. Zone 25d was recorded to have entries of brown pelican, double-crested cormorant, great blue heron and osprey (POLA and POLB 2018). Additionally, Zone 27b, which represents the Consolidated Slip, is within 0.6-miles of the project site and contains long stretches of developed shoreline where great blue heron roosted. Brown pelican, Caspian tern, and double-crested cormorant were also present in Zone 27b.

The federal Migratory Bird Treaty Act (MBTA) prohibits the take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). The MBTA broadly defines "migratory bird" as "any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle" and thus applies to most native bird species. California Fish and Game Code Section 3503 prohibits the take or possession of nests or eggs of any bird, Section 3503.5 prohibits take or possession of birds of prey or their eggs; and Section 3513 prohibits take or possession of any migratory nongame bird. Except for a few nonnative birds such as the house sparrow, the take of any birds or active bird nests or young is regulated by these statutes.

Adherence to regulatory compliance with the MBTA will ensure that any impacts to nesting birds would be less than significant. However, due to partial demolition of the D52-D54 Transit Shed, as outlined in the Pier B On-Dock Rail Support Facility EIR, it is possible that bats (a protected species) or migratory birds could be present. Construction-related mitigation measures (MM BIO-1 and MM BIO-2) from the Pier B On-Dock Rail Support Facility EIR would be implemented as part of the proposed Project which would minimize disturbance of bats and migratory birds. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact. The Project site is located within a highly developed area primarily with port-related land uses and does not contain any riparian habitat identified by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS) (USFWS 2023a, 2023b). The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other non-disruptive outdoor uses. The Project site is not within any SEAs. According to the County of Los Angeles SEA and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). The nearest SEA within the San Pedro Bay Port Complex is the POLA Pier 400, Terminal Island, for the California least tern nesting site, located approximately 4 miles southwest of the Project site (POLA and POLB 2018).

According to the Biosurvey (POLA and POLB 2018), there is one environmentally sensitive habitat area (ESHA) within the San Pedro Bay Port Complex, eelgrass beds. Eelgrass beds are a community-structuring seagrass, typically growing in beds in silty sand sediments, which have been abundant in shallow areas of the Port Complex (POLA and POLB 2018). Eelgrass beds support an abundant rich food web and provide structure, food, and nursery habitat for a diverse range of fish, invertebrates, and birds, including commercially and recreationally important fish species (POLA and POLB, 2018). Given their diverse biological functions, EPA has designated eelgrass beds as special aquatic sites under the Clean Water Act and recognized as a habitat area of particular concern (HAPC) under the Magnuson-Stevens Act (MSA; NOAA 2024). The nearest eelgrass beds to the Project site are located within the Back Channel opposite Channel Three and just north of the I-710 overbridge, approximately 0.9-miles from the D52-D54 Transit Shed worksite. Construction activities would not directly impact the existing eelgrass beds within the San Pedro Bay Port Complex due to the Project site's distance to the eelgrass beds and adherence to standard measures to limit site run-off entering drains during partial demolition of the D52-D54 Transit Shed. Therefore, due to the distance to the ESHA/HAPC, the proposed Project would not have the potential to impact riparian habitat or other sensitive natural communities near the Project site. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-than-significant impact. According to the USFWS, there are no federally protected wetlands on the Project site (USFWS 2023c). However, the nearest recognized wetland to the Project site is the thin strip of 0.39-acre Freshwater Emergent Wetland running north to south, approximately 200 feet east of the D52-D54 Transit Shed, and east of Pico Avenue and the rail tracks. However, this wetland is sufficiently distant from the Project site, and the asphalt surrounding the D52-D54 Transit Shed and associated with Pico Avenue would act as a barrier. Therefore, the proposed Project would not have a substantial adverse impact on any State or federally protected wetlands through direct removal of the existing structures on-site, or the fill of soil, and less-than-significant impact to State or federally protected wetlands would occur and this impact will not be evaluated further in the SEIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-significant impact. The Project area is within a highly developed area consisting primarily of port-related land uses. No terrestrial wildlife corridors overlap with the Project site. As discussed above, the nearest open space area and/or significant ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). Per the 2018 Biosurvey, there are no nesting habitats in the vicinity of the Project site. Impacts to wildlife species with an established nursery, wildlife corridors or wildlife movement would be less than significant and this impact will not be evaluated further in the SEIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-significant impact. The CP Foote Wye Track Relocation worksite has a limited amount of vegetation and palm trees present at the north side of the track which may require vegetation removal. The trees and landscaped areas would be removed in accordance with relevant City of Los Angeles tree and landscape ordinances, including avoidance of impacts to nesting birds and protected native tree species. Trees would be removed in accordance with MM BIO-1 as identified in the Pier B On-Dock Rail Support Facility EIR to avoid impacts to nesting birds. It should be noted that ornamental trees are not protected trees under the City of Los Angeles protected tree ordinance. Additionally, there are no local policies or ordinances protecting biological resources as the land uses in the vicinity of the Project site are for port-related uses. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, and a less-than-significant impact would occur and this impact will not be evaluated further in the SEIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project site (USFWS 2023a, 2023b). According to the County of Los Angeles SEAs and Coastal Resource Areas Policy Map, the nearest ecological area to the Project site is the Harbor Lake Regional Park, located approximately 2.4 miles west of the Project site (County of Los Angeles 2019). The nearest SEA within the Port Complex is Pier 400, Terminal Island for the California least tern nesting site, located approximately 4 miles southwest of the Project site (POLA and POLB 2018). Therefore, the proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, no impacts would occur and this impact will not be evaluated further in the SEIR.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

3.5.1 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Potentially significant impact. The Project would include the realignment of Pico Avenue to the west beginning at that I-710 ramps at the 9th Street/Pier B Street/Pico Avenue intersection and continue south to approximately Pier B Street., a portion of which run along the Berths D52-D54 Transit Shed. This realignment would accommodate the construction of four additional tracks. The Pico Avenue realignment would impinge on 555 N. Pico Avenue's property boundary. Since preparation of the original EIR, the transit shed at Berths D52–54 (555 N. Pico Avenue) has been individually identified as eligible for listing on the National Register of Historic Properties. The D52-D54 Transit Shed is a polygonal-shaped, two-story, Moderne-style building on Pier D in the POLB, west of Pico Avenue/I-710 and directly south of Channel No. 3. Constructed in two parts between 1947 and 1954 to shelter and store pallet cargo, the building served as a midway point between rail and ship shipment and was constructed close to the dock face to facilitate handling of cargo by dock workers.

The realignment of Pico Avenue would demolish approximately 16,400 square feet of the D52-D54 Transit Shed's eastern corner. Because the Project would demolish a portion of the property and materially alter the physical characteristics of the D52-D54 Transit, potentially resulting in an adverse change in the significance of the Transit Shed pursuant to Section 15064.5 of the State CEQA Guidelines. Therefore, this impact will be addressed in the SEIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-significant impact. Almost all of the Project area has been previously graded or filled. The natural topography is no longer present, and all original soil surfaces are obscured. No original surface is visible in the proposed Project area. No known archeological resources are known to be located within or near the Project site. The proposed Project would not substantially expand the project area that was previously studied, and therefore, the impacts of the proposed Project would not be any greater than previously analyzed. Therefore, this impact will not be analyzed further in the SEIR.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. The Project area is highly developed, and there is no exposure of strata (layers or a series of layers of ground in the ground). No human remains are known to be located within or near the Project site. In addition, a number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the Los Angeles County Coroner shall be notified. If the human remains are determined to be Native American, the California NAHC would be notified within twenty-four (24) hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. The proposed Project would not substantially expand the project area that was previously studied, and therefore, the impacts of the proposed Project would not be any greater than previously analyzed. Therefore, this impact will not be analyzed further in the SEIR.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-significant impact. During implementation of the proposed Project, energy would be consumed in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project site, construction workers traveling to and from the Project site, and delivery and haul trips. Temporary electrical power consumed during proposed Project construction would be supplied from existing electrical infrastructure in the area and could be provided to construction trailers, water usage for dust control, or electric construction equipment. Energy use associated with construction would be temporary in nature and would cease upon completion of the proposed Project.

Energy use would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region and as previously assessed in the EIR. In addition, Project Contractors would be required to restrict the idling of heavy-duty diesel motor vehicles in accordance with Title 13 California Code of Regulations Section 2449(d)(3) and Section 2485 and utilize fleets that comply with CARB's Regulation of In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles, which governs the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction (and D52-D54 Transit Shed demolition) activities would utilize fuel-efficient equipment consistent with state and federal regulations and comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Project Contractor(s) would be required to comply with applicable regulatory construction waste management practices to divert construction and demolition debris. Overall, these practices would result in efficient use of energy, and Project construction activities would require the minimum necessary electricity and transportation fuel consumption and would not have an adverse impact on available electricity or transportation fuel supplies or infrastructure. Post construction, the Project sites would have no energy usage. Thus, the proposed Project would not include the wasteful, inefficient, or unnecessary consumption of energy resources during construction and post- construction. The proposed Project would result in nominal energy use from the modified construction activities, which does not represent wasteful or inefficient energy use. No increase in energy usage is anticipated during construction or operation and this impact will not be evaluated further in the SEIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Less-than-significant impact. During construction activities, the proposed Project would not include energy consumption sources that are directly subject to state or local energy efficiency plans. On-road and off-road vehicles used during demolition would have to meet the ongoing federal and state fuel efficiency requirements. Additionally, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

3.7.1 Discussion

Geological impacts can generally be divided into the impacts of the proposed Project on the existing geologic environment and the impacts caused by the site's geologic features on proposed structures and equipment to be located at the site and on people using the site. Due to the absence of natural geologic/topographic features at the Project site and the surrounding area, there is no area of influence with respect to impacts on the geologic environment. The proposed Project could, however, potentially be affected by large earthquakes occurring anywhere in the greater Los Angeles Basin area and/or tsunamis resulting from a large offshore earthquake or landslide. The area of influence with respect to impacts caused by the site's geologic features on proposed structures and

equipment to be located at the site and people using the site would be limited to the proposed Project's footprint and the immediate vicinity of the Project site. Other geologic impacts that could occur at the Project site, such as differential settlement or slope stability, would most likely occur in the immediate vicinity of the site.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Less-than-significant impact. Fault rupture is a plane or surface in the earth where failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey defined active faults as those that have had surface displacements within the Holocene epoch (about the last 11,000 years). Potentially active faults are those that have had surface displacement during the Quaternary period, within the last 1.6 million years. The Project site is located within an area of Southern California with numerous active and potentially active faults of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges Fault System. Based on the City of Long Beach Seismic Safety Element, the Project site is not in proximity to an Alquist-Priolo Special Study Zone, with the closest Alquist-Priolo Special Study Zone located approximately 3.5 miles northwest of the Project Site (COLB 1988). Within the Long Beach Quadrangle, the Newport-Inglewood Fault Zone dominates the geologic structure of the City of Long Beach and includes major fault strands including; the Cherry Hill Fault, Northeast Flank Fault, Reservoir Hill Fault and the Seal Beach Fault, all located in excess of 3 miles from the Project site (DOC 1998; CGS 2023a). Based on the City of Los Angeles Local Hazard Mitigation Plan, there are five major faults within the City including the Newport-Inglewood Fault Zone, Palos Verdes Fault Zone, Puente Hills Fault Zone, San Andreas Fault Zone, and Santa Monica Fault Zone (COLA 2018a). The nearest fault zones to the Project site are the THUMS Huntington Beach Fault, located 2.3 miles to the southwest and the Palos Verdes Hills, located 3.2 miles to the southwest. There are no known active or potentially active faults crossing the Project area that would result in ground rupture as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

ii) Strong seismic ground shaking?

Less-than-significant impact. The proposed Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. The Project site is not located within, nor crosses, any active fault. The proposed Project consists of the construction/relocation of underground utilities and partial demolition of one aboveground structure and the proposed Project would not have the potential to cause strong seismic ground shaking. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

iii) Seismic-related ground failure, including liquefaction?

Less-than-significant impact. Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake-induced strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequencies of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction-related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur. This phenomenon can result in damage to infrastructure, including foundations. The City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC 2023b). The Project does not propose construction of any structures that can be affected by liquefaction, nor are there currently

any proposed new operations or proposed new land uses for the site following construction completion. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

iv) Landslides?

Less-than-significant impact. The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and failing of a mass of soil or rocks along a sloped surface. Generally, small-scale slope failure typically occurs along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the Project site minimizes this potential geologic hazard. Additionally, the proposed construction/relocation of underground utilities may have the potential for pit collapse. However, the proposed Project would comply with Occupational Safety and Health Administration (OSHA) trenching and excavation safety standards (OSHA 2015) to reduce worker exposure to potential hazards and incidents. Given the Project site's topography and the relatively shallow excavation depth proposed for relocation/construction of underground utilities, seismically induced landslides would not pose a danger to the people or structures on site or in the vicinity. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-significant impact. The only area within the proposed Project site that has bare earth is in the CP Foote Wye construction area. However, following the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks, the site would be returned to its previous condition. No other areas within the Project site exist where soil erosion or loss of topsoil could occur. In addition, runoff or wind erosion of soil would be controlled by the use of best management practices (BMP), as required by either the General Construction Activity Stormwater Permit or a site-specific stormwater pollution prevention plan (SWPPP) for the proposed Project, issued by the regional water quality control board (RWQCB). This would minimize the amount of soil runoff or wind erosion and deposition in the harbor. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-significant impact. Unstable geologic units or soils commonly occur when there is landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

See previous discussion for *Geology and Soils Impact a (iv) Landslides*. As discussed, the flat terrain of the Project site minimizes this potential geologic hazard and the proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents.

Lateral Spreading

See previous discussion for *Geology and Soils Impact VII.a (iii) Seismic-related ground failure, including liquefaction*. As discussed the Project site is located within a liquefaction hazard zone. However, the Project does not propose construction of any structures that can be affected by liquefaction, nor are there currently any proposed new operations or proposed new land uses for the site following construction completion.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from man-made activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated due to fluctuations of the groundwater level. The Project site is underlain by predominantly man-made fill areas generally consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (COLB 1988). While the proposed removal and replacement of

underground utilities may have the potential for pit collapse, the proposed Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. The proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet below ground surface (bgs) (COLB 1988). In addition, the City of Long Beach is located in a Seismic Hazard Area for liquefaction according to the California Earthquake Hazards Zone Application (EQ Zapp) tool (DOC 2023b), see Section VIII, threshold a) iii) above. The proposed Project does not propose construction of a structure that can be affected by liquefaction.

The proposed Project does not include any features that that would become unstable or have any features that would result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

No impact. Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the California Building Code. The Project site is underlain generally by predominantly man-made fill areas consisting of hydraulic fills, assorted man-made fills, and soils of questionable origin (COLB 1988). The proposed Project does not propose construction of a structure; thus, impacts to life or property due to expansive soil would not occur. Therefore, there would be no impact and this impact will not be evaluated further in the SEIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less-than-significant impact. The Sanitation Districts of Los Angeles County maintains and operates the municipal wastewater collection system in the Project area. While the proposed removal and replacement of underground utilities would remove and replace soils, the proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be less-than-significant impacts related to soils incapable of adequately supporting the use of septic tanks or waste water disposal systems and this impact will not be evaluated further in the SEIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-significant impact. The local geology of the Project site is well-categorized by the map of Saucedo et al. (2016) and the Quaternary geology is depicted on Bedrossian et al. (2012; plate 8). The Project site lies within the Younger Quaternary Alluvium (unit 2; Qya_2) and Artificial Fill (AF) units. The correlation chart tentatively assigns unit 2 to the early Holocene. Bedrossian et al. (2012) assigned the Project site to young alluvial fan deposits (Qyf) and artificial fill (af). While the potential to encounter fossiliferous deposits within the Project site is considered low due to the presence of artificial fill over much of the site, the CP Foote Wye and 12th Street work sites are within the Younger Quaternary Alluvium. As per the original EIR, the absence of any fossil remains from areas underlain by younger alluvium and at depths less than 5 feet indicates that such strata probably have only a low potential for containing any remains old enough to be considered fossilized. Earthmoving activity at or below 5 feet in depth has a high potential for encountering Pleistocene fossil remains that are at least 10,000 years in age, particularly near the western terminus of the Project area, where fossil remains might actually have been recovered from the underlying older alluvium. Construction-related mitigation measures from the Pier B On-Dock Rail Support Facility EIR (MM CR-1 and

MM CR-2), would be implemented as part of the proposed Project to avoid or minimize the potential for a significant impact to paleontological resources. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-significant impact. The proposed Project would produce greenhouse gas (GHG) emissions during construction, although it is considered that the generation of GHGs would be nominal in comparison to the construction activities previously assessed within the Pier B On-Dock Rail Support Facility EIR. While it is likely that the proposed modifications would not generate greenhouse gases, either directly or indirectly that may have a significant effect on the environment, mitigation measures proposed in the original EIR (AQ-1, AQ-3, GGC-2, and GGC-7) would minimize GHG emissions from construction. These mitigation measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. No new mitigation would be required for the proposed project. No operational emissions would occur as a result of the proposed Project. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-significant impact. While the project could generate nominal greenhouse gas emissions from construction activities, the proposed modifications are minimal and are not anticipated to result in substantial emissions, nor conflict with applicable plans, policies, or regulations, that reduce emissions. The project would comply with CARB's 2022 Scoping Plan and the San Pedro Bay Clean Air Action Plan, and would implement appropriate construction measures. No operational emissions would occur as a result of the Project. A summary of Project compliance with all potentially applicable GHG emissions reductions plans, strategies, policies, and regulations is provided in **Table 3-1**, *Applicable GHG Emissions Reduction Strategies*. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

Table 3-1 Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
2022 Scoping Plan (Assembly Bill 32 and Senate Bill 32 Strategies)	
Transportation, Technology, and Fuels, Climate Change Standards	**Compliant.** These are CARB enforced standards; vehicles that access the Project site are required to comply with the standards and would comply with these strategies. The CARB Advanced Clean Trucks Regulation requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. The CARB Advanced Clean Fleets Regulation applies to fleets performing drayage operations, those owned by State, local, and federal government agencies, and high priority fleets and accelerates the market for zero-emission trucks, vans, and buses by requiring fleets that are well suited for electrification, to transition to ZEVs where feasible. The Port of Long Beach Clean Air Action Plan (CAAP) supports these regulations, and the Project would comply with applicable and required CAAP strategies.
Limit Idling Time for Commercial Vehicles	**Compliant.** The construction contractors and fuel delivery truck operators would be required to comply with applicable idling regulations. Certain vehicle types, such as concrete mixer trucks are exempt from these idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle Function.
Use of Low Carbon or Alternative Fuels	**Compliant.** The proposed Project will use California fuels that are subject to the Low Carbon Fuel Standard regulations.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	**Compliant.** Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Increase Water Use Efficiency	**No Conflict.** Not directly applicable to the proposed Project's construction, as the majority of the water used by the Project during temporary construction activities is required by regulation for fugitive dust control. The Project would have no operational impacts on water usage.
Port of Long Beach and City of Long Beach Strategies	
City of Long Beach General Plan – Mobility Element, The Mobility of Goods	**No Conflict.** The City of Long Beach General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Long Beach. As a temporary construction project and no on-going operations, the Project would not conflict the Mobility Element.
City of Long Beach, Sustainable City Action Plan (February 2010)	**Compliant.** The City of Long Beach, Sustainable City Action Plan is intended to guide operational, policy, and financial decisions to create a more sustainable Long Beach. Although the Plan is mostly focused on city property, buildings, and public transportation, some elements refer to port-activities. The Transportation section defers to the Port's Clean Air Action Plan (CAAP) for criteria pollutant emission reductions; GHG emission reductions are not explicitly addressed, but their reduction would be a co-benefit of CAAP compliance. The Project would comply with applicable and required CAAP strategies.
City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67)	**Compliant.** This municipal code regulation requires covered projects to divert at least 65 percent of all project-related construction and demolition material waste. There are exceptions for materials with low recyclability. Compliance with this regulation would ensure conformance with other construction waste recycling GHG emissions reduction policies. Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Long Beach Construction and Demolition Recycling Program (Municipal Code Chapter 18.67), which requires at least 65 percent of all Project-related construction and demolition material waste diverted from landfills. The California Green Building Standards (CALGreen) Code also stipulates that 65 percent of construction waste shall be diverted.
Port of Long Beach Green Port Policy (2005)	**Compliant.** The Port of Long Beach Green Port Policy serves as a guide for decision making and established a framework for environmentally friendly Port operations. One of the policy's guiding principles is to promote sustainability. The Sustainability Element and related Sustainable Business Practices Administrative Directive identifies GHG-reducing measures such as recycling programs. Compliance with the City of Long Beach Construction and Demolition Recycling Program and implementation of air quality best management practices for construction activities would ensure conformance with the Green Port Policy.

Strategy	Compliance with Strategy
Port of Los Angeles and City of Los Angeles	
LA's Green New Deal Sustainable City pLAn	**No Conflict**. The City's Green New Deal includes both short-term and long-term aspirations through the year 2050 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality. While many of these are not applicable to the proposed Project, there are some areas which do apply such as reducing VMT per capita. The proposed Project would contribute to this initiative by helping to reduce traffic congestion and promoting efficient goods movement. The proposed Project would adhere to more applicable plans, strategies, policies, and regulations and thus would inherently not be in conflict with the Green New Deal.
San Pedro Bay Ports CAAP	**Compliant.** The 2017 CAAP Update contains emission reduction targets set in the 2010 CAAP Update for 2014 and 2023 for Diesel Particulate Matter (DPM), nitrogen oxides (NOx), and sulfur oxides (SOx), as compared to 2005 conditions (POLB and POLA 2017). The Port of Long Beach reported that the Port had met all the goals of the San Pedro Bay Ports CAAP a year ahead of schedule (POLB 2023b). The proposed Project construction would not conflict with the strategies in the CAAP.
City of Los Angeles Construction and Demolition (C and D) Waste Recycling Ordinance	**No Conflict.** This ordinance requires that ALL mixed C&D waste generated within City limits be taken to City-certified C&D waste processors. This would include construction and demolition waste generated by the proposed Project. LA Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City-certified C&D processing facilities.
City of Los Angeles General Plan – Mobility Element	**No Conflict.** The City of Los Angeles General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Los Angeles. The proposed Project would be consistent with this General Plan Element as it would help to address reducing traffic congestion and promote efficient goods movement.

Sources: CARB 2022; POLB and POLA 2017; COLA 2016; COLA 2019.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-significant impact. Exposure of workers, the public, or the environment to hazardous materials could occur through improper transport, handling or use, disposal of, or the accidental release of hazardous materials or hazardous wastes. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors, such as residences, as well as communities that may be along the haul route of materials transported from the proposed Project, such as the

Environmental Justice communities of Wilmington, Carson, and West Long Beach (SCAQMD 2019), which are in the vicinity of, or near the Project site.

Project construction and demolition could expose workers, the public, and/or the environment to temporary hazards related to the handling and transport of demolition debris and export of soils with the potential to contain contamination from current and previous land uses.

The proposed Project would comply with all applicable federal, state, and local requirements for the use, storage, transport and management of hazardous materials, including, but not limited to the Resource Conservation and Recovery Act (RCRA), Hazardous Materials Transportation Act (HMTA), California Department of Toxic Substances Control regulations, federal and state Occupational Safety and Health Regulations, SCAQMD rules, and permits and associated conditions issued by the Port of Long Beach, City of Long Beach Building and Safety Bureau, and City of Los Angeles Department of Building and Safety. Transport of hazardous materials and hazardous wastes are regulated by Section 31303 of the California Vehicle Code; Section 31303 includes the requirement (in part) for transporters to use state or interstate highways which offer the least overall transit time and avoid, whenever practicable, residence districts, which would include congested thoroughfares, places where crowds are assembled, and residence districts, which would include residential districts and communities which may be along the haul route of materials transported from the proposed Project.

Through compliance with all applicable rules and regulations, this would ensure the proper transport, handling, use, disposal of, and handling of the accidental release of hazardous materials or hazardous wastes, to manage the risk of exposure of hazardous materials to workers, the public, and the environment, and reduce the impact associated with hazards and hazardous materials to less than significant. However, as specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. As such a Special Condition would also apply to the proposed Project to undertake site investigations, prepare treatment plans, and incorporate abatement and protection measures, where appropriate. This condition and associated measures would not change from the original project and would ensure that the project modifications would not result in greater or more severe impacts than previously analyzed. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-significant impact. Construction and demolition activities and demolition equipment associated with the proposed Project may involve use of limited quantities of gasoline, diesel fuel, hydraulic fluid, solvents, and oils and other uses within the Project site along with handling potentially contaminated materials, fill, soil and groundwater. The use, handling, storage, and disposal of these materials could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. These materials would be transported along roadways and temporarily stored on-site. All potentially hazardous materials used during construction and demolition activities would be used and disposed of in accordance with manufacturers' specifications and instructions, thereby reducing the potential risk for upset and accident conditions of hazardous materials use. In addition, there are regulations aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. The proposed Project would be in full compliance with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including, but not limited to the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety and the City of Long Beach Building and Safety Bureau. Adherence to legal requirements would minimize risks of upset and accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-significant impact. There are no existing or proposed schools within the POLB, POLA, or within 0.25 miles of the Project site. Within the City of Long Beach, the nearest existing school to the Project site is Caesar Chavez Elementary School (0.39 miles) and within the City of Los Angeles, the nearest existing school to the Project site is Wilmington Park Elementary School (0.64 miles). However, potentially contaminated demolition materials and soils would need to be transported to landfill facilities that can appropriately handle hazardous waste and may pass within 0.25 miles of a school. As stated previously, adherence to regulations for transportation of hazardous materials including the RCRA, HMTA, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety and the City of Long Beach Building and Safety Bureau and with no schools directly within 0.25 miles of the Project site, would result in less-than-significant impacts and this impact will not be evaluated further in the SEIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-significant impact. Section 65962.5 of the California Government Code requires the California Environmental Protection Agency to develop and update annually the Cortese List, which is a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. As identified in the California Department of Toxic Substances Control EnviroStor database (DTSC 2023), the closest Cortese List site is the former Long Beach II Manufactured Gas Plant, which was located on the southeast corner of the intersection of Ocean Boulevard and Harbor Scenic Drive, which is in the vicinity of the West Water Street utility connections. Southern California Edison remediated the site by in-situ ozonation and limited excavation, although some soil with elevated concentrations of Semi-volatile Aromatic was left in place due to physical constraints at the site. However, the West Water Street utility connection site is sufficient distance, and excavation should be at a shallow enough depth to not create a significant hazard to the public or the environment. As specified in the Pier B On-Dock Rail Support Facility EIR, site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port. As such the Special Condition previously mentioned relating to hazardous materials would also apply to the proposed Project. Adherence to the special conditions would ensure that there would be less-than-significant impacts and this impact will not be evaluated further in the SEIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No impact. The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest airport is the Long Beach Airport, which is 3.5 miles northeast of the Project site. Therefore, the proposed Project would not expose people in the Project vicinity to excessive noise levels from airport use and no impact would occur and this impact will not be evaluated further in the SEIR.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The proposed Project would be served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Departments, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street

would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Therefore, implementation of the proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant and this impact will not be evaluated further in the SEIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No impact. There are no wildlands within the Project site or in the general Project vicinity. According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area and is not located within a high fire risk area (HFRA) (CAL FIRE 2024). According to the City of Los Angeles Profile Report, the Project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) (COLA 2023). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (COLB 1975). Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Implementation of the proposed Project would not result in significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts would occur and this impact will not be evaluated further in the SEIR.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-significant impact. The proposed Project involves the partial demolition of an above ground structure and construction and relocation of underground utilities, which could contribute to pollutant loading in stormwater runoff from the site. Exposed and stockpiled soils could be subject to wind and water conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading, as a result of runoff from the site. The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, including the preparation of an SWPPP and implementation of BMPs to minimize soil erosion/sedimentation and other runoff from the Project site from entering the storm drains during the construction and demolition period. Compliance with all applicable federal, State, and

local requirements would reduce the potential for construction and demolition to result in the release of contaminants into the storm drain system or groundwater, which would preclude the proposed Project from causing a violation of any adopted water quality standards or waste discharge or treatment requirements during construction and demolition activities. Upon construction completion, conditions would return to a similar state prior to construction. There are currently no proposed operations for the site following construction, thus the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts regarding water quality and discharge requirements would be less than significant and this impact will not be evaluated further in the SEIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-significant impact. Based on the City of Long Beach Seismic Element, the highest groundwater level at the Project site is estimated to be less than 10 feet bgs (COLB 1988). Although excavation for construction and relocation of utilities should be to a relatively shallow depth, if groundwater is encountered during excavation, temporary dewatering would be required, and the construction contractor would be expected to manage the groundwater/dewatering process, including any disposal of wastewater in accordance with the NPDES permit and requirements. Any dewatering would be temporary and cease when excavation is complete. Thus, dewatering during excavation would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Thus, excavation impacts would be less than significant.

Upon construction completion, the work sites would be returned to a similar condition they were pre-construction. On-site construction and demolition activities requiring water would be used from existing water main connections or brought to site via truck specifically for that purpose and the proposed Project would not utilize groundwater for on-site dust control, which would not affect groundwater levels. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project would impede sustainable groundwater management to the basin. Additionally, groundwater in the project vicinity is brackish and due to prior contamination has been excluded by the State as a drinking water resource (POLB 2006). Thus, the proposed Project would not affect groundwater recharge as there would be a minimal net deficit in groundwater volume or lowering of the local groundwater table level. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

Less-than-significant impact. The proposed Project does not propose any alteration to a stream or river course because there are none in the vicinity. Soil disturbance would temporarily occur during excavation for the relocation and replacement of underground utilities. Disturbed soils may be susceptible to erosion from wind and rain, however, compliance with the NPDES Construction General Permit, which requires the preparation and implementation of a SWPPP, would reduce airborne dust on-site. The SWPPP will describe BMPs to prevent sediment and other pollutants from leaving the site and entering waterways.

The proposed Project would slightly alter the existing drainage patterns of the sites or areas by relocating and replacing underground utilities, and in the case of the D52-D54 Transit Shed through partial demolition of the front façade to allow for the realignment of Pico Avenue. The realignment of Pico Avenue would result in a similar amount of impervious surfaces as existing. The proposed Project would guard against dust and erosion through use of BMPs and allow stormwater to infiltrate into the soil as per existing conditions. Therefore, the proposed Project would not alter the course of a stream or river, in a manner which would result in on- or off- site flooding or would exceed the capacity of existing or planned stormwater drainage systems. Impacts related to stormwater drainage systems and drainage patterns would be less than significant and this impact will not be evaluated further in the SEIR.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less-than-significant impact. The proposed Project would alter the existing topography or drainage patterns due to the relocation and replacement of underground utilities. Stormwater runoff is currently collected from the Project sites and either directly percolates into the soil or is conveyed through runoff drains which flow into catch basins, collected into stormwater drains, and ultimately drain into the receiving waters. If required, the proposed Project would relocate and replace stormwater systems and return the site to a similar state to pre-development conditions, which would not increase impervious surfaces on-site compared to existing conditions. Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the CP Foote Wye, D52-D54 Transit Shed and West Water Street utility connections are within Flood Zone X – Area with Reduced Flood Risk due to Levee, presenting a one and 0.2 percent annual chance of flooding (FEMA 2023a, 2023b, 2023c). The 12th Street sewer installation worksite is however within Zone A (FEMA 2023d), presenting a one percent annual chance of flooding (i.e., 100-year flood zone). With the implementation of BMPs and compliance with SWPPP requirements, stormwater on the Project site would infiltrate into the soil or flow to the stormwater system, and flooding impacts would be less than significant. Thus, the proposed Project would not result in flooding on- or off-site. Impacts related to surface water runoff would be less than significant and this impact will not be evaluated further in the SEIR.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-significant impact. As discussed, the proposed Project would alter the drainage pattern of the Project site through relocation and replacement of underground utilities. However, post-construction, the Project site would be returned to a similar state to pre-development conditions. The implementation of BMPs during construction would prevent potential pollutants on-site that could potentially be carried in stormwater runoff and enter the receiving water. Compliance with the NPDES Construction General Permit, requiring the preparation and implementation of a SWPPP and BMPs to minimize soil erosion/sedimentation and other runoff would minimize the likelihood of polluted runoff entering the watercourse. Therefore, the proposed Project would not create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff. Impacts related to runoff water would be less than significant and this impact will not be evaluated further in the SEIR.

iv) Impede or redirect flood flows?

Less-than-significant impact. The proposed Project would alter existing drainage patterns through relocation and replacement of underground utilities, however, this should not impede or redirect flood flows. As mentioned previously, based on a review of the FEMA Flood Insurance Rate Map, three of the sites are within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding, with the 12th Street sewer installation within Zone A, representing a one percent annual chance of flooding (i.e., 100-year flood zone). Stormwater would either flow into existing or replaced stormwater drains or would infiltrate into the soil as it does currently. Implementation of the SWPPP and BMPs would further reduce runoff and flooding potential on-site. Therefore, the proposed Project would not be susceptible to significant flood damage. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-significant impact. The 12th Street sewer installation Project site is located within Special Flood Hazard Area (Zone A), representing a one percent annual chance of flooding (i.e., 100-year flood zone), with the three other sites within an Area with Reduced Flood Risk due to Levee (Zone X), presenting a one and 0.2 percent annual chance of flooding (FEMA 2023a, 2023b, 2023c, 2023d). The Project sites are therefore at a low risk from flooding. In addition, post-construction, the sites would be similar to pre-construction conditions and would not be at risk of releasing pollutants due to inundation as the majority of components would be underground, or in the case of the D52-D54

transit Shed, would have drainage to avert flooding. Furthermore, according to the National Levee Database, the nearest levees to the Project site are the Dominguez Channel Levee System 2, and Los Angeles River/Compton Creek 1 (USACE 2023). Levees serve as a built-up, armored riverbank, which protect the D52-D54 Transit Shed and West Water Street utility connections Project sites from flooding. The CP Foote Wye site and 12th Street sewer installation site are at risk from a large storm event exceeding the channel capacity of Compton Creek resulting in rapid, relatively shallow flooding of the leveed area. However, both sites would also be underground and thus would not be at risk of releasing pollutants into the environment. According to the California Department of Water Resources, Division of Safety of Dams, the nearest dam to the Project site is the Palos Verdes Reservoir dam, located approximately 5.1 miles east of the Project site (FEMA 2023e) and in the event of a storm-induced failure of a southeast section of Main Dam would drain into the West Basin of the Port of Los Angeles and not near the Project site (DWR 2024). Due to the distance of the Palos Verdes Reservoir and enclosed body of waters to the Project site, impacts regarding dam failure and seiches would be less than significant.

A tsunami is a sea wave of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or violent underwater volcanic eruptions (COLB 2023). Based on the Tsunami Hazard Area Map and the Profile Report, the Project site is within a Tsunami Hazard Area (CGS 2023b; COLA 2023). According to the City of Long Beach Hazard Mitigation Plan, the Project site is within a low impact zone for tsunamis (COLB 2023). There are currently no proposed development or proposed operations for the site following construction, with all but the D52-D54 Transit Shed underground. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flood hazard, tsunami, or seiches. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-significant impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles Region, which includes the City of Long Beach, and is the basis for the Los Angeles RWQCB regulatory programs (California Water Boards 2014).

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans or prepare an alternative to a groundwater sustainability plan (DWR 2014). The City of Long Beach is located within the Coastal Plain of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin (DWR 2020). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California (WRD) developed the Groundwater Basins Master Plan, which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins (WRD 2016). As previously stated, on-site activities during construction requiring water would be used from existing water main connections and would not utilize groundwater for on-site dust control. Disposal of any water at the site would be in accordance with NPDES Construction General Permit requirements. No new land uses are proposed that would involve increased demand for groundwater supplies. Therefore, impacts related to water quality control or groundwater management plans would be less than significant and this impact will not be evaluated further in the SEIR.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Discussion

a) Physically divide an established community?

No impact. The proposed Footprint would expand an existing Port-based industrial land use that is consistent with existing zoning designations. There are no residential areas or uses within the Project site or in the Port, thus the project would not physically divide an established community. There would be no impact and this impact will not be evaluated further in the SEIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The Port Master Plan (PMP) identifies land uses specific to the POLB. The PMP is also a requirement of the California Coastal Act (CCA) of which POLB is subject to (Chapter 8, Section 30711(a)). Permitted uses in the North Harbor Planning District include port-related uses. Permitted uses in the Northeast Harbor Planning District include primary port facilities, port-related, hazardous cargo facilities, ancillary port facilities, oil production and navigation. As such, the proposed Project would be consistent with the applicable permitted uses of the PMP. The Project site is within the Coastal Zone, which requires compliance with the CCA as administrated by the California Coastal Commission (CCC). The CCC certified the PMP, as amended in 1990, which ensures that activities guided by the PMP would also be consistent with the policies of the CCA. As such, the Project would not conflict with the CCA either.

The eastern and southern portion of the Project site within the City of Long Beach has a zoning designation of Port-related Industrial (IP). Land uses designated as IP are established to preserve and enhance areas for maritime industry and marine resources. Permitted uses in the IP zone are primarily port-related or water dependent but may also include water-oriented commercial and recreational facilities primarily serving the public, and utility installations and rights-of-way. Additionally, the northwestern portion of the Project site located in the City of Los Angeles is zoned as Heavy Industrial (COLA 2023). Permitted uses in the M3 zone include heavy industrial uses such as: acetylene gas manufacture or storage; alcohol manufacture; ammonia, bleaching powder, or chlorine manufacture; blast furnace or coke oven; boiler works; brick, tile, or terra cotta manufacture, to name a few. Therefore, although the CP Foote Wye worksite would not be classed as heavy industry, the proposed Project would be consistent with existing zoning regulations.

Also as specified elsewhere in this Initial Study, the proposed Project would also comply with plans and policies related to Air Quality, Biological Resources, GHG, Noise, and Transportation and with City of Long Beach General Plan elements, notably the Conservation Element, Land Use Element, Mobility Element, Urban and Design Element, and the City of Los Angeles General Plan Framework Element and Conservation Element and Wilmington - Harbor City Community Plan. There would be no impact and this impact will not be evaluated further in the SEIR.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☐

3.12.1 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. The Project site is located in a highly developed area and is surrounded predominantly by industrial land uses. According to the California Department of Conservation (DOC), Mineral Land Classification Map, the Project site is not located within a Mineral Resource Zone where geologic data indicates the presence of significant mineral resources (DOC 2023b). Additionally, the Project sites are not utilized for mineral resource extraction since the Project sites are predominantly used for rail-related uses. Therefore, the proposed Project would have no impact on the availability of a known mineral resource that would be of value to the region and the residents of the State and this impact will not be evaluated further in the SEIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less-than-significant impact. The Wilmington Oil Field is located under the Project site and other oil production areas are also present in the Project site vicinity. According to the DOC Geologic Energy Management Division Well Finder Map (DOC 2023c), there are several plugged wells located adjacent to the proposed Project footprint, but no active wells should be impacted. In addition, although construction activities would remove access to inactive oil-producing facilities, petroleum reserves beneath the site could continue to be recovered from nearby active facilities during construction. Accordingly, impacts of the proposed Project related to access to mineral resources would be less than significant and this impact will not be evaluated further in the SEIR.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.13.1 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?

Potentially significant impact. Due to proximity of construction equipment for the 12th Street sewer installation to the MSC, a sensitive receptor, further analysis on this issue will be included in the SEIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Potentially significant impact. Due to proximity of construction equipment for the 12th Street sewer installation to the MSC, a sensitive receptor, further analysis on this issue will be included in the SEIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. At its closest point, the proposed Project is located approximately 3.2 miles southwest of the Long Beach Airport and is not located within the 60 dBA Ldn noise contours for the airport. The proposed Project would not involve the development of noise-sensitive land uses that would be exposed to excessive aircraft noise. Therefore, there would be no impact and this impact will not be evaluated further in the SEIR.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing.				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No impact. The Project does not propose any residential uses that would introduce a new permanent population to the Project site as construction workers would likely come from the regional area and would not need to relocate for the purpose of working on the proposed Project. Additionally, only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR. It is anticipated that this nominal increase would come from the local labor force and therefore would not require the increase of permanent staff and thus would not introduce new families to the Project site and area. Therefore, the proposed Project would not include unplanned direct or indirect population growth in the area and no impact would occur. This impact will not be evaluated further in the SEIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No impact. No housing or residential uses occur within the Project site or Port, thus there would be no need to displace existing people or housing. During construction, access to the MSC would remain, thus would not displace people using the MSC's services. As mentioned in the Project Description above, the Project site is zoned IP within the City of Long Beach and M3 within the City of Long Angeles therefore, residential uses are not a permitted use within the Project Site. The Project does not propose implementation of housing or residential uses and therefore would not displace any existing housing or residents. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere and no impact would occur. This impact will not be evaluated further in the SEIR.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐

3.15.1 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-significant impact. The proposed Project would be served by the Long Beach and Los Angeles Fire Department and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Service ratios and response times would be unaffected and impacts would be less than significant. This impact will not be evaluated further in the SEIR.

Police protection?

Less-than-significant impact. The proposed Project would be served by the Long Beach and Los Angeles Police Departments, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services.

The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Service ratios and response times would be unaffected and impacts would be less than significant. This impact will not be evaluated further in the SEIR.

Schools?

No impact. The Long Beach Unified School District (LBUSD) serves the Project site (LBUSD 2023). The Project does not propose any residential development that may introduce new permanent student residents to the LBUSD. The proposed Project does not include development that would introduce new families with school-aged children into the LBUSD. Construction activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impacts to existing or planned schools would occur and this impact will not be evaluated further in the SEIR.

Parks?

No impact. The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks of recreational facilities provided by the Long Beach Department of Parks, Recreation and Marine. The proposed Project would not introduce residential uses and would not generate a new residential population that would regularly utilize nearby parks and recreational facilities. While some construction workers may utilize local parks and recreational facilities during the workday, such use would be anticipated to be limited as there are not any parks easily accessible to the worksites. The proposed Project would not require the construction of new or expanded park facilities. No impact related to existing or planned parks would occur and this impact will not be evaluated further in the SEIR.

Other public facilities?

Less-than-significant impact. The proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. The MSC, which is a public facility in the vicinity of the Project, would remain open during construction. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The proposed Project would not induce population growth in the area, and therefore, would not cause an increase in the use of existing parks or recreational facilities. While some construction workers may utilize local parks and recreational facilities during the workday, such use would be anticipated to be limited as there aren't any parks easily accessible to the worksites. Additionally, only a nominal amount of construction workers would be required in addition to the number of workers that was previously assessed in the Pier B On-Dock Rail Support Facility EIR. Therefore, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. No impact on existing parks or recreational facilities would occur and this impact will not be evaluated further in the SEIR.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. The proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities. The Project would not induce substantial population growth that would result in increased demand for or use of existing recreational facilities. No increase in permanent residents is anticipated to occur as a result of the proposed Project; therefore, there would be no impact on recreational facilities associated with the proposed Project and this impact will not be evaluated further in the SEIR.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less-than-significant impact. Access to the Pier B Rail Yard is currently restricted to rail yard workers only, although pedestrians and bicyclists may access streets adjacent to the rail yard. Access to the proposed Project also would be restricted to rail yard workers; although pedestrians and cyclists would continue to have access to all businesses on streets outside of the rail yard, including the MSC, thus there would be no impact to bicycle, and pedestrian facilities.

Given the temporary period of construction, truck trips would occur during a limited time and along designated roadways outlined in the City of Long Beach Mobility Element and PMP. Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on state highways would require a Caltrans transportation permit. In compliance with the City of Long Beach Mobility Element, construction and demolition debris would be transported via designated routes such as the Interstate 710 (I-710) and the Interstate 110 (I-110) Freeways (COLB 2013). Per Caltrans recommendations, trucks hauling construction and demolition-generated materials would be covered with tarpaulin to avoid debris spillage onto state facilities and would be scheduled to use alternative routes to avoid congested highways, especially during peak hours.

Furthermore, the proposed Project would be consistent with all laws, policies and plans for handling and transporting waste and demolition material. In compliance with the City of Long Angeles Mobility Plan 2035, the proposed Project would be consistent with the citywide general plan circulation system as the proposed Project does not propose closure of nearby roads and would not include modifications to any public roadways or driveways (COLA 2018b). Additionally, the proposed Project would not conflict with the Wilmington-Harbor City Community Plan as the proposed Project would not impede future economic development and livelihood between the Wilmington and Harbor City and POLA. Therefore, the proposed Project would comply with the City of Long Angeles Mobility Plan 2035, Wilmington-Harbor City Community Plan, in addition to the City of Long Beach Mobility Element and PMP. The proposed Project would therefore not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities as there are no transit, bicycle and pedestrian facilities in the Project vicinity and no amendments to the circulation or roadway are proposed. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less-than-significant impact. Section 15064.3 of the CEQA Guidelines, describes specific considerations for evaluating a project's transportation impacts under CEQA. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of level of service analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. VMT refers to the amount of travel and distance of automobile travel attributable to a project. The term "automobile" refers to on-road passenger vehicles, specifically cars and light-duty trucks trips. As clarified by the former Office of Planning and Research, heavy-duty truck VMT is not required to be included in the estimation of a Project's VMT analysis and that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (OPR 2018). Since there are no proposed operations or proposed new land uses for the site post-construction, there would be no vehicle or automobile trips to or from the site after completion of construction activities. The proposed Project would generate less than 110 trips per day for 12 months and no trips thereafter. Therefore, VMT associated with the proposed Project would be less than significant and this impact will not be evaluated further in the SEIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No impact. The proposed Project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards. The Project does not propose closure of nearby public roads and would not include modifications to any public roadways or driveways. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. Oversized truck trips during the construction phase of the proposed Project would adhere to Caltrans transportation permit requirements to ensure no hazards to motorists or others utilizing the public roadway system in the Project area. There is currently no proposed operations or proposed new land uses for the site following construction. Therefore, there would be no impact related to geometric design features and this impact will not be evaluated further in the SEIR.

d) Result in inadequate emergency access?

Less-than-significant impact. Construction activities on the Project site would include construction workers as well as haul trucks. Construction trucks traveling to and from the Project site could reduce optimal traffic flows and delay emergency vehicles traveling through the Project area. However, due to the short construction period associated with the proposed Project, such impacts would be short-term in duration and would be no different to current operations. Current port operation involves large heavy-duty trucks traveling through the port road network, such as semi-trailers and flatbeds and there are multiple ingress/egress routes within the Port area. The proposed Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation and the West Water Street utility connections. However, construction related to the 12th Street sewer system installation would include traffic control and would not result in temporary blockage or closure of local access routes. Additionally, W 12th Street is technically two parallel streets separated by a storage area and parking lot. Partial closure of one side of the Street would not preclude emergency vehicles from using the other side. West Water Street is approximately 60 feet wide and the proposed work area for the utility connections would enable emergency vehicles to pass, if required. In addition, no road closures are proposed for the Project that would affect emergency access. While both Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require permanent vacation/closure to accommodate track realignment work, neither of these are paved streets as such nor are they publicly accessible. Existing access from E. Opp Street/Foote Avenue would be maintained. As mentioned above, in compliance with the City of Long Beach Mobility Element, heavy-duty trucks traveling to and from the Project site would travel via designated routes such as the I-710 and the I-110 Freeways (COLB 2013). This plan is also in line with Caltrans requirements. Therefore, implementation of the proposed Project would not result in inadequate emergency access. Impacts to inadequate emergency access would be less than significant and this impact will not be evaluated further in the SEIR.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

3.18.1 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Potentially significant impact. A Local Government Tribal Consultation List Request and Sacred lands File (SLF) search was requested on January 14, 2025, with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, further analysis on this issue will be included in the SEIR.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially significant impact. A Local Government Tribal Consultation List Request and Sacred lands File (SF) search were requested on January 14, 2025, with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, further analysis on this issue will be included in the SEIR.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Discussion

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-significant impact. Removal or relocation of existing utility infrastructure would be necessary to construct Project site improvements. This would be conducted in a manner designed to ensure that services to all users, including POLB tenants and private properties, would remain uninterrupted. Furthermore, construction and demolition of existing utility infrastructure would be phased to avoid interfering with adjacent Port operations. The utility relocations and reconstructions described in the Project Description could require temporary interruptions of service as new lines are put into service and old ones taken out. These interruptions would be scheduled to minimize inconvenience and damage. New utility infrastructure would be designed and constructed in accordance with utility provider requirements, current design standards, and COLB and COLA code requirements. Impacts from the replacement of utilities would be less than significant and this impact will not be evaluated further in the SEIR.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-significant impact. The proposed Project would not generate a substantial increase in demand for water as the Project does not propose development post-construction that could increase demand for water services. During construction activities, a small amount of water may be used for dust suppression and fire suppression, as needed. The proposed Project would likely use existing water supplies onsite to suppress dust, negating the need for temporary water to be brought to site. Post-construction, no water use would be required. Because the projected water use would represent a minimal amount of water demand during construction, implementation of the proposed Project would have a less-than-significant impact on available water supplies and this impact will not be evaluated further in the SEIR.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-significant impact. During construction portable restrooms would be available for construction workers and would not contribute to wastewater flows to the City's wastewater system. Although there would be replacement of sewers associated with the Project, the proposed Project would not exceed the wastewater treatment capacity of the Joint Water Pollution Control Plant or Long Beach Water Reclamation Plant. There would be no other wastewater other than the storm runoff. No new or expanded wastewater treatment facilities would be required for the proposed Project. There are no proposed operations or proposed new land uses for the site following construction, thus impacts related to wastewater would be less than significant and this impact will not be evaluated further in the SEIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-significant impact. The proposed Project would temporarily generate construction and demolition debris such as trash, scrap metal, abrasive material, concrete, and general demolition scrap which would be disposed of and recycled according to all federal, State, and local solid waste requirements, including AB 939 and the CALGreen Building Code. CALGreen stipulates that 65 percent of construction waste shall be diverted, while AB 939 specifies 50 percent. Compliance with all applicable statutes and regulations would ensure that the proposed Project's impacts would be less than significant. The Project would generate a minimal amount of solid waste for a temporary period of approximately 12 months and no new additional waste beyond existing conditions would be generated post-construction. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-significant impact. The proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939 which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle 2023). Additionally, the Project would be consistent with the City of Long Beach Construction and Demolition Debris Recycling Program, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction (COLB 2025). Therefore, the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, State, and local solid waste regulations would be less than significant and this impact will not be evaluated further in the SEIR.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-significant impact. Project construction activities would be contained entirely within the Project sites and served by the Long Beach and Los Angeles Fire Department, the Long Beach and Los Angeles Police Department, and the Port Harbor Patrol for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during construction and would not substantially impair an adopted emergency response plan or emergency evacuation plan. The majority of construction activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes within the POLB. Less than significant impacts related to emergency response or emergency evacuation plans would occur and this impact will not be evaluated further in the SEIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. According to CAL FIRE, the Project site is designated as being Outside State Responsibility Area and is not located within an HFRA (CAL FIRE 2024). Additionally, according to the City of Los Angeles Profile Report, the Project site is not within a VHFHSZ (COLA 2023). Furthermore, according to the City of Long Beach Public Safety Element, the Project site is within a Least Critical Fire Hazard Area (COLB 1975). As there is no planned operations post-construction the proposed Project would not expose people or structures, either directly or indirectly, to wildfires. Therefore, no impact would occur and this impact will not be evaluated further in the SEIR.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-than-significant impact. The proposed Project would require relocation and installation of utilities infrastructure on a like-for-like basis. However, most of these utilities would be installed underground or would replace existing utilities and thus would not exacerbate fire risk. No roads, fuel breaks, or emergency water sources are proposed as part of the proposed Project. As such, impacts would be less than significant and this impact will not be evaluated further in the SEIR.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No impact. For the reasons set out in the *Geology and Soils* and *Hydrology and Water Quality* sections of this Initial Study, no impacts to people or structures would occur due to significant risks, including exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur. Impacts would be less than significant and this impact will not be evaluated further in the SEIR.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Potentially significant impact. While the proposed Project does not have the ability to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, as there are no habitats or species on site, the proposed Project could potentially eliminate important examples of the major periods of California history or prehistory. A Local Government Tribal Consultation List Request and Sacred lands File (SF) search were requested on January 14, 2025. with results being provided by the NAHC on January 24, 2025. The result of the SLF search was negative. In accordance with Assembly Bill 52 (AB 52) (Gatto), on January 30, 2025, the Port of Long Beach sent notification letters to 16 contacts at nine Native American tribes on the AB 52 list provided by the Native American Heritage Commission (NAHC), as having traditional and cultural affiliation with the Project site. The Gabrieleño Band of Mission Indians - Kizh Nation requested consultation, scheduling a consultation meeting on March 20, 2025. The Gabrielino Tongva Indians of California tribe requested a copy of the Project's cultural report, and the Port directed the tribe to the previous assessments undertaken in the EIR and EIR Addendum. The Gabrielino Tongva Indians of California did not request anything further. The 30-day period

for Native American tribes to request consultation ended on March 1, 2025. However, because consultation is ongoing, impacts to Tribal Cultural Resources, and the impacts associated with the D52-D54 Transit Shed will be assessed in the SEIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially significant impact. The potential for cumulative impacts occurs when the independent impacts of a given Project are combined with the impacts of related projects in proximity to the Project site that would create impacts that are greater than those of the Project alone. Related projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project.

Project impacts associated with aesthetics, agriculture and forestry resources, air quality, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire would result in less than significant or no impacts. As a result, the proposed Project's contribution to these potential cumulative impacts would be less than cumulatively considerable and therefore, less than significant and these impacts will not be evaluated further in the SEIR.

As cumulative impacts associated with cultural resources, tribal cultural resources and noise are yet to be determined and thus potentially significant, only these topics will be assessed in the SEIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-significant impact. With implementation of the aforementioned mitigation measures and BMPs such as those related to hazards and hazardous materials, the proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly, according to the analysis contained within this Initial Study. Therefore, with the implementation of mitigation measures, the proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

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5 REPORT PREPARATION

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Notice of Preparation

NOTICE OF PREPARATION OF A
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Date:	March 25, 2025
Lead Agency:	Port of Long Beach
Lead Agency Contact Person:	Alex Holford, (562) 283-7100
Project Title:	Pier B On-Dock Rail Support Facility Project
Harbor Development Permit Application No.:	07-021
Project Location:	Cities of Long Beach and Los Angeles, County of Los Angeles. Generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north.

Purpose of this Notice of Preparation: In accordance with State California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] Section 15082), the City of Long Beach Harbor Department (Port of Long Beach, POLB or Port), acting by and through its Board of Harbor Commissioners (BHC) as the Lead Agency has prepared this Notice of Preparation (NOP) to inform agencies and interested parties that a Supplemental Environmental Impact Report (SEIR) will be prepared, consistent with Section 15163 of the CEQA Guidelines, for proposed modifications to the Pier B On-Dock Rail Support Facility Project (Project). An initial study has been prepared to determine the environmental factors to be studied in greater detail in the SEIR. The SEIR will supplement the Pier B On-Dock Rail Support Facility Project Final Environmental Impact Report. **This NOP initiates a 30-day public review and comment period starting on March 25, 2025 and ending on April 24, 2025 at 4 p.m.**

Project Background: In December 2016, pursuant to CEQA, the Port of Long Beach issued a Notice of Availability for the Draft EIR for the Project (State Clearinghouse No. 2009081079). In January 2018, the BHC certified the Final EIR, approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program. In August 2023, following certification of the Final EIR, POLB adopted an Addendum to the Pier B Project Final EIR.

Project Location and Setting: The Pier B Project site is located across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the City of Los Angeles. The Pier B Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north.

Project Description: The proposed Project modifications involve expansion of the previous project area in several discreet locations, and consists of the following project elements:

- **D52-D54 Transit Shed Modifications.** Demolition of a portion of the D52-D54 Transit Shed to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- **12th Street Sewer Line Installation.** Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- **Control Point Foote Wye Track.** Relocation of the Control Point (CP) Foote Wye to be compatible with the revised mainline track configurations in the CP Crucero area, including the relocation, removal and/or

protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks.

- **West Water Street Utility Connections.** Sewer and water line construction to serve the new compressed air building.
- **Street Vacations/Closures.** Grant Street and Southern Pacific Drive, within the City of Los Angeles, require closure to accommodate track realignment work.
- **Dominguez Channel Rail Bridge Contractor Area.** Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

Potential Environmental Impacts: Based on the Initial Study, the proposed Project would potentially result in significant environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources, which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. Therefore, the potential environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources will be discussed and analyzed in the SEIR to the EIR previously certified in 2018 and the addendum to the EIR approved in 2023 for the Pier B On-Dock Rail Support Facility Project. Mitigation will be developed and included in the SEIR, if necessary, to address the proposed Project's potentially significant effects.

Document Availability: The NOP can electronically be accessed on the Port of Long Beach website at: https://www.polb.com/ceqa. A physical copy of the NOP will be available for viewing at the following locations:

Port of Long Beach Administration Building
Environmental Planning Division, 7th Floor
415 West Ocean Boulevard
Long Beach, California 90802

Billie Jean King Main Library
200 West Broadway
Long Beach, California 90802

Bret Harte Neighborhood Library
1595 West Willow Street
Long Beach, California 90810

Wilmington Branch Library
1300 North Avalon Boulevard
Wilmington, California 90744

Public Review Period: The 30-day NOP comment period begins on March 25, 2025, and ends on April 24, 2025. Written comments must be received by 4 p.m. on April 24, 2025.

Written Comments: Please send comments to Ms. Renee Moilanen, Director of Environmental Planning, either electronically via email to ceqa@polb.com or by standard U.S. mail to Port of Long Beach, 415 West Ocean Boulevard, Long Beach, California 90802. Please include your name, address, and contact information in your correspondence.

For More Information: Please contact the project manager, Alex Holford, Environmental Specialist at alex.holford@polb.com or (562) 283-7100.

Signed: _____ Date: 3/12/2025
Renee Moilanen
Director of Environmental Planning

Para ver este Aviso en español, visite el sitio web del Port of Long Beach en: https://www.polb.com/ceqa.

Upang makita ang Abisong ito sa Tagalog, mangyaring bisitahin ang website ng Port of Long Beach sa https://www.polb.com/ceqa.

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Notice of Preparation
Summary of Comments

Table A.3-1 summarizes the environmental issues that were identified during the public scoping process and indicates the Environmental Impact Report (EIR) or Supplemental EIR (SEIR) sections in which these issues are considered.

COMMENTS RECEIVED DURING THE PIER B ON-DOCK RAIL YARD SUPPORT FACILITY SUPPLEMENTAL EIR PROJECT PUBLIC SCOPING PROCESS			
Respondent	**Date**	**Summary of Comments**	**Reference**
Andrew Green Cultural Resources Analyst, Native American Heritage Commission	03/28/2025	1. The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resource. The NAHC also provides a summary of the requirements of AB 52. 2. The NAHC recommends the following actions: • Contact the appropriate regional California Historical Research Information System (CHRIS) Center for an archaeological records search. • If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. • Contact the NAHC for a Sacred Lands File search and a Native American Tribal Consultation List. • Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.	Pier B EIR Cultural Resources (Section 3.12) Pier B SEIR Cultural Resources (Section 3.1) and Tribal Cultural Resources (Section 3.3)
Curtis M. Welty, PG Associate Oil and Gas Engineer, State of California Natural Resources Agency, Department of Conservation, Geologic Energy Management Division	04/24/2025	1. The project area is in Los Angeles County and is within the Wilmington oil field. Division records indicate the presence of numerous active, idle, and plugged oil and gas wells in the project area. 2. If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations. 3. The possibility for future problems from oil and gas wells that have been plugged and abandoned, or re-abandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.	Pier B EIR Hazards and Hazardous Materials (Section 3.9)

COMMENTS RECEIVED DURING THE PIER B ON-DOCK RAIL YARD SUPPORT FACILITY SUPPLEMENTAL EIR PROJECT PUBLIC SCOPING PROCESS			
Respondent	**Date**	**Summary of Comments**	**Reference**
Anthony Higgins (for Miya Edmonson) LDR Branch Chief, Department of Transportation, District 7	04/24/2025	1. Due to the nature of the project, it is inherently woven into the larger transportation network with many involved and adjacent rights-of-way (ROW). As such, please be aware of the following: • Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit, and all concerns and requirements must be addressed. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW. • If evidence of the above is discovered during the Lead Agency's review of the project's various permit and design approvals, a condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits. • Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed. 2. Please note: The Vincent Thomas Bridge (VTB) Deck Replacement Project (EA 39020) is a major and critical project that is proposed to be in construction by October 2025 and completed by March 2027. If this project's construction schedule overlaps with VTB and other projects in the area, the detour/hauling/construction route(s) need to be studied (e.g. intersection and segment analysis). If there's any significant impact, mitigation measures need to be implemented. 3. Construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. Although the Project may not generate significant long-term operational impacts to State facilities, construction would temporarily disrupt transportation and circulation patterns along the haul routes. The volume of trucks would create noise and safety impacts on the freeway. The primary impacts from the movement of trucks would include short-term and intermittent	Pier B EIR Ground Transportation (Section 3.5)

COMMENTS RECEIVED DURING THE PIER B ON-DOCK RAIL YARD SUPPORT FACILITY SUPPLEMENTAL EIR PROJECT PUBLIC SCOPING PROCESS			
Respondent	**Date**	**Summary of Comments**	**Reference**
		lessening of roadway capacities and temporary lane closures and possible detours during certain times. 4. Prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. The SEIR needs to specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.	
Katherine Rubin Director of Corporate Environmental Affairs, Los Angeles Department of Water and Power	05/29/2025	1. If there are changes to the project improvement that can result in potential impacts to LADWP Power System facilities, please have the applicant submit the following to the LADWP Real Estate Services Office via email: RE.Office@ladwp.com with the subject line: ROW – New Request – [Project Name] and copy LADWP Corporate Environmental Affairs at CorpEnvAffairs@ladwp.com • Letter with the Scope of Work and Project Schedule. • Plans illustrating proposed improvements (e.g. work area maps, grading plans, utility plans, landscaping plans, etc.). • Additional information may be required following the review and final details of the project <u>Conditions:</u> 1. LADWP personnel shall be granted access to parcel identified as Assessor's Parcel Number (APN) 7429-013-282. LADWP currently maintains a temporary laydown area on parcel APN 7429-013-282 2. For proposed work which may impact LADWP – Power Distribution facilities, please contact dwpps.coordination@ladwp.com	Pier B EIR Utilities, Service Systems and Energy (Section 3.11)

Notice of Preparation
Comments Received

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

March 28, 2025

Alex Holford
Port of Long Beach
415 West Ocean Boulevard
Long Beach CA 90802

Re: 2009081079 Pier B On-Dock Rail Support Facility Project, Los Angeles County

Dear Mr. Holford:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

April 24, 2025

VIA EMAIL

Alex Holford, Environmental Specialist
Port of Long Beach
415 West Ocean Boulevard
Long Beach, CA 90802
Email: alex.holford@polb.com

Dear Mr. Holford:

NOTICE OF PREPARATION (NOP)
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
PIER B ON-DOCK RAIL SUPPORT FACILITY PROJECT
SCH: NO. 2009081079

The Department of Conservation's Geologic Energy Management Division (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and is within the Wilmington oil field. Division records indicate the presence of numerous active, idle, and plugged oil and gas wells in the project area. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing CalGEMSouthern@conservation.ca.gov.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

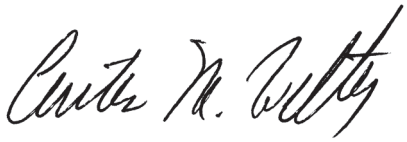
If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote.

However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing CalGEMSouthern@conservation.ca.gov or by calling (562) 637-4400.

Sincerely,



Curtis M. Welty, PG
Associate Oil and Gas Engineer

cc: Governor's Office of Planning and Research, State Clearinghouse Unit
Email: state.clearinghouse@opr.ca.gov

Office of Legislative and Regulatory Affairs
Email: OLRA@conservation.ca.gov

Jan Perez, CalGEM CEQA Unit
Email: Jan.Perez@conservation.ca.gov

Environmental CEQA File

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

April 24, 2025

Renee Moilanen, Director of Environmental Planning
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802

RE: Pier B On-Dock Rail Support Facility – Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (EIR)
SCH #2009081079
GTS #07-LA-2016-04775
Vic. LA 1 PM 8.35
Vic. LA 47 PM 2.30
Vic. LA 103 PM 1.00
Vic. LA 710 PM 6.38, R5.51L, R5.29L

Dear Renee Moilanen,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. Project Description: The proposed Project modifications involve expansion of the previous project area in several discreet locations and consists of the following project elements:

- D52-D54 Transit Shed Modifications. Demolition of a portion of the D52-D54 Transit Shed to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- 12th Street Sewer Line Installation. Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- Control Point Foote Wye Track. Relocation of the Control Point (CP) Foote Wye to be compatible with the revised mainline track configurations in the CP Crucero area, including the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks.
- West Water Street Utility Connections. Sewer and water line construction to serve the new compressed air building.
- Street Vacations/Closures. Grant Street and Southern Pacific Drive, within the City of Los Angeles, require closure to accommodate track realignment work.

- Dominguez Channel Rail Bridge Contractor Area. Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

After reviewing the NOP, Caltrans has the following comments:

As stated in the submitted Initial Study, the project could result in potentially significant impacts. These potential impacts will be further analyzed in the forthcoming SEIR and Caltrans looks forward to reviewing the Project's and Cumulative Project's Impacts to confirm that no significant transportation impacts will occur.

Due to the nature of the project, it is inherently woven into the larger transportation network with many involved and adjacent rights-of-way (ROW). As such, please be aware of the following:

- Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit, and all concerns and requirements must be addressed. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.

- If evidence of the above is discovered during the Lead Agency's review of the project's various permit and design approvals, a condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits.

- Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.

  Caltrans District 7 Office of Permits contact information:
  Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012
  Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday
  Phone: 213-897-3631 | Fax: 213-897-0420
  E-mail: D7.Permits@dot.ca.gov

Please note: The Vincent Thomas Bridge (VTB) Deck Replacement Project (EA 39020) is a major and critical project that is proposed to be in construction by October 2025 and completed by March 2027. If this project's construction schedule overlaps with VTB and other projects in the area, the detour/hauling/construction route(s) need to be studied (e.g. intersection and segment analysis). If there's any significant impact, mitigation measures need to be implemented.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. Although the Project may not generate significant long-term operational impacts to State facilities, construction would temporarily disrupt transportation and circulation patterns along the haul routes. The volume of trucks would create noise and safety impacts on the freeway. The primary impacts from the movement of trucks would include short-term and intermittent lessening of roadway capacities and temporary lane closures and possible detours during certain times.

As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. The SEIR needs to specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2016-04775.

Sincerely,

Anthony Higgins for

Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse

May 29, 2025

Mr. Alex Holford
Environmental Specialist
Port of Long Beach
415 West Ocean Boulevard
Long Beach, CA 90802

Dear Mr. Holford:

Subject: Pier B On-Dock Rail Support Facility Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to provide comments on the Notice of Preparation for the Draft Supplemental Environmental Impact Report for the Pier B On-Dock Rail Support Facility Project, from the Port of Long Beach dated March 25, 2025.

The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. Based on our review of the notice, we respectfully submit the comments and conditions below.

Comments:

If there are changes to the project improvement that can result in potential impacts to LADWP Power System facilities, please have the applicant submit the following to the LADWP Real Estate Services Office via email: RE.Office@ladwp.com with the subject line: ROW – New Request – [Project Name] and copy LADWP Corporate Environmental Affairs at CorpEnvAffairs@ladwp.com.

1. Letter with the Scope of Work and Project Schedule.

2. Plans illustrating proposed improvements (e.g. work area maps, grading plans, utility plans, landscaping plans, etc.).

3. Additional information may be required following the review and final details of the project.

Conditions:

1. LADWP personnel shall be granted access to parcel identified as Assessor's Parcel Number (APN) 7429-013-282. LADWP currently maintains a temporary laydown area on parcel APN 7429-013-282.

2. For proposed work which may impact LADWP – Power Distribution facilities, please contact dwpps.coordination@ladwp.com.

This response shall not be construed as an approval to commence construction activities, implement project improvements, or authorize any future developments.

For any questions regarding this request, please contact Ms. Jane Hauptman at (213) 367-0968 or Jane.Hauptman@ladwp.com, or Mr. James R. Howe at (213) 367-0414 or James.Howe@ladwp.com.

Sincerely,

Katherine Rubin
Director of Corporate Environmental Affairs

JRH:ea
Enclosure
c/enc: Ms. Jane Hauptman
Mr. James R. Howe

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Date:	March 25, 2025
Lead Agency:	Port of Long Beach
Lead Agency Contact Person:	Alex Holford, (562) 283-7100
Project Title:	Pier B On-Dock Rail Support Facility Project
Harbor Development Permit Application No.:	07-021
Project Location:	Cities of Long Beach and Los Angeles, County of Los Angeles. Generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north.

Purpose of this Notice of Preparation: In accordance with State California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] Section 15082), the City of Long Beach Harbor Department (Port of Long Beach, POLB or Port), acting by and through its Board of Harbor Commissioners (BHC) as the Lead Agency has prepared this Notice of Preparation (NOP) to inform agencies and interested parties that a Supplemental Environmental Impact Report (SEIR) will be prepared, consistent with Section 15163 of the CEQA Guidelines, for proposed modifications to the Pier B On-Dock Rail Support Facility Project (Project). An initial study has been prepared to determine the environmental factors to be studied in greater detail in the SEIR. The SEIR will supplement the Pier B On-Dock Rail Support Facility Project Final Environmental Impact Report. **This NOP initiates a 30-day public review and comment period starting on March 25, 2025 and ending on April 24, 2025 at 4 p.m.**

Project Background: In December 2016, pursuant to CEQA, the Port of Long Beach issued a Notice of Availability for the Draft EIR for the Project (State Clearinghouse No. 2009081079). In January 2018, the BHC certified the Final EIR, approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program. In August 2023, following certification of the Final EIR, POLB adopted an Addendum to the Pier B Project Final EIR.

Project Location and Setting: The Pier B Project site is located across three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the City of Los Angeles. The Pier B Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north.

Project Description: The proposed Project modifications involve expansion of the previous project area in several discreet locations, and consists of the following project elements:

- **D52-D54 Transit Shed Modifications.** Demolition of a portion of the D52-D54 Transit Shed to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- **12th Street Sewer Line Installation.** Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- **Control Point Foote Wye Track.** Relocation of the Control Point (CP) Foote Wye to be compatible with the revised mainline track configurations in the CP Crucero area, including the relocation, removal and/or

protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks.

- **West Water Street Utility Connections.** Sewer and water line construction to serve the new compressed air building.
- **Street Vacations/Closures.** Grant Street and Southern Pacific Drive, within the City of Los Angeles, require closure to accommodate track realignment work.
- **Dominguez Channel Rail Bridge Contractor Area.** Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

Potential Environmental Impacts: Based on the Initial Study, the proposed Project would potentially result in significant environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources, which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. Therefore, the potential environmental impacts to Cultural Resources, Noise, and Tribal Cultural Resources will be discussed and analyzed in the SEIR to the EIR previously certified in 2018 and the addendum to the EIR approved in 2023 for the Pier B On-Dock Rail Support Facility Project. Mitigation will be developed and included in the SEIR, if necessary, to address the proposed Project's potentially significant effects.

Document Availability: The NOP can electronically be accessed on the Port of Long Beach website at: https://www.polb.com/ceqa. A physical copy of the NOP will be available for viewing at the following locations:

Port of Long Beach Administration Building
Environmental Planning Division, 7th Floor
415 West Ocean Boulevard
Long Beach, California 90802

Billie Jean King Main Library
200 West Broadway
Long Beach, California 90802

Bret Harte Neighborhood Library
1595 West Willow Street
Long Beach, California 90810

Wilmington Branch Library
1300 North Avalon Boulevard
Wilmington, California 90744

Public Review Period: The 30-day NOP comment period begins on March 25, 2025, and ends on April 24, 2025. Written comments must be received by 4 p.m. on April 24, 2025.

Written Comments: Please send comments to Ms. Renee Moilanen, Director of Environmental Planning, either electronically via email to ceqa@polb.com or by standard U.S. mail to Port of Long Beach, 415 West Ocean Boulevard, Long Beach, California 90802. Please include your name, address, and contact information in your correspondence.

For More Information: Please contact the project manager, Alex Holford, Environmental Specialist at alex.holford@polb.com or (562) 283-7100.

Signed: _____ Date: 3/12/2025
Renee Moilanen
Director of Environmental Planning

Para ver este Aviso en español, visite el sitio web del Port of Long Beach en: https://www.polb.com/ceqa.

Upang makita ang Abisong ito sa Tagalog, mangyaring bisitahin ang website ng Port of Long Beach sa https://www.polb.com/ceqa.

ដើម្បីមើលសេចក្តីជូនដំណឹងនេះជាភាសាខ្មែរ សូមចូលទៅកាន់គេហទំព័ររបស់កំពង់ផែឡុងប៊ិច https://www.polb.com/ceqa ។

Appendix B

Historical Resources
(Built Environment) Analysis

ENVIRONMENTAL REVIEW PARTNERS, INC

Memorandum

To:	Rid Hollands Ascent Environmental, Inc.	From:	Colleen Davis Architectural Historian Environmental Review Partners, Inc.
Subject	Supplemental Pier B On-Dock Rail Support Facility Environmental Impact Report Historical Resources (Built Environment) Analysis	Date:	April 30, 2025

Executive Summary

Built environment historical resources analysis associated with minor additions and changes to the Pier B On-Dock Rail Support Facility Project (Pier B Project) as analyzed in the *Supplemental Pier B On-Dock Rail Support Environmental Impact Report* (SEIR) identified three built environment resources over 50 years of age that were not previously evaluated for California Register of Historical Resources (CRHR) eligibility within the previous Pier B Project's California Environmental Quality Act (CEQA) environmental documents. None of these three additional resources are eligible for CRHR listing. They are not CEQA historical resources.

The historical resources analysis also noted that the earlier CEQA analysis undertaken for the Pier B Project EIR concluded that another resource, the Transit Shed at Berths D52-D54 (hereafter referenced as the D52-D54 Transit Shed), was not eligible for listing in the CRHR and, therefore, not a CEQA historical resource. Subsequent to that evaluation, additional research and evolving historical understanding of port-related resources resulted in a determination that the D52-D54 Transit Shed is eligible for the National Register of Historic Places (NRHP). The California State Historic Preservation Officer (SHPO) concurred with this determination of eligibility. As a result, the D52-D54 Transit Shed was automatically listed in the CRHR, rendering it a CEQA historical resource. Proposed Pier B Project alterations to the D52-D54 Transit Shed will result in a substantial adverse change to its significance. Even after mitigation, the impact will be significant.

Background

The Pier B On-Dock Rail Support
Facility Project involves the reconfiguration and expansion of the facility to accommodate the expected demand of cargo to be moved via on-dock rail. In compliance with CEQA, the Port of Long Beach (POLB) prepared the *Pier B On-Dock Rail Support Facility Project Environmental Impact Report* (Pier B EIR) to identify and evaluate potential environmental impacts associated with implementation of the Project. The Draft Pier B EIR was published on December 16, 2016. On January 22, 2018, POLB certified the Final Pier B EIR and approved the Pier B project. The Pier B Project as evaluated in the Final EIR consists of the following elements:

- Adding 31 rail yard tracks and 5 arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 rail yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 rail yard tracks, and 5 arrival/departure tracks);
- Providing for up to 10,000-foot long receiving/departure tracks;

- Providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- Providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- Widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- Constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite;
- Realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps; and
- Relocation of certain existing utility pipelines for the distribution of oil, natural gas, water, communications, and electrical services.

The Pier B EIR included analysis of cultural resources, specifically historical (built environment) and archaeological resources. That analysis was conducted within a study area defined as including "the footprint of the proposed project … and an additional parcel adjacent to the perimeter of the proposed project footprint to account for potential indirect impacts." The EIR further refined the study area "in the case of very large adjacent parcels wherein the [potential historical] resource occupies only a small portion of the parcel or is located some substantial distance from the project boundary, a buffered distance of approximately 200 feet from the edge of the project footprint was included" (POLB, 2018).

The Pier B EIR reviewed built environment resources within the study area, identified 35 resources over 50 years of age, and evaluated them for CRHR eligibility. The Pier B EIR concluded that all resources over 50 years of age within the study area were ineligible for the CRHR, and therefore not CEQA historical resources, except the Coca-Cola Building located at 1600 W. Anaheim Street. The EIR further concluded that the proposed project would not result in a substantial adverse change to the Coca-Cola Building.

In 2023, POLB proposed to modify the limits of the Pier B Project from those previously identified in the Pier B EIR. Those modifications were largely a result of more refined design efforts that occurred after the certification of the EIR. No change to track configurations or operational features of the Pier B Project were proposed. The design refinements accounted for details that were not known and could not have been known at the time of the Pier B EIR such as additional property acquisitions, utility relocations, temporary contractor laydown areas, temporary access, and use of the Horizontal Directional Drilling (HDD) of pipelines in certain areas instead of the use of traditional dig and trench methods. POLB prepared *Addendum #1 Pier B On-Dock Rail Support Facility Final Environmental Impact Report* (Addendum) to analyze the potential environmental impacts posed by these project modifications.

Within the additional study area for the 2023 Addendum, ICF, on behalf of POLB initially identified four previously unevaluated resources over 45 years of age. All four of these resources were determined to not meet the criteria for listing in the CRHR, and thus, were not considered as historical resources under CEQA. A further Historical Resources Analysis was undertaken by ERP, which identified 18 resources over 45 years of age that were not evaluated for CRHR eligibility within the Pier B EIR or as part of the initial 2023 Addendum historic resources assessment. Several of the resources in the Addendum study area had previously been evaluated in related environmental documents, specifically the *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project* (Marine Administration 2020) and the *Shoemaker Bridge Replacement Project Historic Property Survey Report* (Caltrans 2019). None of those resources were evaluated as eligible for listing in the CRHR and, therefore, none of the 18 resources in the Addendum study area were considered to be a CEQA historical resource. As a result, no new impacts were anticipated to result from the modifications analyzed in the Addendum.

Supplemental Environmental Impact Report

POLB now proposes to further refine the Pier B Project. The proposed minor additions and changes include six key activities: 1) D52-D54 Transit Shed Modifications; 2) 12th Street Sewer Line Installation; 3) Control Point Foote Wye Track Relocation; 4) West Water Street Utility Connections; 5) Street Closures; and 6) Dominguez Channel Rail Bridge Contractor Area. The Project footprint associated with these proposed project modifications is illustrated in Appendix A.

For purposes of the CEQA analysis of the proposed minor additions and changes to the Project, POLB adopted the study area methodology established by the Pier B EIR. As described above, the study area includes the footprint of the six activities listed above and the parcels directly adjacent to the footprint. Where the adjacent parcel is large, the study area is limited to the 200 feet of the parcel adjacent to the footprint.

Regulatory Setting

The Pier B Project is subject to several California (state) laws and regulations regarding historical resources. In certain instances, as described below, state laws and regulations incorporate or refer to federal guidelines.

State

California Environmental Quality Act

Established in 1970, CEQA directs state and local government entities to analyze and publicly disclose environmental impacts of proposed projects. Moreover, it requires the development and adoption of mitigation measures to lessen impacts. At California Public Resources Code (PRC) § 21060.5, the environment is defined to include "objects of historic . . . significance." For the purposes of CEQA, "historical resources" are defined at Section 15064.5(a) of the CEQA Guidelines. The text below is abbreviated and excerpted:

1. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the CRHR.
2. A resource included in a local register of historical resources…or identified as significant in an historical resource survey…shall be presumed historically significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR.

California Register of Historical Resources

Established by PRC § 5024.1(a) in 1992, the CRHR serves as "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent feasible, from substantial adverse change." According to PRC § 5024.1(c), the CRHR criteria broadly mirror

those of the NRHP. The CRHR criteria are found at PRC § 5024.1(c) as follows: An historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Generally, a resource must be 50 years old to qualify for the CRHR. In addition to meeting one or more of the historical significance criteria, the resource must possess integrity. SHPO defines integrity as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance."

Federal

National Register of Historic Places

Enacted in 1966 and amended in 2006, the NHPA authorized the Secretary of the Interior to expand and maintain a NRHP composed of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The significance criteria for inclusion of properties in the NRHP are as follows:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or
B. Associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
D. Have yielded, or may be likely to yield, information important in prehistory or history.

Secretary of the Interior Standards for the Treatment of Historic Properties

In addition to promulgating the NRHP significance criteria, the Secretary of Interior developed "Standards for the Treatment of Historic Properties (Standards)." According to the National Park Service, these Standards provide "common sense historic preservation principles" and are presented as "a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations."

There are "four distinct approaches to the treatment of historic properties: preservation, rehabilitation, restoration, and reconstruction." The selection of a treatment approach "depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation."

Designed to support and facilitate port-related freight handling, the D52-D54 Transit Shed continues to be used in a related capacity, albeit adjusted to current technologies. In accordance with this continued use, the most appropriate treatment approach would be the least restrictive Rehabilitation approach. The Standards for Rehabilitation (36 CFR 67) (Rehabilitation Standards) are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature will match old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize a property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the property and its environment would be unimpaired.

Methods

ERP staff reviewed GIS renderings of POLB engineering data, Los Angeles County Tax Assessor data (including mapping), Google Streetview, and Google Earth imagery for each of the additional footprint areas for the minor additions and changes to the Project to identify any resources over 50 years of age that were not evaluated in the previous environmental documents. Three additional resources needing evaluation were identified.

ERP staff conducted a field survey of these three resources to observe their physical characteristics and historic integrity; reviewed context statements prepared in connection with previous Pier B project environmental documents; obtained City of Long Beach building permit records, consulted tax assessor data; and searched historic newspapers. Based upon this information and consistent with the approach and scope of the Pier B EIR, ERP evaluated the three additional resources for CRHR eligibility. The results of those evaluations are summarized below.

ERP staff also reviewed the *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility* submitted by United States Maritime Administration

(MARAD) to the California SHPO and other consulting parties. This technical report includes MARAD's determination of NRHP-eligibility for the D52-D54 Transit Shed.

This analysis does not address potential archaeological resources.

Evaluation Summaries

Phillips Steel,1368 W Anaheim Street, Assessor Parcel No. 7436-004-042

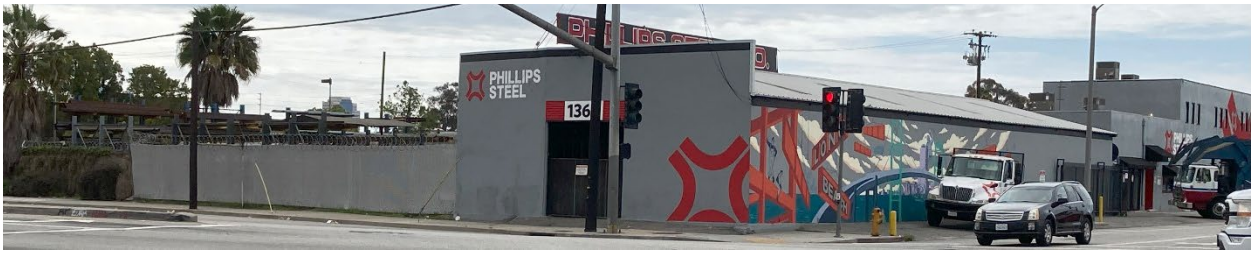


Figure 1 1368 W Anaheim Street, view southeast (ERP 2025))

Consisting of four buildings on a rectangular parcel of approximately 28,800 square feet, the Phillips Steel complex features street frontage along Anaheim Street, Harbor Avenue, and 12th Street. Building 1, the oldest building on the parcel, addresses Anaheim Street, extends along Harbor Avenue, and consists of a 1941 warehouse containing 4,400 square feet (Figure 1). Clad in stucco, it features a gabled metal roof with a front facing parapet above a centered main entrance. Building 2, a stucco clad 1951 building with a flat roof, addresses 12th Street and features a 13-foot setback from Harbor Avenue that provides onsite surface parking. Consisting of 9,666 square feet, a second story was added to the southwest corner of building in 2003. The Harbor Street frontage consists of a pedestrian entrance and window openings on both first and second stories. Several openings are shaded by black awnings. The 12th Street frontage is divided into two sections: the western section features two pairs of rectangular windows on the second story and a single metal roll up door in the eastern section. The western portion of this building provides retail and office space; the eastern portion is a warehouse. Building 3, a 1977 concrete masonry building is set to the west of Building 2. Featuring a flat roof, it is set back approximately 10 feet from the sidewalk and features a chain link fence along the sidewalk. Containing 3,400 square footage, its primary elevation includes a large off-center rectangular opening filled with corrugated metal door leading to a warehouse space and a black awning shading a pedestrian door. Building 4, circa 2000, sits to the west of Building 3. Clad in seamed metal with a flat roof, it features a large centered rectangular opening with a metal roll up door leading into warehouse space with a wood pedestrian door set to the east of it.

Research revealed that the business located at 1368 W. Anaheim Street was originally known as Pacific Junk Company. Originally located elsewhere in Long Beach, it moved to Anaheim Street and constructed a new building in 1940. Originally a family-run business started by Theodore Phillips, the business was later operated by his son, Robert Phillips, who changed its name to Phillips Steel while expanding its business offerings. This research did not reveal evidence linking it to significant events or broad patterns of history nor to significant persons consistent with CRHR eligibility under Criteria 1 and 2. Reflecting commonplace industrial/light manufacturing utilitarian designs, none of the buildings are important examples of a specific style of architecture, rendering it ineligible under Criterion 3. Building permits available for review did not identify specific architects or engineers associated with the buildings' designs. Neither research nor observation revealed any information potential suggestive of eligibility under Criterion 4. Phillips Steel, therefore, is not eligible for CRHR listing. It is not a CEQA historical resource.

1301 W 12th Street, Assessor Parcel No. 7436-004-919

Figure 2 1301 W 12th Street, south elevation, view north (ERP 2025)

Set on a 9,600 square foot parcel, this rectangular plan, flat roof building was developed speculatively by A.E. Taylor in 1967 (Figure 2). Clad in stucco and consisting of 7,680 square feet with dimensions of 80' x 96' on one story, the building was originally designed as a warehouse. By 1973, agricultural product manufacturer Pacific Kenyon owned the building and undertook interior, exterior, and mechanical alterations. By 1998, the City of Long Beach Harbor Department controlled the building for use as a homeless service center. Featuring a minimally landscaped 15-foot setback from 12th Street, the primary elevation exhibits a series of openings containing doors and multi-light fixed windows.

Under Criteria 1 and 2, research did not reveal significant associations with important historical events or patterns, nor with important persons. Therefore, it is ineligible under Criteria 1 and 2. Featuring a utilitarian design, this unremarkable commercial building lacks an identifiable style and is not eligible for its architecture under Criterion 3. Information potential consistent with Criterion 4 is unlikely based on the age and type of this building. This building is ineligible for CRHR listing; it is not a CEQA historical resource.

1327 W 12th Street, Assessor Parcel No. 7436-004-914

Figure 3 1327 W 12th Street, south elevation, view north (ERP 2025)

Developed by Garold Cavin, this one-story, flat roof building was built in 1975 as a warehouse (Figure 3). The building features 8,320 square feet on a 9,600 square feet parcel with minimally landscaped 10 foot setback from the sidewalk. Constructed on slab with concrete block, the primary (south) elevation is characterized by irregularly spaced window and door openings. By 1998, the City of Long Beach Harbor Department controlled the building. After 2000, the building has been used as a childcare center and currently as a homeless services facility (the Multi-Service Center).

Research did not reveal associations with significant events or broad patterns of history as required for Criterion 1 eligibility. Significant persons consistent with CRHR Criterion 2 do not appear to be linked to this building. An undistinguished example of its type, its commonplace features are inconsistent with eligibility for architecture under Criterion 3. A building of this age and type is unlikely to reveal information suggestive of eligibility under Criterion 4. This building, therefore, is not eligible for CRHR listing and it is not a CEQA historical resource.

Transit Shed at Berths D52-D54, 555 N Pico Avenue, Assessor Parcel No. 7436-013-903

Figure 4 Transit Shed at Berths 52-54, primary (northeast) elevation, view southwest (ICF 2019)

In 2018, the D52-D54 Transit Shed was evaluated as CRHR ineligible in the context of the *Pier B On-Dock Rail Support Facility Project Environmental Impact Report* prepared on behalf of POLB for compliance with CEQA. At the time, POLB concluded that the D52-D54 Transit Shed was not a CEQA historical resource.

In 2019, the D52-D54 Transit Shed (Figure 4 and Figure 5) was evaluated under NRHP criteria in the context of the environmental and historic preservation analysis of the Pier B Project conducted in

compliance with the National Environmental Policy Act (NEPA) and NHPA. Based upon additional research conducted in the context of NEPA and NHPA analysis, coupled with a more refined understanding of port-related history, MARAD determined that the D52-D54 Transit Shed was eligible for listing in the NRHP. In 2020, SHPO concurred with this determination. As a result of this determination of eligibility and SHPO's concurrence, the D52-D54 Transit Shed was automatically listed in the CRHR. It is now, therefore, considered a CEQA historical resource.

Figure 5 Transit Shed at Berths D52-D54, south elevation, view northwest (ERP 2024)

The D52-D54 Transit Shed is a polygonal-shaped, two-story, Moderne-style building located on Pier D in POLB, west of Pico Avenue/ I-710 and directly south of Channel No. 3. Constructed in two parts between 1947 and 1954 to shelter and store pallet cargo, the building served as a midway point between rail and ship carriage and was constructed close to the dock face to facilitate handling of cargo by dock workers. The subject building remains one of the few existing examples of transit sheds from the pre-containerization era, and whose size, design, and proximity to the channel represents the earlier era of manual dock worker which has been eclipsed. It is therefore significant under NRHP Criterion A/CRHR Criterion 1. The property is also significant under NRHP Criterion C/CRHR Criterion 3 as an excellent example of an industrial use interpreted in a Moderne architectural style.

While the building was expanded substantially in 1954, the D52-D54 Transit Shed is significant within a historic context that encompasses the construction of the 1954 addition. Furthermore, the addition closely conforms to the Moderne architectural style of the original portion and features the same elements that are characteristic of the style, including stepped parapets and incised lettering, such that the addition reinforces the building's significant architectural character. The building embodies the distinctive characteristics of this type of pre-containerization era transit shed. Its historic property boundary encompasses the building's immediate site and is bounded to the west and north by Channel No. 3, to the east by Pico Avenue, and to the south by the southern parcel line. See Appendix B for Department of Parks and Recreation Forms 523 for this resource.

Impacts and Mitigation

Impacts

MARAD's determination of NRHP eligibility and SHPO's concurrence resulted in the D52-D54 Transit Shed being automatically listed in the CRHR. As a result of its CRHR listing, the D52-D54 Transit Shed is

a CEQA historical resource. Proposed modifications, therefore, must be analyzed to determine their potential to cause a significant impact to the resource.

Implementation of the Pier B Project requires that Pico Avenue, a presently narrow corridor or "bottleneck", be realigned slightly to the west beginning at the I-710 ramps at the 9th Street/Pier B Street/Pico Avenue intersection and continue south to approximately Pier D Street, a portion of which runs alongside the D52-D54 Transit Shed property. This realignment would accommodate the construction of four additional tracks but impinges on the D52-D54 Transit Shed historic property boundary. During construction, approximately 16,400 square feet of the D52-D54 Transit Shed's eastern corner, including a section of the primary elevation, would be demolished, to accommodate this realignment. Portions of the existing, original façade of the D52-D54 Transit Shed would be removed.

Under CEQA Section 15064.5 (b) (3), a project that meets the Standards is considered mitigated to a less than significant level. Given the nature of the D52-D54 Transit Shed, the most appropriate treatment approach would be rehabilitation, which is the least restrictive. (Nevertheless, the proposed alterations to the D52-D54 Transit Shed do meet the Rehabilitation Standards. The Rehabilitation Standards are described in full in the Regulatory Section above. A compliance analysis focused on the Rehabilitation Standards most relevant to the proposed alterations is provided below:

Rehabilitation Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Analysis: The proposed use of the D52-D54 Transit Shed after-construction is consistent with its historic and current use, and, therefore, appropriate. The proposed changes involve demolition of the building's primary façade, which is its most prominent public-facing feature. Although the use is appropriate, the proposed alteration is extensive rather than minimal. Therefore, it does not meet Rehabilitation Standard 1.

Rehabilitation Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Analysis: The primary elevation of the D52-D54 Transit Shed is its most prominent feature. This distinctive space will be substantially removed and, therefore, does not meet Rehabilitation Standard 2.

Rehabilitation Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize a property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Analysis; The primary elevation of the D52-D54 Transit Shed is its most prominent feature. Its removal, which includes alteration of the building's exterior, will destroy a historic feature and does not meet Rehabilitation Standard 9.

Rehabilitation Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the property and its environment would be unimpaired.

Analysis: Proposed alterations to the D52-D54 Transit Shed, including removal of approximately 16,400 square feet of the building and the building's façade, are not reversible. These alterations, therefore, do not meet Rehabilitation Standard 10.

This partial demolition of the D52-D54 Transit Shed, including a section of its primary elevation, to accommodate additional rail tracks associated with the Project through the "bottleneck," does not meet the Rehabilitation Standards. It would result in a substantial adverse change to the significance of the resource and, therefore, a significant impact under CEQA. However, no operational impacts are anticipated as there are no operations associated with the minor additions and changes to the Pier B On-Dock Rail Support Facility.

Mitigation

As noted above, the D52-D54 Transit Shed would experience a substantial adverse change under the proposed Project which amounts to a significant impact. Under CEQA, therefore, mitigation is required. POLB proposes the mitigation measures described below. After implementation of this mitigation, the impact would remain significant.

Historic Property Treatment Plan for Transit Shed at Berths D52–54

Prior to beginning demolition and construction activities related to the transit shed and areas immediately surrounding it, POLB shall develop a Historic Property Treatment Plan (HPTP) for the Transit Shed at Berths D52–D54. The HPTP will guide the transit shed's partial demolition and construction with the goal of minimizing physical and visual effects on the historic property to the greatest extent possible. No demolition or construction work on the transit shed and the areas immediately surrounding it may begin until the HPTP is approved by MARAD and SHPO has had an opportunity to comment on the HPTP. The HPTP shall include: 1) description of the transit shed's physical condition, including photo-documentation of the areas of the building subject to demolition and the areas immediately surrounding it; and 2) demolition and construction plans related to the transit shed.

Post-Construction Report for Transit Shed at Berths D52–D54

Within thirty (30) calendar days following construction at the transit shed, POLB shall produce a Post-Construction Report (P-C Report) for the transit shed at Berths D52–D54 illustrating the partial demolition and construction. The P-C Report shall include: 1) before-and-after photographs of ten (10) different views of the transit shed, of which seven (7) will focus on the primary elevation; 2) before-and-after photographs of the setting adjacent to the transit shed, along Pico Avenue; and 3) narrative description of work conducted, describing how and why the construction adheres to the HPTP. The P-C Report shall be submitted to MARAD and SHPO for review, comment, and acceptance.

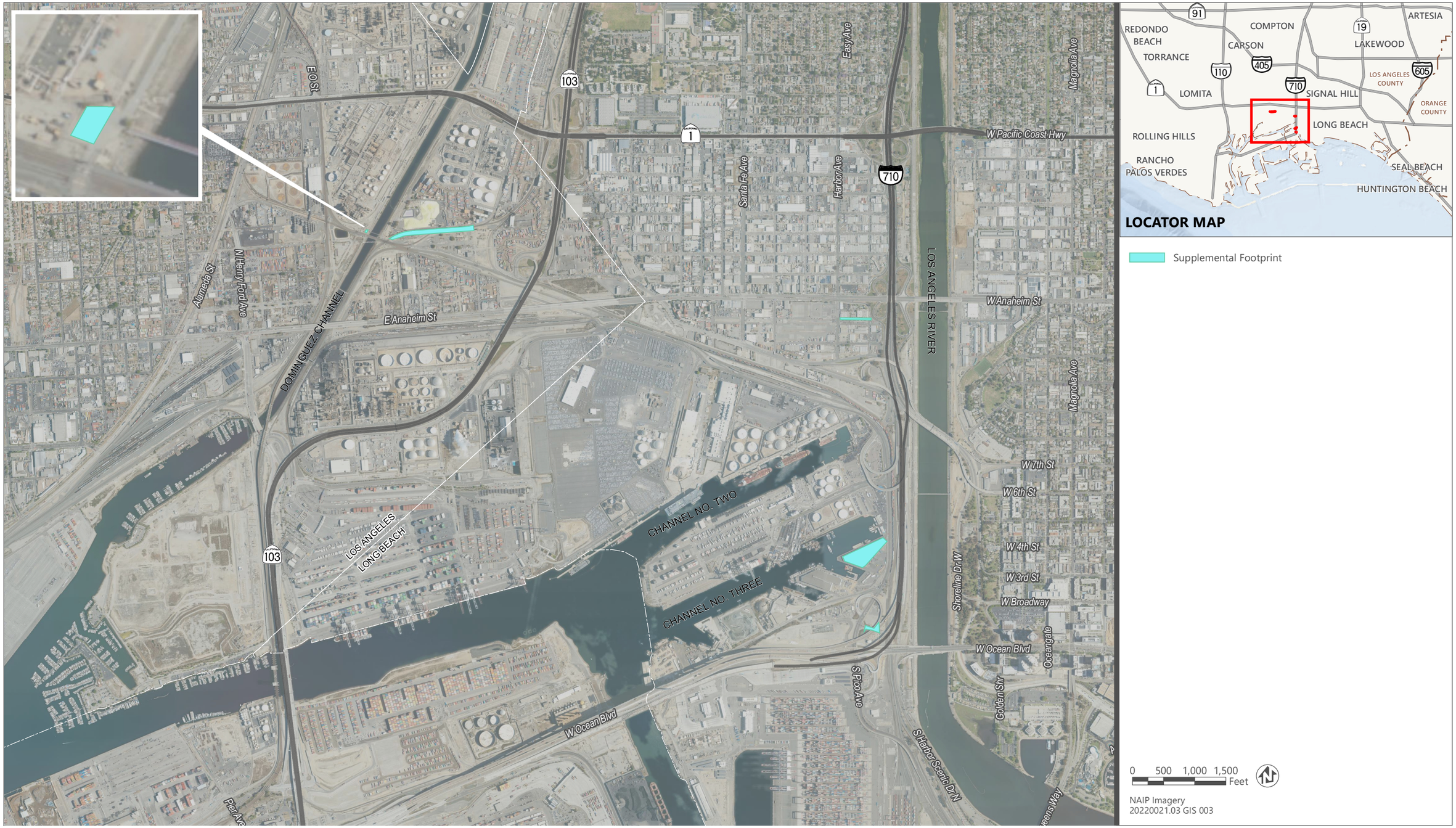
Survey of Pre-Containerization POLB

Prior to beginning demolition and construction activities for the transit shed and areas immediately surrounding it, POLB shall produce a Pre-Containerization Resources Technical Report (Survey Report) memorializing a historic resources survey of pre 1969 resources within the POLB. The historic resources survey will assess buildings, structures, and objects constructed prior to 1969 for their significance under the theme of pre-containerization POLB activity. This Survey Report shall include: 1) historic context of Port rail and shipment operations prior to the advent of containerization; 2) survey of POLB related to the above context and identification buildings, structures, and objects within this context; and 3) evaluation of significance of all the pre-1969 resources using NRHP and CRHR criteria, including consideration of historic district potential. If a historic district is discovered, contributors and non-contributors shall be identified. The Survey Report shall be submitted to MARAD and SHPO for review, comment, and acceptance.

Conclusion

The resources over 50 years of age located at 1368 W Anaheim Street, 1301 W 12th Street, and 1327 W 12th Street were determined not to be eligible for CRHR listing and thus are not considered CEQA historical resources. Therefore, no impacts under CEQA are anticipated as a result of the proposed Pier B Project to those resources. The D52-D54 Transit Shed, a CEQA historical resource, would experience a substantial adverse change under the proposed Project which amounts to a significant impact. Under CEQA, therefore, mitigation is required. After implementation of mitigation, the impact would remain significant.

Appendix A



Source: Adapted by Ascent in 2025.

4/22/2025

Appendix B

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 555 N. Pico Avenue **Map Reference No.:** 904

P1. Other Identifier: Pier D Berths 52, 53, 54
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2018 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: 1250 W. 7th Street; 54 W. Pier D Street; 555 Pico Avenue City Long Beach Zip 90802
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 388094 m E/ 3737504 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 7436013903

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel located at 555 N. Pico Avenue has an irregular boundary and is primarily located to the west of N. Pico Avenue; a narrow portion of the parcel extends to the east of the Seaside Freeway. At the southern end of the parcel is the transit shed at Berths D52-D54, constructed between 1947–1954 (with bulkhead, wharf deck, and footings work beginning in 1947). The transit shed is a polygonal-shaped, two-story building located on Pier D in the Port of Long Beach, west of Pico Avenue/ I-710 and directly south of Channel No. 3. The parcel at Assessor's ID No: 7436013903, includes the transit shed in addition to five additional buildings: the Berth 55 Fish Market and Seafood Deli (constructed in 1982), the Queen's Wharf Restaurant and Bar (constructed c.1975), and three office buildings known as smokehouses (constructed in 1952). The Berth 55 Fish Market and Seafood Deli and Queen's Wharf Restaurant and Bar are not yet of historic age. The three smokehouses were previously recorded in the 2012 study *Identification and Evaluation of Smokehouses, Port of Long Beach*, prepared by Parsons, and are documented on a separate DPR Update form for the current study. As a result, the current site record provides an NRHP evaluation of only one building within the parcel: the Pier D Berths 52-54 transit shed.

(See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building.
***P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures and objects)

P5b. Description of Photo: (View, date, accession #) (Figure 1) Primary (northeast) and north façade, facing south, 8/5/2019

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1947; 1951; 1954 (original building permits)

***P7. Owner and Address:**
City of Long Beach
500 W Temple Street, RM 754
Los Angeles, CA 90012

***P8. Recorded by:** (Name, affiliation, address)
Patrick Maley, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** 7/31/2019
***P10. Survey Type:** Intensive

***P11. Report Citation:** ICF. 2020. *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility Project, Long Beach, California.* February 2020. (614.19) Prepared for the United States Maritime Administration, Department of Transportation, Washington, D.C.
***Attachments:** ☐NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record ☐ Archaeological Record ☐District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

Page 2 **of 12** ***NRHP Status Code** 3S
***Resource Name or #** (Assigned by recorder) 555 N. Pico Avenue **Map Reference No.:** 904
B1. Historic Name: N/A
B2. Common Name: Transit Shed at Berths D52-D54
B3. Original Use: Industrial building B4. Present Use: Industrial building
***B5. Architectural Style:** Late Moderne
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The original building permit was not available for the transit shed at Berths D52-D54. Construction of a new steel bulkhead, wharf deck, railroad, utilities, fill and pavement work began in 1947, followed by the construction of the footings for the transit shed (Smongesky 1983). The transit shed was constructed in two parts. The eastern half was constructed between 1950 and 1951, and the western half was completed in 1954. Construction on the second part of the shed was conducted by Fepco Engineering Construction Co with steel by Union Steel Co (*Los Angeles Independent* [Long Beach] 1953:16). By 1955, the transit shed was fully constructed and in use (*Long Beach Independent* [Long Beach] 1955:3). According to aerial photographs, the roof of the subject building appears to have been altered between 1956 and 1963: photographs of the subject building taken in 1956 show the roof containing many skylights. Aerial photography of the subject building from 1963 shows the smooth-textured barrel-vaulted roof, which is recognizable on the building today.

***B7. Moved?** ☑ No ☐Yes ☐ Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A
B9a. Architect: Unknown b. Builder: Fepco Engineering Construction Co.
***B10. Significance: Theme** Port of Long Beach Cargo Shipping; Late Moderne Industrial Architecture **Area** Architecture
Period of Significance 1951–1969 **Property Type** Industrial Building **Applicable Criteria** A, C

The transit shed at Berths D52-D54 is eligible for listing in the National Register of Historic Places (NRHP) at the local level of significance. The property is eligible for NRHP listing under Criterion A within the context of the 1951-1969 pre-containerization era at the Port of Long Beach, when the Port's shipping system relied heavily on manual dockworkers and rail to unload and transport cargo. The transit shed at Berths D52-D54 is also eligible for NRHP listing under Criterion C as an excellent example of an industrial use interpreted in a Moderne architectural idiom. This context statement begins by describing the historic context of the Port of Long Beach, including the type of industrial and commercial uses at the site. Next, it describes the changes at the Port resulting from the introduction of containerization. Finally, the specific history of the transit shed at Berths D52-54 is described from its construction to its present-day use.

(See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

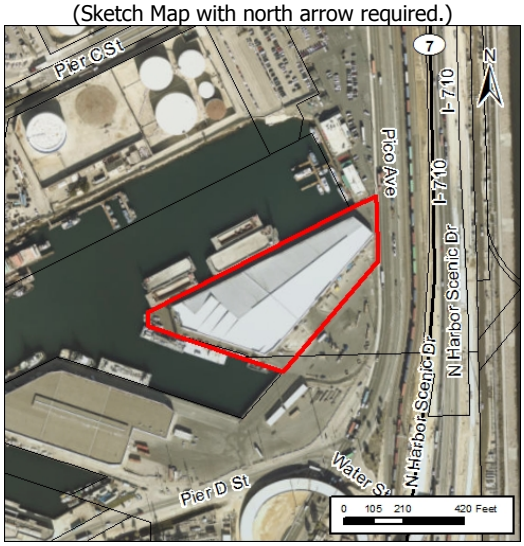
***B12. References:** (See continuation sheet.)

B13. Remarks: N/A

***B14. Evaluator:** Patrick Maley and Jon Rusch, ICF

***Date of Evaluation:** 1/8/2020
(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description** (continued):

The transit shed at Berth D52-D54 is a polygonal-plan, two-story building located on Pier D of the Port of Long Beach, west of Pico Avenue/ I-710 and directly south of Channel No. 3 (Figure 2). The building has an irregular, five-sided polygonal footprint and fills approximately 146,000 square feet of the southwest portion of an 835,089-square-foot parcel. The transit shed is clad in smooth stucco and has a barrel-vaulted roof supported by purlin trusses. The building faces northeast, with the primary façade facing east toward Pico Avenue. The building is bordered on the north by Channel No. 3, the south by Slip No. 5 and a parking/loading area, and on the west by Pico Avenue/ I-710. The transit shed is a Moderne-style port storage building and is surrounded by other port uses along with a market and restaurant building.

The primary (east) façade has a symmetrical two-part composition. The façade is six bays wide with a simple concrete bulkhead and two large, central aluminum rollup doors below incised lettering spelling out "PORT OF LONG BEACH PIER D BERTHS 52-53-54". The rollup doors are flanked by multi-lite, operable steel-sash windows at both the first and second stories. A partially glazed pedestrian door is recessed on the south portion of the façade. Two yellow bollards protect either side of the double aluminum rollup doors. The barrel-vaulted roof has a stepped parapet that continues around each of the building's five sides. The southeast façade is twenty-two bays wide and consists ten large aluminum rollup doors alternating with a configuration of steel-sash windows, in an inconsistent pattern. The roof has a stepped parapet with "PORT OF LONG BEACH PIER D BERTHS 52-53-54" incised in a similar manner as the primary façade (Figure 3). The southwest façade is similar to the other façades and contains five aluminum rollup doors and an irregular pattern of windows. The west façade is the narrowest of the five and contains two rollup aluminum doors. Neither the southwest nor the west façade is visible from the public right-of-way. The north façade is the longest of the façades and faces Channel No. 3. It contains fourteen aluminum rollup doors alternating with non-symmetrical window arrangements (Figure 4). The north façade has a stepped parapet with engraved lettering similar to the southeast façade (Figure 5).

The Berth 55 Fish Market and Seafood Deli building is a rectangular-plan, one-story utilitarian building constructed in 1982 according to the original building permit. It has a side-facing gable roof and is clad in corrugated metal. The primary (east) façade faces west and contains a central roll-up door and a smaller, glazed pedestrian entrance with a rounded box awning containing signage (Figure 6). The south façade contains a wide, industrial entrance shielded by a pent roof. The west façade is not visible from the public right-of-way. The north façade has an attached canopy shielding a dining area with tables and benches. As this building was constructed after 1974, it is not of historic age and is not evaluated for NRHP eligibility in this site record.

The Queen's Wharf Restaurant and Bar building is a rectangular-plan, one-story restaurant building clad in vertical wooden siding with a side-facing gull wing roof with a false stepped parapet on a portion of the building (Figure 7). The building contains an enclosed patio section extending from the east façade and has boxed eaves. A freestanding electric sign reading "Queen's Warf RESTAURANT" is located in front of the enclosed patio. Newspaper research and historic aerial photographs indicate that the building was constructed circa 1975, as part of the redevelopment of the landing at Berth 55 following the razing of the original Pierpoint Landing (*Independent* 1975:12). The restaurant was originally known as "Double Nickels" (trucker slang for 55 miles per hour) until it was sold by Joe and India Nangano to the Maehara family, who named it the Queen's Wharf (*Press Telegram* 2018). "Double nickels" was trucker slang that came into use following the passage of the National Maximum Speed Limit in 1974, which set the national speed limit at 55 miles per hour. Based on this evidence, the building is not of historic age and therefore not evaluated for NRHP eligibility in this site record.

The parcel includes three smokehouses. These small portable buildings were constructed in 1952 to serve as office buildings and break rooms for longshoremen. There are estimated to be approximately 30 of these structures throughout the Port. The three smokehouses located north of the Queen's Wharf Restaurant and Bar are one-story, square-shaped buildings with hipped roofs and boxed eaves. A separate update form has been created for all the smokehouses within the Area of Potential Effect (APE) as part of the current study, and the three buildings on the subject parcel are not evaluated for NRHP eligibility in this site record.

***B10. Significance** (continued):

Historic Context

The Port of Long Beach was dedicated in 1911. Occupying the area now known as the inner harbor, it offered an entry channel, three inner channels, a 1,400-foot turning basin, a single municipal pier, and limited water frontage (Queenan 1986:63-68; Port of Long Beach n.d.). Its fortuitous location adjacent to the Port of Los Angeles allowed Long Beach to develop a complementary facility with an early economy based on shipbuilding and repair, lumber transport, fishing and canning, and service to the United States Navy. The Port's development accelerated with the discovery of oil at Signal Hill in 1921 and at the Wilmington Oil Field in 1932, along with the Navy's siting of the entire Pacific Fleet at Long Beach in 1932. Oil provided ongoing revenue for construction of a world-class harbor and established the city of Long Beach as a major oil and shipping center. Factories for Ford Motor Company and Proctor and Gamble opened at the Port in 1930. The Navy developed

Terminal Island as a shipyard in 1940, and subsequently took command of the Port for the duration of World War II (Queenan 1986:82-116; Port of Long Beach n.d.).

A booming postwar economy allowed Long Beach to enter world markets and remade its facilities to modern standards. The City effectively built a new port over the old between the late 1940s and the early 1970s, enabling Long Beach to serve the trends toward larger ships and containerization. As trade shifted to emerging markets on the Pacific Rim in the 1980s and 1990s, the Port expanded again, dredging to deepen the harbor while building new container terminals and using fill to create open land for movement and storage of containers and trucks. Additional rail facilities were introduced to serve a new land bridge system, allowing goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port has built a next generation of mega-piers and terminals to serve ever larger container vessels and the continually enlarging volume of cargo (Queenan 1986:123-155; Port of Long Beach n.d.).

Containerization and the Port of Long Beach

Before containerization, the unloading of ship cargo was difficult, manual work, requiring a dockworker to lift individual loads sometimes exceeding 300 pounds (Miller 1969). This was the dominant form of unloading cargo at the Port of Long Beach in the early period. The longshoremen worked in gangs, in a largely casual system, overseen by a foremen or boss who did the hiring, picking out an individual worker during "the shape-up", where longshoremen would gather to be selected for a temporary assignment. From the defeat of the 1919 great longshoremen strike to 1934, employer run (or "blue book") unions dominated the "shape-up" at California waterfronts, signing contracts with employers to keep wages low and to avoid improvements in the often-hazardous working conditions (Bonthius 1977). The longshoremen, and the waterfront communities they supported, developed a unique subculture produced by the casual nature of their work, its dangerousness, the lack of occupationally stratified hierarchy typical in their tasks, the lack of regular association with one employer, and their continuous contact with foreign goods and ideas (Miller 1969). On the West Coast, the International Longshoremen's and Warehousemen's Union (ILWU) formed out of this unique subculture and worked to gain control of hiring practices from the "blue book" unions. By 1937, the ILWU had gained control of the hiring halls. The ILWU, seeing at threat from labor-saving technology, resisted attempts to introduce containerization. A gang of 20 dockworkers could load 20 tons of cargo per hour, whereas one port crane and half as many men could unload between 400 to 500 tons per hour (Talley 2002).

The methods of shipping changed dramatically following World War II, with the advent of containerization. Previously, cargo loading was a labor-intensive operation. Cargo was brought to the dock by truck or train, and individual pieces loaded into transit sheds that lined the wharf. Cargo was sorted in these sheds then moved to the wharf. The cargo was loaded as individual packages into the ship's cargo-holds by either ship-based or shore-based cranes. Once in the ship's holds, the cargo was stowed by stevedores. Some efficiency was achieved by placing several individual containers on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo in nets that were hoisted into the ship where the individual pieces of cargo were then unloaded and stowed.

In 1956, Malcom McLean, owner of the successful McLean Trucking Company, developed the metal shipping container and is known as the "father of containerization." Containerization reduced labor, decreased loading and unloading times, decreased losses by theft or damage, and improved the overall efficiency of transport. In addition, containerizing cargo in this manner allowed greater integration of transport by truck, train, and ship, leading to further efficiencies. After the introduction of containerization, shippers gradually adopted this system for most cargo. This drastically reduced the number of laborers necessary to perform dock and cargo functions (U.S. Department of Commerce; Census 1900; 1910).

The advent and proliferation of containerized shipping had a tremendous effect on the operations and facilities of the Port of Long Beach. The standardized size of containers meant that new, large-scale equipment—specifically the iconic gantry cranes that now stand across the Port of Long Beach—could be built to handle shipped goods requiring less human labor. The Port of Long Beach estimated that stevedore labor cost $15 per ton handled, versus approximately $4 per ton using the container method (*Independent* 1971:42). The interstate highway system that was constructed in the United States during the post-World War II period meant that trucking grew in prominence as a method to bring containers to and from port facilities like those in Long Beach. The railroad industry also experienced deregulation to better move shipping containers across the country (Riffenburgh 2012:xi).

This tremendous development in the global shipping industry meant that the transit sheds along the wharfs in the Port of Long Beach were no longer necessary—and in fact hindered the efficient stacking of containers on the piers. In Long Beach, transit sheds were demolished across the port, and substantial new construction campaigns were undertaken to construct piers with containerized capabilities. Such plans were well underway during the early 1960s. At a price tag of $20 million, the Port brought 3 million tons of rock from Catalina Island to construct a new pier, the Pier J expansion, which doubled its number of berths (Vanderveld 1963:58).

The first ship to be received at the Pier J container facilities arrived in November 1969, which—according to one history of the Port—"allowed the Port of Long Beach to become the one-stop port on the West Coast for container shipments between the Far East and the Mississippi

Valley Market Complex" (Riffenburgh 2012:3). A further $30 million investment, the expansion of Pier J to construct Berths 234-236, was completed by 1972 and resulted in the largest such facility operated by a single tenant on the West Coast (*Independent* 1972:16; Riffenburgh 2012:11). A further major expansion of the Port facilities, located at Pier G, was completed in 1973 and involved the construction of six gantry cranes at Berths 227-230 (Riffenburgh 2012:14). Substantial expansion projects continued through the 1970s.

The Port's investments in its container facilities led to nearly immediate gains in business. By 1971, the Port of Long Beach reportedly had experienced a doubling of its business in the previous eight years (*Independent* 1971:42). Even between 1971 and 1973, the Port experienced a huge increase in container ship traffic, such that the amount of container cargo handled increased from 1,200,000 tons to 3,000,000 in that time period (Port of Long Beach 1973).

Site History

The pier that currently contains the transit shed experienced a severe fire in 1945, which damaged the pilings to Berths 51, 52, 53, and 43 (*Los Angeles Times* 1945:1). In 1947, reconstruction began following demolition and clean-up efforts resulting from the fire. Between 1947 and 1949, a steel bulkhead, wharf deck, railroad, utilities, fill, pavement and the transit shed footings were constructed. The eastern half of the transit shed was constructed between 1950 and 1951 (Figure 8) and the western half was completed in 1954 (Figure 9). Construction on the second part of the shed was conducted by Fepco Engineering Construction Co with steel by Union Steel Co (*Los Angeles Independent* 1953:16). While constructed in two parts, both parts possess the same architectural character in terms of fenestration, roof form, continuous Moderne-style parapet, and incised lettering.

From the beginning of its construction to the present day, the transit shed at Pier D has served as a transit and storage shed for shipping uses at the Port of Long Beach. Transit sheds played a key role in the storage of goods prior to the implementation of containerization. According to a 1956 Sanborn Map, Southern Pacific Company railroad spur tracks approached the building via concrete platforms abutting the transit shed's southeast and north façades (Sanborn Map Company 1956:39). Unloading break-bulk (i.e., non-containerized) cargo required physical labor and could take up to a week to unload and reload a ship (Talley 2002). Cargo would be carried by gangs of stevedores (dockworkers) into the transit shed, which served as a way station where cargo was sorted, stacked, inspected, and stored, before being loaded onto railcars for shipment across the country. During the 1950s, the subject transit shed was one of several located within the Port of Long Beach. In 1954, the Harbor Commissioners granted permission for the storage of cotton linters (used in paper making) at the building (*Long Beach Independent* 1954:28). In 1960, the subject building was storing alfalfa (*Independent Press-Telegram* 1960:85). The building continues to be used for storage purposes, and the Crescent Warehouse company currently operates out of the building (Port of Long Beach 2019).

NRHP Evaluation of the Berths D52-D54 Transit Shed

The following section evaluates the subject property to determine whether it meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) as an individual resource. To be eligible for listing in the NRHP, a property must demonstrate significance under one or more of the following criteria:

- Criterion A (Events): Resources that are associated with events that have made a significance contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criterion B (Persons): Resources that are associated with the lives of persons important to local, California, or national history.
- Criterion C (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- Criterion D (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The transit shed at Berths D52-D54 is significant under NRHP Criterion A. Constructed in two parts between 1947 and 1954 to shelter and store palette cargo, the building served as a midway point between rail and ship shipment, and was constructed close to the dock face to facilitate handling of cargo by dockworkers. The size and configuration of the building functioned in connection with a shipping system that relied heavily on manual labor and rail for the unloading, storage, and transportation of goods. Following the move to containerization and trucking, the Port of Long Beach expanded greatly, involving the elimination or relocation of transit sheds. Most were demolished in the 1970s and 1980s (Riffenburgh 2012). The subject building remains one of the few extant examples of transit sheds in the Port of Long Beach from the pre-containerization era, and whose size, design, and proximity to the channel represents the earlier era of manual dock work that dominated the Port's operations in the mid-20th century but that has since been eclipsed. The building directly expresses an important, earlier phase in the history and development of the Port of Long Beach. For these reasons, the subject building is considered significant under NRHP Criterion A. The property's period of significance under NRHP Criterion A is 1951–1969, from construction of the building to the arrival of containerization at the Port of Long Beach.

The transit shed at Berths D52-D54 is not significant under NRHP Criterion B. Research did not yield any information associating the building with prominent persons on a local, regional, or national level. Therefore, the transit shed is not significant under NRHP Criterion B.

The transit shed at Berths D52-D54 is significant under NRHP Criterion C. The building was constructed to store cargo and to shield it from the elements and was therefore designed to maximize the available square footage on Pier D. The "apron", or portion of the pier between the waterfront edge and the transit shed, was designed to facilitate manual unloading of ships, minimizing the distance traveled between the docked ships and the building. The building is Late Moderne in style, designed with Moderne-style features including a stepped parapet. While the architect has not been identified, the building provides an excellent example of an industrial use interpreted in a Moderne architectural vein. While the building was expanded substantially in 1954, the addition closely conforms to the Moderne architectural style of the original portion and features the same elements that are characteristic of the style, including stepped parapets and incised lettering. In addition, the building retains its original pedestrian doors and steel-sash windows, which are evocative of the building's period of construction. Therefore, the building embodies the distinctive characteristics of this type of pre-containerization era transit shed. For these reasons, the transit shed at Berth D52-D54 is considered significant under NRHP Criterion C. The property's period of significance under NRHP Criterion C is 1951–1954, representing the period in which construction of the building and its addition was completed.

The transit shed at Berths D52-D54 does not appear to be significant as a source, or likely source, of important historical information, nor does it appear likely to yield important information about historic construction methods, materials, or technologies. Therefore, the transit shed is not significant under NRHP Criterion D.

In addition to demonstrating significance under NRHP Criteria A–D, a property must retain historic integrity when being evaluated for listing in the NRHP. Integrity is the measure by which a property is judged based on its ability to convey its historical significance. To reach eligibility, a property must have most of the seven aspects of historic integrity as defined by the NRHP: location, design, materials, workmanship, setting, feeling, and association. The following provides a discussion of Berths D52-D54 transit shed's integrity.

Location: The transit shed at Berths D52-D54 has not been moved since its construction and therefore retains integrity of location.

Design: The exterior of the subject building has not been substantially altered, based on visual inspection and period photographs, and still retains the Moderne-style parapet, incised lettering, and the original arrangement of the metals doors and steel-sash windows that characterize the use of the style for a massive industrial port building. While the roof appears to have been altered between 1956 and 1963 through the removal of skylights, the building retains the smooth textured barrel-vaulted roof that appears in 1963 photographs and is generally consistent with the building's original design. Therefore, the building retains integrity of design.

Materials and Workmanship: No substantial changes to the materials and workmanship of the subject building appear to have occurred since the period of significance, 1951-1969. The exterior of the building remains characterized by stucco cladding, incised lettering, and steel-sash windows. Therefore, the building retains integrity of materials and workmanship.

Setting: The setting of the subject building is principally Pier D, directly south of Channel No. 3 and more broadly the Port of Long Beach. The Port of Long Beach has experienced a large amount of redevelopment, particularly since the introduction of containerization, and this has included the demolition of most of the transit sheds to facilitate the storage of containers and the use of cranes. The area including Pier D and directly south appear to be the only remaining areas of the Port of Long Beach that still contain the large transit sheds. The rail spurs that lay adjacent to the building's façades, which were used to move goods stored in the building out of the Port, have been removed. Despite this change in setting related to its significant historic use, the building retains a close relationship to the north and west with the adjacent Channel No. 3, where cargo ships docked and were unloaded into the transit shed. Additionally, all areas surrounding the building in its immediate vicinity remain open and unobstructed, which continues to convey their historic use for loading and unloading cargo. While a portion of the greater parcel was redeveloped in the mid-1970s to accommodate a restaurant and a market, these buildings (and the smoke houses also located on the parcel) conform to the human-scale industrial uses characterized by the transit shed. Therefore, key elements of the building's historic setting remain extant, and the building retains integrity of setting.

Feeling: The subject property has retained its original design as well as its spatial relationship to Channel No. 3, the surrounding pier walkways, and Pico Avenue. It this way, it continues to communicate the manual nature of the unloading of cargo and therefore its historic period within the history of the Port of Long Beach. The building retains integrity of feeling.

Association: The building's intact integrity of location, setting, design, materials, workmanship, and feeling allow it to maintain a direct link to its identified significance under Criteria A and C. Because of this, it possesses a strong ability to convey its historic period and the pre-containerization era of manual dockworkers, which has been eclipsed. Therefore, the building retains integrity of association.

In summary, the subject building retains integrity of location, design, materials, workmanship, setting, feeling, and association, and retains sufficient overall integrity to convey its significance under Criteria A and C.

In conclusion, the transit shed at Berth D52-D54 is individually eligible for listing in the NRHP under Criteria A and C. Its historic property boundary encompasses the building and its immediate site, which contains loading areas historically used to move goods from ships into the building, and then by rail out of the Port. The historic property is bounded to the west and north by Channel No. 3, and to the east by Pico Avenue. The historic property boundary extends 75 feet from the southwest façade, representing the loading area that historically contained the Southern Pacific railroad spur, which is no longer extant. Other areas of the parcel have been significantly altered, particularly during the mid-1970s when the Berth 55 landing was redeveloped. The character-defining features of the property include the building's location close to the dock face, the Pier D loading areas adjacent to Channel No. 3, the open character of loading areas southwest-adjacent to the building that historically contained railroad spurs, the large size of the building's footprint occupying the majority of its pier, vaulted roof form, the Moderne-style parapet and incised lettering on the building façades, stucco cladding, and arrangement of original roll-up metal doors and steel-sash windows at all five façades.

***B12. References (continued):**

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***Recorded by** Patrick Maley, ICF
*Date January 8, 2020 ☑ Continuation ☐ Update

Additional Figures:

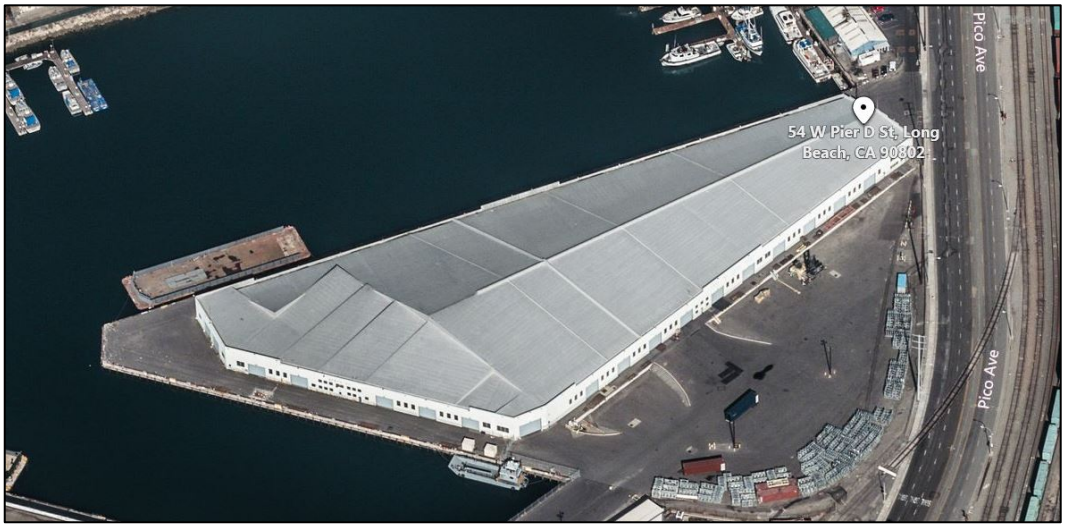

Figure 2. Aerial view of the Berth 52-54 transit, facing north. Source: Bing Aerial 2019.

Figure 3. Transit Shed southeast façade facing north

Figure 4. Transit Shed north façade facing south

Figure 5. Transit Shed north façade facing south

Figure 6. Berth 55 Fish Market and Seafood Deli east façade facing west

Figure 7. Queen's Wharf Restaurant and Bar north and east façades facing south

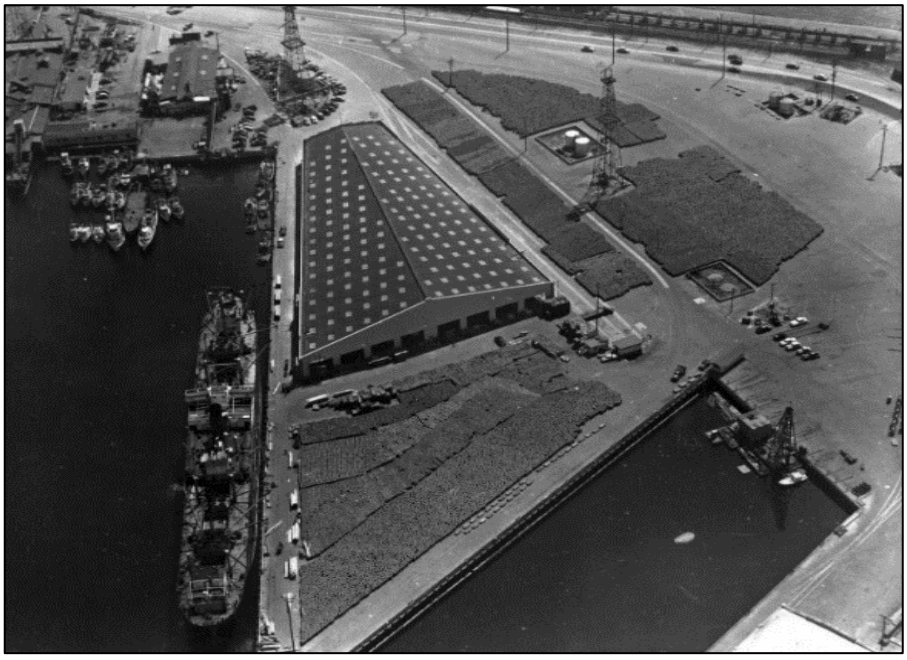

Figure 8. Port of Long Beach, Berth 52 (1950). Source: Long Beach Public Library Digital Archive/LBPL_8726.tiff

Figure 9. Port of Long Beach, Berth 52 (1956). Source: Long Beach Public Library Digital Archive/LBPL_2266.tiff

Appendix C

Noise and Vibration Impact Assessment
Technical Memorandum Report

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May 28, 2025

Subject: **Noise and Vibration Impact Assessment Technical Memorandum Report for POLB Pier B On-Dock Rail Support Project Supplemental EIR**

Executive Summary

Construction activities adjacent to the Multi-Service Center would result in temporary but significant increases in noise exposure during daytime hours. While mitigation in the form of a 10-foot noise barrier and sound blankets would reduce noise levels by an estimated 12.5 dBA, residual impacts would still exceed the 3 dBA significance thresholds Therefore, noise impacts during construction would be considered significant and unavoidable, even after implementation of feasible noise reduction measures.

Should optional Mitigation Measure 3 be implemented, noise impacts during construction would be less than significant.

No mitigation measures related to ground-borne vibration are necessary, Ground-borne vibration impacts would be less than significant.

1. Introduction

This technical memorandum evaluates potential construction-related noise and ground-borne vibration impacts associated with sewer infrastructure work proposed adjacent to the Multi-Service Center (MSC), a noise-sensitive land use. The analysis supplements information previously presented in the Draft Environmental Impact Report (EIR) prepared for the Port of Long Beach (POLB) Pier B On-Dock Rail Support Project.

1.1 Background and Overview

In December 2016, pursuant to CEQA, the Port issued a Notice of Availability for the Draft EIR for the Project (State Clearinghouse No. 2009081079). On January 22, 2018, the Board of Harbor Commissioners certified the Final EIR (State Clearinghouse No. 2009081079), approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (POLB 2016, POLB 2018). The approved Project as evaluated in the Final EIR consists of the following elements:

- Adding 31 rail yard tracks and 5 arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 rail yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main tracks, 41 rail yard tracks, and 5 arrival/departure tracks);
- Providing for up to 10,000-foot long receiving/departure tracks;

- Providing storage tracks for empty rail cars required to support on-dock intermodal operations and an assembly area for departing trains;
- Providing staging tracks for non-intermodal cars bound to and from non-container terminals;
- Widening the existing rail bridge over Dominguez Channel to accommodate one additional track;
- Constructing an area for locomotive refueling within the yard using tanker truck locomotive refueling vehicles, loaded with fuel offsite;
- Realigning and closing some roadways, including closure of the existing at-grade 9th Street railroad grade crossing and removal of the Shoemaker ramps; and
- Relocation of certain existing utility pipelines for the distribution of oil, natural gas, water, communications, and electrical services.

On August 28, 2023, the Board of Harbor Commissioners approved an addendum to the Final EIR for the Pier B On-Dock Rail Support Facility Project (Addendum) to address and analyze technical changes and minor additions to the Project in accordance with CEQA. The changes do not result in any significant impacts, nor a substantial increase in the severity of any previously identified significant impacts in the Final EIR. In addition, no new information of substantial importance showed that mitigation measures or alternatives that were previously found not to be feasible or considerably different from those analyzed in the certified Final EIR would substantially reduce one or more significant effects on the environment (POLB 2023a). Changes to the Project analyzed in the approved Addendum included:

- Adjustments to the boundary limits for the Pier B Project in the original certified EIR to provide additional land space during and for construction activities including utility relocation, traffic control, temporary construction equipment staging and contractor work areas, private property acquisition; and
- Use of an updated methodology involving Horizontal Directional Drilling, as opposed to traditional dig and trench activities, to relocate existing oil infrastructure within the Pier B Project limits and along Pico Avenue to new utility corridors.

1.2 Overview of Proposed Changes to Project

The Port proposes minor additions and changes to the Pier B Project since adoption of the 2023 Addendum. The changes consist of the six activities below. Detailed descriptions of the proposed minor changes and additions are provided in Chapter 2 of the SEIR:

D52-D54 Transit Shed Modifications. Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.

12th Street Sewer Line Installation. Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.

Control Point Foote Wye Track Relocation. Relocation of the Control Point (CP) Foote Wye, east of the Dominguez Channel to be compatible with the revised mainline track configurations in the

CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks.

West Water Street Utility Connections. Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Street Closures. Grant Street (between approximately Schley Avenue and Farragut Avenue) and Southern Pacific Drive (between approximately Schley Avenue and Perry Avenue), within the City of Los Angeles, require closure to accommodate track realignment work.

Dominguez Channel Rail Bridge Contractor Area. Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

2. Environmental Noise and Ground-borne Vibration Overview

2.1 Noise

Environmental noise refers to unwanted or disruptive sounds in our surroundings, often stemming from human activities like traffic, industry, or urban development. While sound is a natural physical phenomenon—vibrations traveling through air as pressure waves—noise is subjective, defined as sound perceived as annoying, harmful, or intrusive. For example, a musician may appreciate loud music as sound, while a neighbor might classify it as noise. This distinction highlights how context and individual sensitivity shape our experience of auditory environments.

Sound intensity is measured in decibels (dB), a logarithmic scale that quantifies pressure levels relative to the faintest sound a human ear can detect (0 dB). The human hearing range spans from 0 dB (a rustling leaf) to approximately 120–140 dB (a jet engine), beyond which pain or hearing damage occurs. Each 10 dB increase represents a tenfold rise in intensity: a whisper measures 30 dB, a conversation 60 dB, and a rock concert 120 dB. Prolonged exposure above 85 dB can harm hearing, underscoring the importance of monitoring noise levels.

To assess environmental noise, experts use metrics like Leq (Equivalent Continuous Noise Level) and CNEL (Community Noise Equivalent Level). Leq averages fluctuating noise over a specified time, simplifying complex sound patterns into a single dB value. CNEL expands on this by applying penalties to noise during evening (+5 dB) and nighttime (+10 dB) hours, reflecting heightened human sensitivity to disruptions during rest. These tools help policymakers set noise limits and design quieter communities, balancing urban activity with public well-being.

2.2 Vibration

Ground-borne vibration refers to oscillatory movements propagating through soil or rock, typically generated by human activities like construction, traffic, or industrial operations. Unlike sound (which travels as pressure waves through air), vibration transfers energy directly through solid materials, causing perceptible shaking of structures or surfaces. Its intensity depends on the source's power, soil composition, and distance.

Vibration magnitude is quantified using Peak Particle Velocity (PPV), measured in millimeters per second (mm/s). Key benchmarks include:

- Human Annoyance: 0.1–0.3 mm/s (e.g., faint rumbling).
- Human Disturbance: 0.3–0.6 mm/s (e.g., rattling windows, sleep disruption).
- Low-Risk Structural: 8-10 mm/s (precautionary limit for fragile buildings).

While noise and vibration often coexist, they differ fundamentally:

- Noise is *audible* energy in air (measured in dB).
- Vibration is *tactile/physical* movement in solids (measured in mm/s).

Vibration's impact is often felt rather than heard (e.g., a subway's rumble sensed through floors) making it uniquely disruptive even at low amplitudes.

3. Environmental Setting

The only noise sensitive receptor in the vicinity of any of the six work areas is the Multi-Service Center (MSC). The MSC is located at 1301 W 12th St and is located immediately adjacent to the proposed 12th Street Sewer Line Installation construction zone. This facility is considered a noise-sensitive receptor due to its function and occupancy.

3.1 Existing Ambient Noise Levels

As part of the noise assessment undertaken in conjunction with the previously prepared Draft EIR, a 24-hour ambient noise measurement was conducted at the MSC. The results were as follows:

- Community Noise Equivalent Level (CNEL): 66 dBA
- Daytime Leq Range (7:00 a.m. – 7:00 p.m.): 59 – 64 dBA
- Nighttime Leq Range (7:00 p.m. – 7:00 a.m.): 54 – 63 dBA

A supplemental daytime noise measurement was collected for the Supplemental EIR. The 30-minute Leq was recorded at 61 dBA, consistent with prior daytime readings.

4. Construction Activity Description

Construction activity near the MSC would primarily consist of "microtunneling." Microtunneling is a trenchless construction method used to install underground pipelines, conduits, or utility tunnels with minimal surface disruption. It involves a remotely controlled, guided boring machine (called a microtunnel boring machine or MTBM) that excavates soil while simultaneously installing prefabricated pipe sections behind it. The process is highly precise, making it ideal for projects requiring accurate alignment or installation in sensitive areas, such as beneath roads, railways, rivers, or densely built urban environments.

The process begins by excavating a launch shaft and a reception shaft at opposite ends of the planned route. The launch site would be at the intersection of W 12th Street and Harbor Avenue,

which is approximately 350 feet west of the MSC facility. The receiver site would be located at the intersection of W 12th Street and Fashion Avenue, approximately 50 feet east of the MSC facility.

The MTBM, equipped with a rotating cutting head, is launched into the ground and steered via a laser guidance system to follow a predetermined path. As the machine advances, it removes excavated soil through a slurry system (often mixed with water or bentonite clay to stabilize the bore) and transports it back to the surface. Behind the MTBM, segments of pipe—typically concrete, steel, or polymer—are jacked into place to form a continuous conduit. The entire operation is monitored in real time to ensure alignment and avoid obstacles.

Microtunneling is distinct from traditional open-cut excavation or other trenchless methods (like horizontal directional drilling) due to its ability to handle smaller diameters (usually 0.6–4 meters), greater depths (over 30 meters), and challenging soil conditions, including water-saturated or unstable ground. It minimizes environmental impact, reduces traffic disruptions, and avoids damage to existing infrastructure, making it a preferred choice for modern utility installations.

5. Impact Analysis

5.1 Noise

Based on equipment activity levels, construction noise is estimated to reach approximately 85 dBA Leq (50-foot reference distance) at the launch shaft site, and 75 dBA Leq (50-foot reference distance) at the receiver shaft site. The MSC is located approximately 350 feet and 50 feet, respectively, from the launch shaft and receiver shaft site locations. Applying a distance attenuation of 12.6 dBA, the unmitigated launch shaft noise level at the MSC facility would be approximately 72.4 dBA Leq.

Combining the launch shaft noise level of 72.4 dBA, receiver shaft noise level of 75 dBA, and ambient noise level of 61 dBA, the total outdoor noise level at the MSC facility would be approximately 77 dBA When compared to the existing daytime ambient level of 61 dBA, this represents a 16 dBA increase, substantially exceeding the commonly used 3 dBA threshold for a potentially significant increase in environmental noise levels.

5.2 Vibration

Microtunnel Boring Machines generate low to moderate ground-borne vibrations, typically measured as Peak Particle Velocity (PPV) between 0.5–5 mm/s at nearby receptors. These vibrations stem from the jacking process, cutter-head rotation, and soil displacement. Levels are influenced by:

- **Soil conditions**: Hard rock or mixed-face geology may push PPV toward the upper range (3–5 mm/s), while cohesive soils/clay often yield lower vibrations (0.5–2 mm/s).
- **Depth**: Installations deeper than **10 meters** (33 feet) attenuate vibrations significantly due to geometric dispersion.
- **Machine design**: Closed-face MTBMs with balanced slurry pressure minimize soil disturbance, keeping PPV below structural risk thresholds (typically <10–15 mm/s).

Mitigation measures (e.g., optimized jacking force, real-time monitoring) can further reduce PPV by 20–40%.

The typical MTBM PPV range of 0.5–5 mm/s would exceed the FTA human annoyance and human disturbance thresholds, but would remain far below the structural risk threshold of 8 mm/s.

MTBM operations are compatible with urban settings under FTA guidelines, as vibrations rarely exceed disturbance thresholds and pose negligible structural risk. For sensitive sites (hospitals, labs), real-time PPV monitoring is recommended to ensure levels stay ≤0.5 mm/s. Given that the MCS facility would not be considered a ground-borne vibration sensitive site, and it is unlikely that PPV level would exceed the structural damage threshold of 8 mm/s, ground-borne vibration impacts related to MTMB activity would be less than significant.

6. Mitigation Measures

6.1 Noise

To reduce construction noise at the MSC, the following mitigation measures are recommended:

1. **Temporary 10-Foot Wooden Noise Barrier:** Install a solid, continuous sound wall between the construction activity and the Multi-Service Center, positioning the barrier as close as practicable to each noise source to maximize effectiveness.
2. **Sound Blankets on the Barrier:** Attach acoustic blankets to barriers, properly fitted and sealed to prevent gaps and enhance noise attenuation.

These combined mitigation measures are expected to provide a barrier insertion loss of at least 15 dBA at each source.

Optional Mitigation Measure

3. **Construction Hours Restriction:** Restrict MTBM operations to periods coordinated with MCS facility staff to avoid noise-sensitive activities; or, align all work with the MCS facility's closed hours.

6.2 Vibration

No mitigation measures are required.

7. Post-Mitigation Noise Levels

Mitigation Measures 1 and 2

After applying a 15-dBA barrier insertion loss to each noise source, the mitigated ambient noise level at the MCS facility would be approximately 64.5 dBA (57.4 dBA + 60 dBA + 61 dBA = 64.5 dBA).

Although mitigation would significantly reduce construction noise exposure, the resulting level would still exceed the baseline ambient noise level by 3.5 dBA, and therefore, construction noise impacts at the Multi-Service Center would remain significant and unavoidable.

Optional Mitigation Measure 3

Should Mitigation Measure 3 be implemented, noise impacts during construction would be less than significant.

Attachment:
Noise Measurement Data.

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
1	4/14/2025	2:39:51 PM	2:40:01 PM	12:00:10 AM	63.2	2,089,296
2	4/14/2025	2:42:24 PM	2:42:30 PM	12:00:06 AM	60.4	1,096,478
3	4/14/2025	2:42:30 PM	2:42:40 PM	12:00:10 AM	60.7	1,174,898
4	4/14/2025	2:42:40 PM	2:42:50 PM	12:00:10 AM	60.2	1,047,129
5	4/14/2025	2:42:50 PM	2:43:00 PM	12:00:10 AM	61.5	1,412,538
6	4/14/2025	2:43:00 PM	2:43:10 PM	12:00:10 AM	62	1,584,893
7	4/14/2025	2:43:10 PM	2:43:20 PM	12:00:10 AM	63.2	2,089,296
8	4/14/2025	2:43:20 PM	2:43:30 PM	12:00:10 AM	60.6	1,148,154
9	4/14/2025	2:43:30 PM	2:43:40 PM	12:00:10 AM	60.8	1,202,264
10	4/14/2025	2:43:40 PM	2:43:50 PM	12:00:10 AM	60.1	1,023,293
11	4/14/2025	2:43:50 PM	2:44:00 PM	12:00:10 AM	60.1	1,023,293
12	4/14/2025	2:44:00 PM	2:44:10 PM	12:00:10 AM	60.2	1,047,129
13	4/14/2025	2:44:10 PM	2:44:20 PM	12:00:10 AM	60	1,000,000
14	4/14/2025	2:44:20 PM	2:44:30 PM	12:00:10 AM	60	1,000,000
15	4/14/2025	2:44:30 PM	2:44:40 PM	12:00:10 AM	60.2	1,047,129
16	4/14/2025	2:44:40 PM	2:44:50 PM	12:00:10 AM	60.6	1,148,154
17	4/14/2025	2:44:50 PM	2:45:00 PM	12:00:10 AM	60.9	1,230,269
18	4/14/2025	2:45:00 PM	2:45:10 PM	12:00:10 AM	61.8	1,513,561
19	4/14/2025	2:45:10 PM	2:45:20 PM	12:00:10 AM	64	2,511,886
20	4/14/2025	2:45:20 PM	2:45:30 PM	12:00:10 AM	63.2	2,089,296
21	4/14/2025	2:45:30 PM	2:45:40 PM	12:00:10 AM	62.5	1,778,279
22	4/14/2025	2:45:40 PM	2:45:50 PM	12:00:10 AM	61.9	1,548,817
23	4/14/2025	2:45:50 PM	2:46:00 PM	12:00:10 AM	64	2,511,886
24	4/14/2025	2:46:00 PM	2:46:10 PM	12:00:10 AM	63.2	2,089,296
25	4/14/2025	2:46:10 PM	2:46:20 PM	12:00:10 AM	61.8	1,513,561
26	4/14/2025	2:46:20 PM	2:46:30 PM	12:00:10 AM	61.4	1,380,384
27	4/14/2025	2:46:30 PM	2:46:40 PM	12:00:10 AM	62.3	1,698,244
28	4/14/2025	2:46:40 PM	2:46:50 PM	12:00:10 AM	63	1,995,262
29	4/14/2025	2:46:50 PM	2:47:00 PM	12:00:10 AM	64.3	2,691,535
30	4/14/2025	2:47:00 PM	2:47:10 PM	12:00:10 AM	61.9	1,548,817
31	4/14/2025	2:47:10 PM	2:47:20 PM	12:00:10 AM	62.5	1,778,279
32	4/14/2025	2:47:20 PM	2:47:30 PM	12:00:10 AM	63.2	2,089,296
33	4/14/2025	2:47:30 PM	2:47:40 PM	12:00:10 AM	61.9	1,548,817
34	4/14/2025	2:47:40 PM	2:47:50 PM	12:00:10 AM	64.5	2,818,383

Noise Measurement Period Summary

4/14/2025	Measurement Date
2:39:51 PM	Start Time
3:13:00 PM	End Time
33 Min 9 Sec	Duration
255,961,959	Energy Total
1,376,140	Energy Average
6.14	Log base 10
61.39	**Measurement Period Leq in dBA**

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
35	4/14/2025	2:47:50 PM	2:48:00 PM	12:00:10 AM	64.6	2,884,032
36	4/14/2025	2:48:00 PM	2:48:10 PM	12:00:10 AM	61.1	1,288,250
37	4/14/2025	2:48:10 PM	2:48:20 PM	12:00:10 AM	61.8	1,513,561
38	4/14/2025	2:48:20 PM	2:48:30 PM	12:00:10 AM	62.9	1,949,845
39	4/14/2025	2:48:30 PM	2:48:40 PM	12:00:10 AM	65.2	3,311,311
40	4/14/2025	2:48:40 PM	2:48:50 PM	12:00:10 AM	63	1,995,262
41	4/14/2025	2:48:50 PM	2:49:00 PM	12:00:10 AM	61.7	1,479,108
42	4/14/2025	2:49:00 PM	2:49:10 PM	12:00:10 AM	61.1	1,288,250
43	4/14/2025	2:49:10 PM	2:49:20 PM	12:00:10 AM	60.6	1,148,154
44	4/14/2025	2:49:20 PM	2:49:30 PM	12:00:10 AM	61	1,258,925
45	4/14/2025	2:49:30 PM	2:49:40 PM	12:00:10 AM	60.7	1,174,898
46	4/14/2025	2:49:40 PM	2:49:50 PM	12:00:10 AM	60.5	1,122,018
47	4/14/2025	2:49:50 PM	2:50:00 PM	12:00:10 AM	60.3	1,071,519
48	4/14/2025	2:50:00 PM	2:50:10 PM	12:00:10 AM	64.9	3,090,295
49	4/14/2025	2:50:10 PM	2:50:20 PM	12:00:10 AM	61.3	1,348,963
50	4/14/2025	2:50:20 PM	2:50:30 PM	12:00:10 AM	60.9	1,230,269
51	4/14/2025	2:50:30 PM	2:50:40 PM	12:00:10 AM	60.7	1,174,898
52	4/14/2025	2:50:40 PM	2:50:50 PM	12:00:10 AM	61.4	1,380,384
53	4/14/2025	2:50:50 PM	2:51:00 PM	12:00:10 AM	60.4	1,096,478
54	4/14/2025	2:51:00 PM	2:51:10 PM	12:00:10 AM	60.4	1,096,478
55	4/14/2025	2:51:10 PM	2:51:20 PM	12:00:10 AM	60.2	1,047,129
56	4/14/2025	2:51:20 PM	2:51:30 PM	12:00:10 AM	61.1	1,288,250
57	4/14/2025	2:51:30 PM	2:51:40 PM	12:00:10 AM	60.5	1,122,018
58	4/14/2025	2:51:40 PM	2:51:50 PM	12:00:10 AM	61	1,258,925
59	4/14/2025	2:51:50 PM	2:52:00 PM	12:00:10 AM	62.6	1,819,701
60	4/14/2025	2:52:00 PM	2:52:10 PM	12:00:10 AM	62.9	1,949,845
61	4/14/2025	2:52:10 PM	2:52:20 PM	12:00:10 AM	69.3	8,511,380
62	4/14/2025	2:52:20 PM	2:52:30 PM	12:00:10 AM	61.3	1,348,963
63	4/14/2025	2:52:30 PM	2:52:40 PM	12:00:10 AM	62	1,584,893
64	4/14/2025	2:52:40 PM	2:52:50 PM	12:00:10 AM	58.2	660,693
65	4/14/2025	2:52:50 PM	2:53:00 PM	12:00:10 AM	55.5	354,813
66	4/14/2025	2:53:00 PM	2:53:10 PM	12:00:10 AM	56.2	416,869
67	4/14/2025	2:53:10 PM	2:53:20 PM	12:00:10 AM	58.3	676,083
68	4/14/2025	2:53:20 PM	2:53:30 PM	12:00:10 AM	59.1	812,831

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
69	4/14/2025	2:53:30 PM	2:53:40 PM	12:00:10 AM	58.5	707,946
70	4/14/2025	2:53:40 PM	2:53:50 PM	12:00:10 AM	57.4	549,541
71	4/14/2025	2:53:50 PM	2:54:00 PM	12:00:10 AM	56.1	407,380
72	4/14/2025	2:54:00 PM	2:54:10 PM	12:00:10 AM	56.8	478,630
73	4/14/2025	2:54:10 PM	2:54:20 PM	12:00:10 AM	62.5	1,778,279
74	4/14/2025	2:54:20 PM	2:54:30 PM	12:00:10 AM	57.6	575,440
75	4/14/2025	2:54:30 PM	2:54:40 PM	12:00:10 AM	56.9	489,779
76	4/14/2025	2:54:40 PM	2:54:50 PM	12:00:10 AM	57.1	512,861
77	4/14/2025	2:54:50 PM	2:55:00 PM	12:00:10 AM	58.1	645,654
78	4/14/2025	2:55:00 PM	2:55:10 PM	12:00:10 AM	58.5	707,946
79	4/14/2025	2:55:10 PM	2:55:20 PM	12:00:10 AM	60	1,000,000
80	4/14/2025	2:55:20 PM	2:55:30 PM	12:00:10 AM	57.9	616,595
81	4/14/2025	2:55:30 PM	2:55:40 PM	12:00:10 AM	61.5	1,412,538
82	4/14/2025	2:55:40 PM	2:55:50 PM	12:00:10 AM	61	1,258,925
83	4/14/2025	2:55:50 PM	2:56:00 PM	12:00:10 AM	59	794,328
84	4/14/2025	2:56:00 PM	2:56:10 PM	12:00:10 AM	56.3	426,580
85	4/14/2025	2:56:10 PM	2:56:20 PM	12:00:10 AM	56.2	416,869
86	4/14/2025	2:56:20 PM	2:56:30 PM	12:00:10 AM	56.2	416,869
87	4/14/2025	2:56:30 PM	2:56:40 PM	12:00:10 AM	58.9	776,247
88	4/14/2025	2:56:40 PM	2:56:50 PM	12:00:10 AM	57.1	512,861
89	4/14/2025	2:56:50 PM	2:57:00 PM	12:00:10 AM	65.2	3,311,311
90	4/14/2025	2:57:00 PM	2:57:10 PM	12:00:10 AM	60.3	1,071,519
91	4/14/2025	2:57:10 PM	2:57:20 PM	12:00:10 AM	57	501,187
92	4/14/2025	2:57:20 PM	2:57:30 PM	12:00:10 AM	57.9	616,595
93	4/14/2025	2:57:30 PM	2:57:40 PM	12:00:10 AM	55.8	380,189
94	4/14/2025	2:57:40 PM	2:57:50 PM	12:00:10 AM	56.6	457,088
95	4/14/2025	2:57:50 PM	2:58:00 PM	12:00:10 AM	55	316,228
96	4/14/2025	2:58:00 PM	2:58:10 PM	12:00:10 AM	55.7	371,535
97	4/14/2025	2:58:10 PM	2:58:20 PM	12:00:10 AM	57.4	549,541
98	4/14/2025	2:58:20 PM	2:58:30 PM	12:00:10 AM	58.5	707,946
99	4/14/2025	2:58:30 PM	2:58:40 PM	12:00:10 AM	57.6	575,440
100	4/14/2025	2:58:40 PM	2:58:50 PM	12:00:10 AM	57.6	575,440
101	4/14/2025	2:58:50 PM	2:59:00 PM	12:00:10 AM	56.8	478,630
102	4/14/2025	2:59:00 PM	2:59:10 PM	12:00:10 AM	57.6	575,440

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
103	4/14/2025	2:59:10 PM	2:59:20 PM	12:00:10 AM	58.4	691,831
104	4/14/2025	2:59:20 PM	2:59:30 PM	12:00:10 AM	58.9	776,247
105	4/14/2025	2:59:30 PM	2:59:40 PM	12:00:10 AM	61.4	1,380,384
106	4/14/2025	2:59:40 PM	2:59:50 PM	12:00:10 AM	58.2	660,693
107	4/14/2025	2:59:50 PM	3:00:00 PM	12:00:10 AM	61.3	1,348,963
108	4/14/2025	3:00:00 PM	3:00:10 PM	12:00:10 AM	66	3,981,072
109	4/14/2025	3:00:10 PM	3:00:20 PM	12:00:10 AM	57.8	602,560
110	4/14/2025	3:00:20 PM	3:00:30 PM	12:00:10 AM	60.1	1,023,293
111	4/14/2025	3:00:30 PM	3:00:40 PM	12:00:10 AM	59.9	977,237
112	4/14/2025	3:00:40 PM	3:00:50 PM	12:00:10 AM	60.2	1,047,129
113	4/14/2025	3:00:50 PM	3:01:00 PM	12:00:10 AM	68	6,309,573
114	4/14/2025	3:01:00 PM	3:01:10 PM	12:00:10 AM	66.3	4,265,795
115	4/14/2025	3:01:10 PM	3:01:20 PM	12:00:10 AM	63.3	2,137,962
116	4/14/2025	3:01:20 PM	3:01:30 PM	12:00:10 AM	61.5	1,412,538
117	4/14/2025	3:01:30 PM	3:01:40 PM	12:00:10 AM	61.9	1,548,817
118	4/14/2025	3:01:40 PM	3:01:50 PM	12:00:10 AM	61.5	1,412,538
119	4/14/2025	3:01:50 PM	3:02:00 PM	12:00:10 AM	63.1	2,041,738
120	4/14/2025	3:02:00 PM	3:02:10 PM	12:00:10 AM	60.7	1,174,898
121	4/14/2025	3:02:10 PM	3:02:20 PM	12:00:10 AM	64.1	2,570,396
122	4/14/2025	3:02:20 PM	3:02:30 PM	12:00:10 AM	61	1,258,925
123	4/14/2025	3:02:30 PM	3:02:40 PM	12:00:10 AM	61.4	1,380,384
124	4/14/2025	3:02:40 PM	3:02:50 PM	12:00:10 AM	65.8	3,801,894
125	4/14/2025	3:02:50 PM	3:03:00 PM	12:00:10 AM	60.9	1,230,269
126	4/14/2025	3:03:00 PM	3:03:10 PM	12:00:10 AM	60.3	1,071,519
127	4/14/2025	3:03:10 PM	3:03:20 PM	12:00:10 AM	60.9	1,230,269
128	4/14/2025	3:03:20 PM	3:03:30 PM	12:00:10 AM	60.3	1,071,519
129	4/14/2025	3:03:30 PM	3:03:40 PM	12:00:10 AM	59.9	977,237
130	4/14/2025	3:03:40 PM	3:03:50 PM	12:00:10 AM	60.7	1,174,898
131	4/14/2025	3:03:50 PM	3:04:00 PM	12:00:10 AM	60.8	1,202,264
132	4/14/2025	3:04:00 PM	3:04:10 PM	12:00:10 AM	60.3	1,071,519
133	4/14/2025	3:04:10 PM	3:04:20 PM	12:00:10 AM	60.3	1,071,519
134	4/14/2025	3:04:20 PM	3:04:30 PM	12:00:10 AM	60.3	1,071,519
135	4/14/2025	3:04:30 PM	3:04:40 PM	12:00:10 AM	60.6	1,148,154
136	4/14/2025	3:04:40 PM	3:04:50 PM	12:00:10 AM	60.4	1,096,478

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
137	4/14/2025	3:04:50 PM	3:05:00 PM	12:00:10 AM	61.7	1,479,108
138	4/14/2025	3:05:00 PM	3:05:10 PM	12:00:10 AM	63.2	2,089,296
139	4/14/2025	3:05:10 PM	3:05:20 PM	12:00:10 AM	61.3	1,348,963
140	4/14/2025	3:05:20 PM	3:05:30 PM	12:00:10 AM	61.1	1,288,250
141	4/14/2025	3:05:30 PM	3:05:40 PM	12:00:10 AM	60.5	1,122,018
142	4/14/2025	3:05:40 PM	3:05:50 PM	12:00:10 AM	60.8	1,202,264
143	4/14/2025	3:05:50 PM	3:06:00 PM	12:00:10 AM	61	1,258,925
144	4/14/2025	3:06:00 PM	3:06:10 PM	12:00:10 AM	60.4	1,096,478
145	4/14/2025	3:06:10 PM	3:06:20 PM	12:00:10 AM	60.8	1,202,264
146	4/14/2025	3:06:20 PM	3:06:30 PM	12:00:10 AM	62	1,584,893
147	4/14/2025	3:06:30 PM	3:06:40 PM	12:00:10 AM	62	1,584,893
148	4/14/2025	3:06:40 PM	3:06:50 PM	12:00:10 AM	61.5	1,412,538
149	4/14/2025	3:06:50 PM	3:07:00 PM	12:00:10 AM	61.5	1,412,538
150	4/14/2025	3:07:00 PM	3:07:10 PM	12:00:10 AM	60.9	1,230,269
151	4/14/2025	3:07:10 PM	3:07:20 PM	12:00:10 AM	60.5	1,122,018
152	4/14/2025	3:07:20 PM	3:07:30 PM	12:00:10 AM	62	1,584,893
153	4/14/2025	3:07:30 PM	3:07:40 PM	12:00:10 AM	61.7	1,479,108
154	4/14/2025	3:07:40 PM	3:07:50 PM	12:00:10 AM	63.7	2,344,229
155	4/14/2025	3:07:50 PM	3:08:00 PM	12:00:10 AM	60.6	1,148,154
156	4/14/2025	3:08:00 PM	3:08:10 PM	12:00:10 AM	60.1	1,023,293
157	4/14/2025	3:08:10 PM	3:08:20 PM	12:00:10 AM	60.1	1,023,293
158	4/14/2025	3:08:20 PM	3:08:30 PM	12:00:10 AM	60.2	1,047,129
159	4/14/2025	3:08:30 PM	3:08:40 PM	12:00:10 AM	61.2	1,318,257
160	4/14/2025	3:08:40 PM	3:08:50 PM	12:00:10 AM	61.7	1,479,108
161	4/14/2025	3:08:50 PM	3:09:00 PM	12:00:10 AM	61.5	1,412,538
162	4/14/2025	3:09:00 PM	3:09:10 PM	12:00:10 AM	61.3	1,348,963
163	4/14/2025	3:09:10 PM	3:09:20 PM	12:00:10 AM	60.5	1,122,018
164	4/14/2025	3:09:20 PM	3:09:30 PM	12:00:10 AM	60.3	1,071,519
165	4/14/2025	3:09:30 PM	3:09:40 PM	12:00:10 AM	60.4	1,096,478
166	4/14/2025	3:09:40 PM	3:09:50 PM	12:00:10 AM	63.3	2,137,962
167	4/14/2025	3:09:50 PM	3:10:00 PM	12:00:10 AM	62	1,584,893
168	4/14/2025	3:10:00 PM	3:10:10 PM	12:00:10 AM	61.7	1,479,108
169	4/14/2025	3:10:10 PM	3:10:20 PM	12:00:10 AM	60.8	1,202,264
170	4/14/2025	3:10:20 PM	3:10:30 PM	12:00:10 AM	60.1	1,023,293

No	Start Date	Start Time	End Time	Duration	LAeq	Energy
171	4/14/2025	3:10:30 PM	3:10:40 PM	12:00:10 AM	60.8	1,202,264
172	4/14/2025	3:10:40 PM	3:10:50 PM	12:00:10 AM	60.3	1,071,519
173	4/14/2025	3:10:50 PM	3:11:00 PM	12:00:10 AM	60.7	1,174,898
174	4/14/2025	3:11:00 PM	3:11:10 PM	12:00:10 AM	61	1,258,925
175	4/14/2025	3:11:10 PM	3:11:20 PM	12:00:10 AM	60.3	1,071,519
176	4/14/2025	3:11:20 PM	3:11:30 PM	12:00:10 AM	61.2	1,318,257
177	4/14/2025	3:11:30 PM	3:11:40 PM	12:00:10 AM	61.4	1,380,384
178	4/14/2025	3:11:40 PM	3:11:50 PM	12:00:10 AM	59.8	954,993
179	4/14/2025	3:11:50 PM	3:12:00 PM	12:00:10 AM	59.6	912,011
180	4/14/2025	3:12:00 PM	3:12:10 PM	12:00:10 AM	60.2	1,047,129
181	4/14/2025	3:12:10 PM	3:12:20 PM	12:00:10 AM	60.3	1,071,519
182	4/14/2025	3:12:20 PM	3:12:30 PM	12:00:10 AM	65	3,162,278
183	4/14/2025	3:12:30 PM	3:12:40 PM	12:00:10 AM	60.9	1,230,269
184	4/14/2025	3:12:40 PM	3:12:50 PM	12:00:10 AM	60.8	1,202,264
185	4/14/2025	3:12:50 PM	3:13:00 PM	12:00:10 AM	60.5	1,122,018
186	4/14/2025	3:13:00 PM	3:13:10 PM	12:00:10 AM	60	1,000,000

Appendix D

Sacred Lands File Search and
AB 52 Consultation

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

January 24, 2025

Alex Holford
Port of Long Beach

Via Email to: alex.holford@polb.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Pier B On-Dock Rail Support Facility Project, Los Angeles County

To Whom it May Concern:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include, with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: melina.carlos@nahc.ca.gov

Sincerely,

Melina Carlos

Melina Carlos
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
1/24/2025

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Los Angeles	Cahuilla Band of Indians	F	**Anthony Madrigal, Tribal Historic Preservation Officer**	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	6/28/2023
	Cahuilla Band of Indians	F	**Bobby Ray Esparza, Cultural Director**	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	6/28/2023
	Cahuilla Band of Indians	F	**Erica Schenk, Chairperson**	52701 CA Highway 371 Anza, CA, 92539	(951) 590-0942	(951) 763-2808	chair@cahuilla-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	2/1/2024
	Gabrieleno Band of Mission Indians - Kizh Nation	N	**Christina Swindall Martinez, Secretary**	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
	Gabrieleno Band of Mission Indians - Kizh Nation	N	**Andrew Salas, Chairperson**	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
	Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	**Anthony Morales, Chairperson**	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	12/4/2023
	Gabrielino Tongva Indians of California Tribal Council	N	**Christina Conley, Cultural Resource Administrator**	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
	Gabrielino Tongva Indians of California Tribal Council	N	**Robert Dorame, Chairperson**	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
	Gabrielino/Tongva Nation	N	**Sandonne Goad, Chairperson**	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/28/2023
	Gabrielino-Tongva Tribe	N	**Sam Dunlap, Cultural Resource Director**	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
	Gabrielino-Tongva Tribe	N	**Charles Alvarez, Chairperson**	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
	Juaneno Band of Mission Indians Acjachemen Nation - Belardes	N	**Joyce Perry, Cultural Resource Director**	4955 Paseo Segovia Irvine, CA, 92603	(949) 293-8522		kaamalam@gmail.com	Juaneno	Los Angeles,Orange,Riverside,San Bernardino,San Diego	3/17/2023
	Santa Rosa Band of Cahuilla Indians	F	**Vanessa Minott, Tribal Administrator**	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
	Santa Rosa Band of Cahuilla Indians	F	**Steven Estrada, Tribal Chairman**	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	4/8/2024
	Soboba Band of Luiseno Indians	F	**Jessica Valdez, Cultural Resource Specialist**	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
	Soboba Band of Luiseno Indians	F	**Joseph Ontiveros, Tribal Historic Preservation Officer**	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023

sent

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Pier B On-Dock Rail Support Facility Project, Los Angeles County.

Record: PROJ-2025-000444
Report Type: AB52 GIS
Counties: Los Angeles
NAHC Group: All

January 30, 2025

Anthony Madrigal, Tribal Historic Preservation Officer
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA 92539
Email: anthonymad2002@gmail.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Anthony Madrigal:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare a Supplemental Environmental Impact Report (EIR) to evaluate proposed additions to the Pier B On-Dock Rail Support Facility Project. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 shows the additions to the overall project. A Sacred Lands File search by the California Native American Heritage Commission was completed with negative results.

Project Description

The proposed project is limited to the following additions to the Pier B On-Dock Rail Support Facility Project:

- *D52-D54 Transit Shed Modifications.* Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- *12th Street Sewer Line Installation.* Extension of a 36-inch-diameter sewer along W. 12th Street between Harbor Avenue and Fashion Avenue.
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- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Cahuilla Band of Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Cahuilla Band of Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Cahuilla Band of Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

- **Figure 1. Regional Site Vicinity Map**
- **Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project**

Figure 1. Regional Vicinity Map

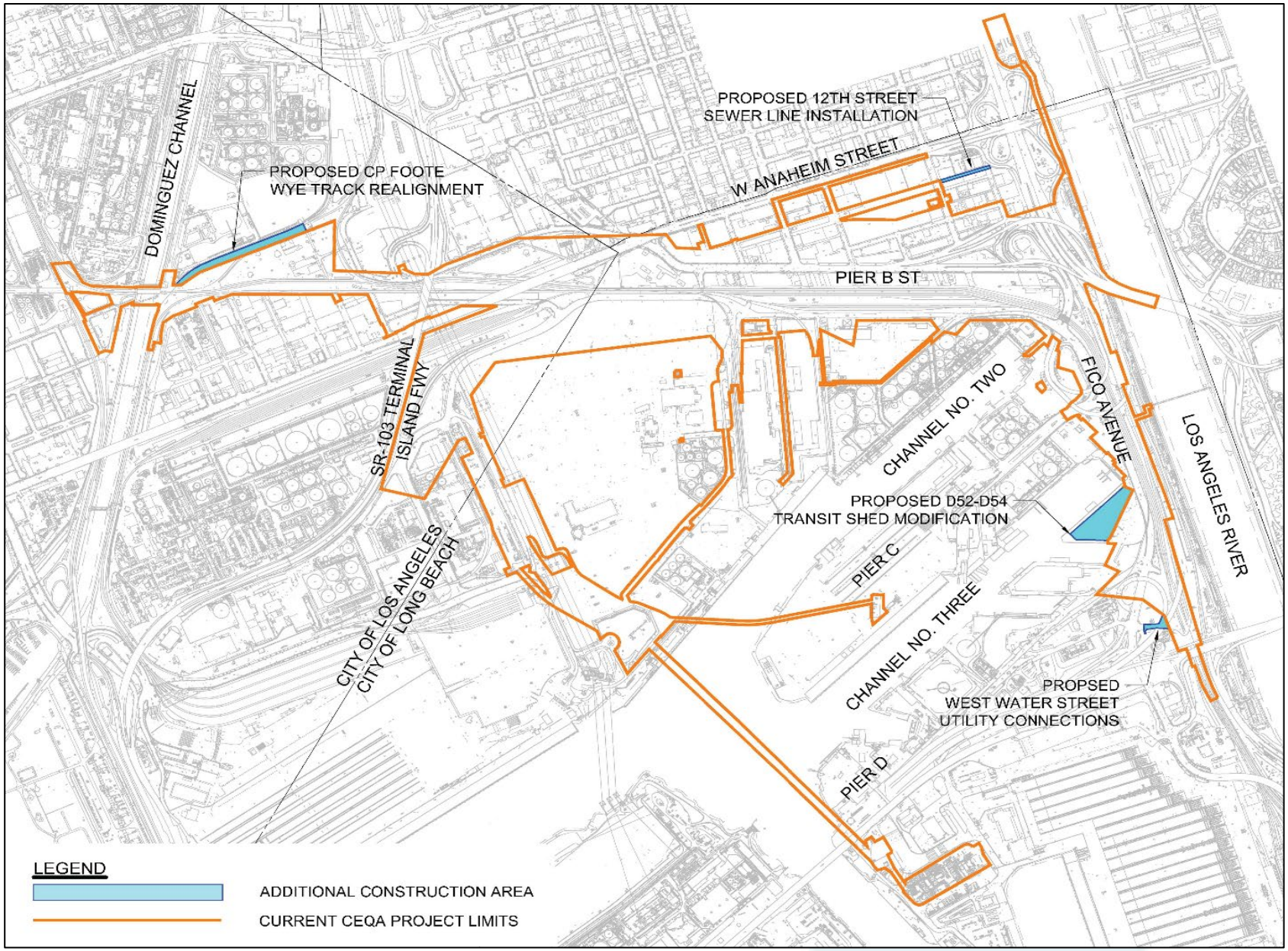

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Bobby Ray Esparza, Cultural Director
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA 92539
Email: besparza@cahuilla-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Bobby Ray Esparza:

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Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

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Very Respectfully,

Renee Moilanen
Director of Environmental Planning

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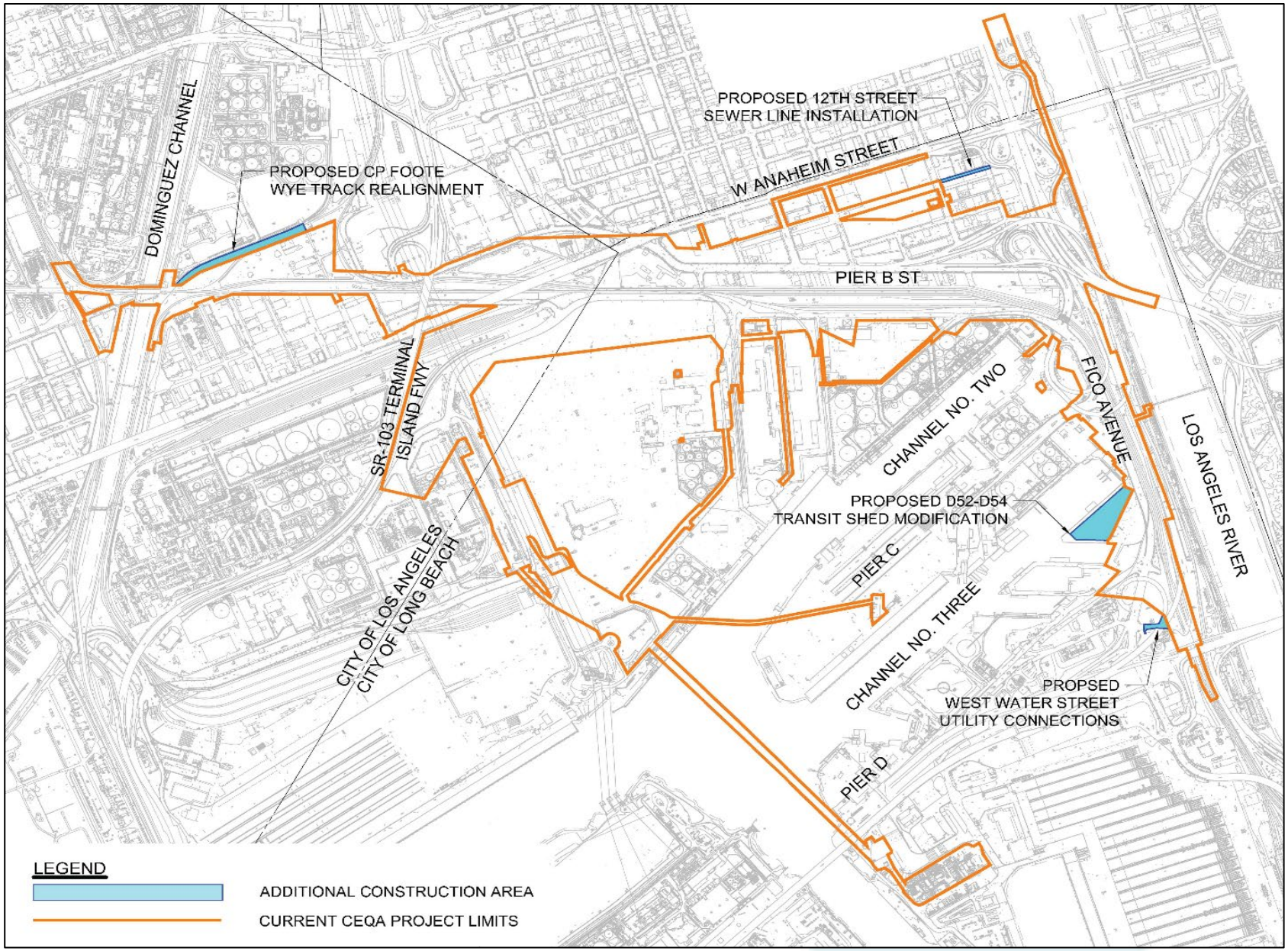

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Erica Schenk, Chairperson
Cahuilla Band of Indians
52701 CA Highway 371
Anza, CA 92539
Email: chair@cahuilla-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1**

Dear Erica Schenk:

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Renee Moilanen
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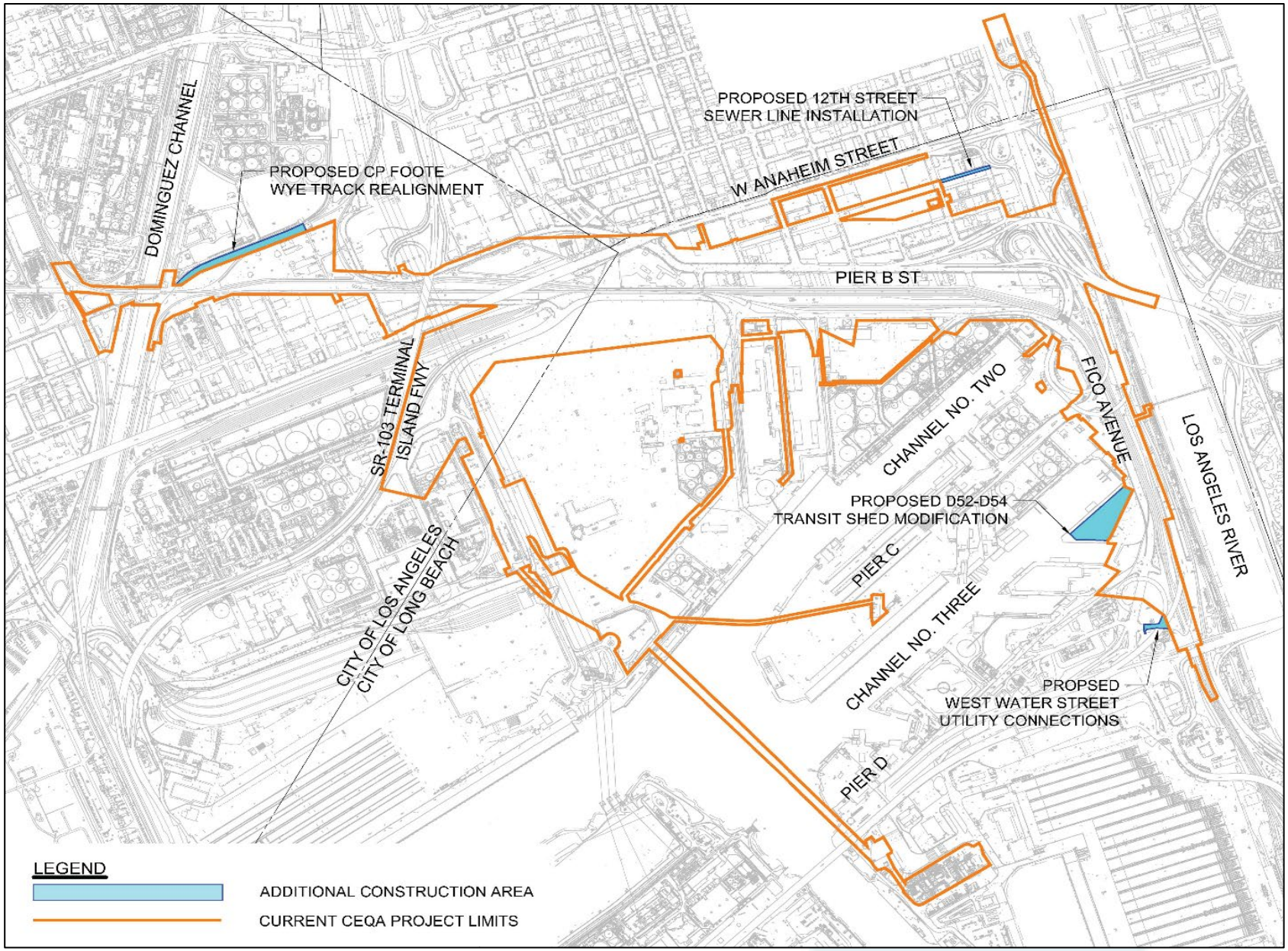

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723
Email: admin@gabrielenoindians.org

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Andrew Salas:

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Project Contact Information and to Request Consultation

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Environmental Specialist
Port of Long Beach
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Long Beach, CA 90802
Email: alex.holford@polb.com

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Renee Moilanen
Director of Environmental Planning

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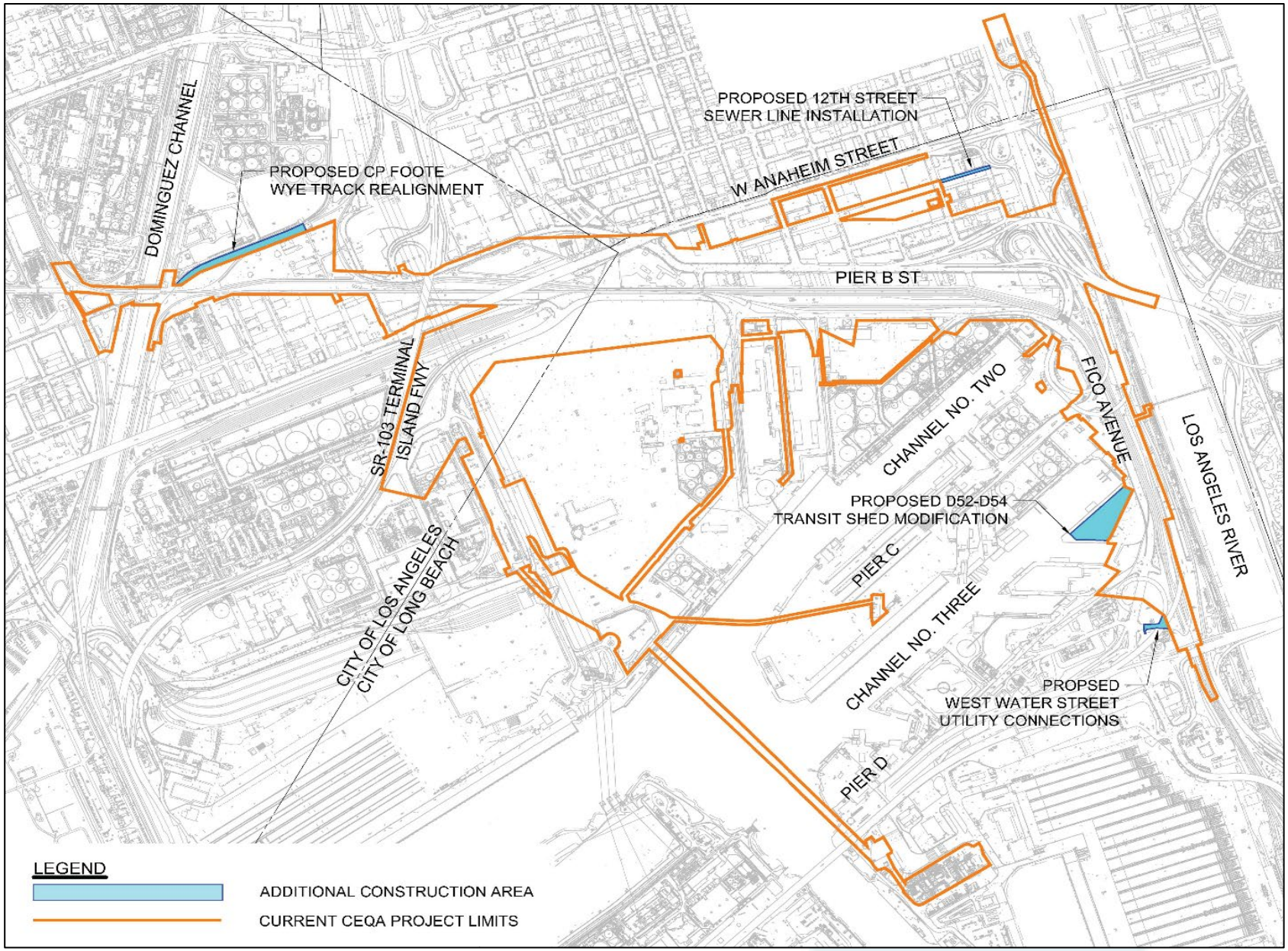

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January 30, 2025

Christina Swindall Martinez, Secretary
Gabrieleno Band of Mission Indians - Kizh Nation
P.O. Box 393
Covina, CA 91723
Email: admin@gabrielenoindians.org

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Christina Swindall Martinez:

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Renee Moilanen
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Figure 1. Regional Vicinity Map

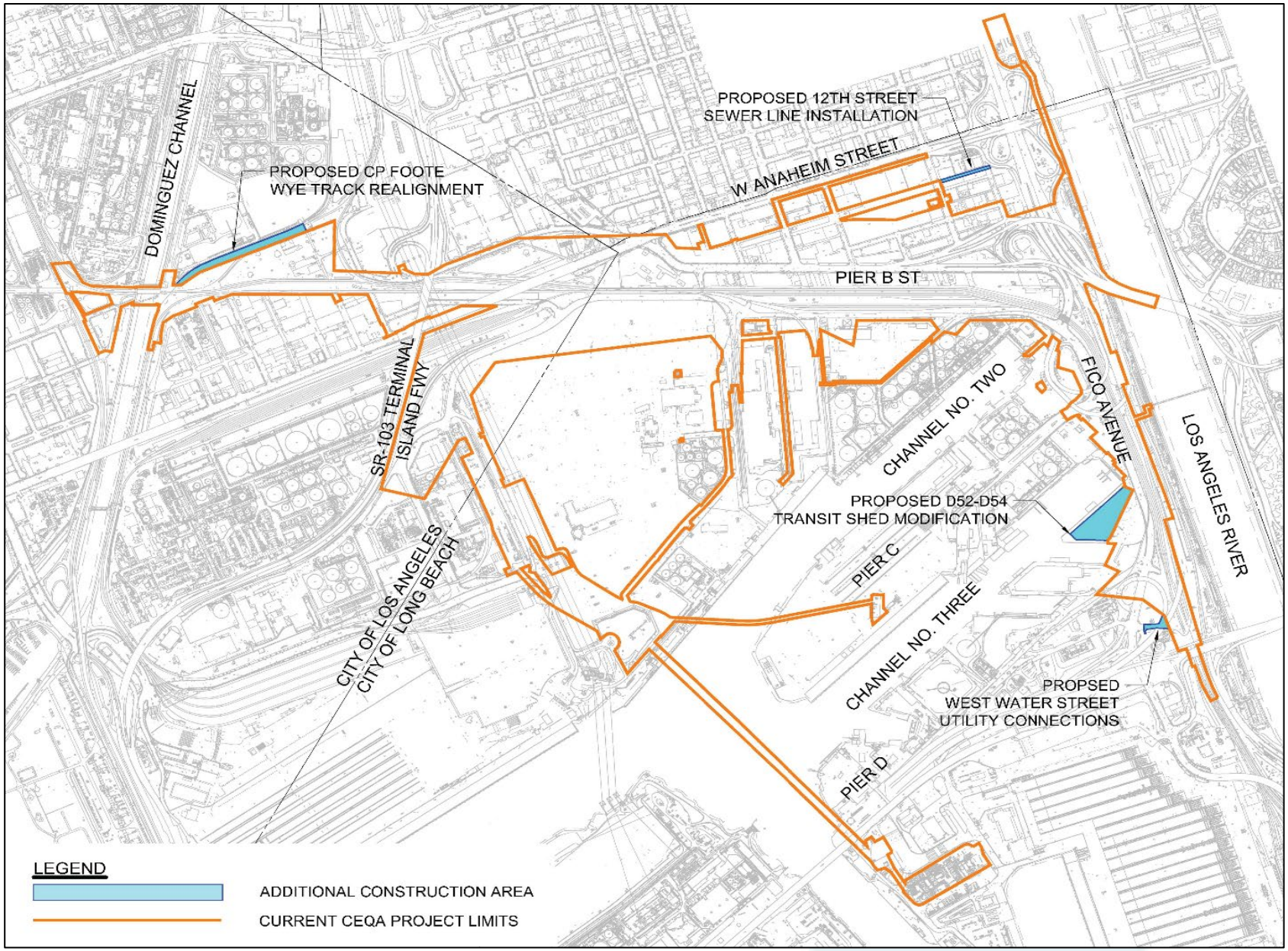

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778
Email: GTTribalcouncil@aol.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1**

Dear Anthony Morales:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare a Supplemental Environmental Impact Report (EIR) to evaluate proposed additions to the Pier B On-Dock Rail Support Facility Project. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 shows the additions to the overall project. A Sacred Lands File search by the California Native American Heritage Commission was completed with negative results.

Project Description

The proposed project is limited to the following additions to the Pier B On-Dock Rail Support Facility Project:

- *D52-D54 Transit Shed Modifications.* Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- *12th Street Sewer Line Installation.* Extension of a 36-inch-diameter sewer along W. 12th Street between Harbor Avenue and Fashion Avenue.
- *Control Point Foote Wye Track Relocation.* Relocation of railroad Control Point (CP) Foote wye tracks, east of the Dominguez Channel to be compatible with revised mainline track configurations in the railroad CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks.
- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrieleno/Tongva San Gabriel Band of Mission Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrieleno/Tongva San Gabriel Band of Mission Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrieleno/Tongva San Gabriel Band of Mission Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

- **Figure 1. Regional Site Vicinity Map**
- **Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project**

Figure 1. Regional Vicinity Map

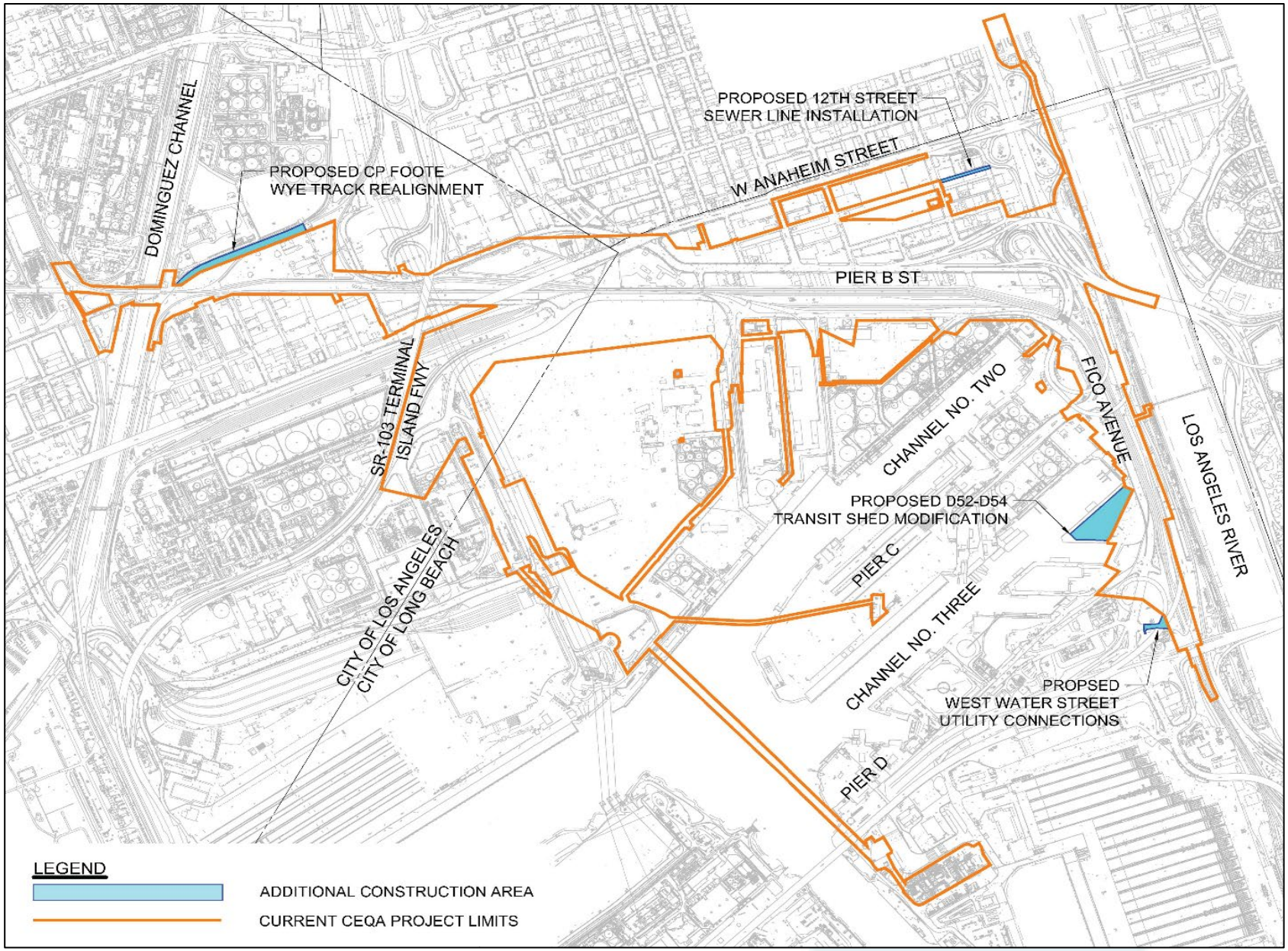

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Christina Conley, Cultural Resource Administrator
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 941078
Simi Valley, CA 93094
Email: christina.marsden@alumni.usc.edu

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Christina Conley:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare a Supplemental Environmental Impact Report (EIR) to evaluate proposed additions to the Pier B On-Dock Rail Support Facility Project. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 shows the additions to the overall project. A Sacred Lands File search by the California Native American Heritage Commission was completed with negative results.

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- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino Tongva Indians of California Tribal Council has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino Tongva Indians of California Tribal Council request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino Tongva Indians of California Tribal Council may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

- **Figure 1. Regional Site Vicinity Map**
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Figure 1. Regional Vicinity Map

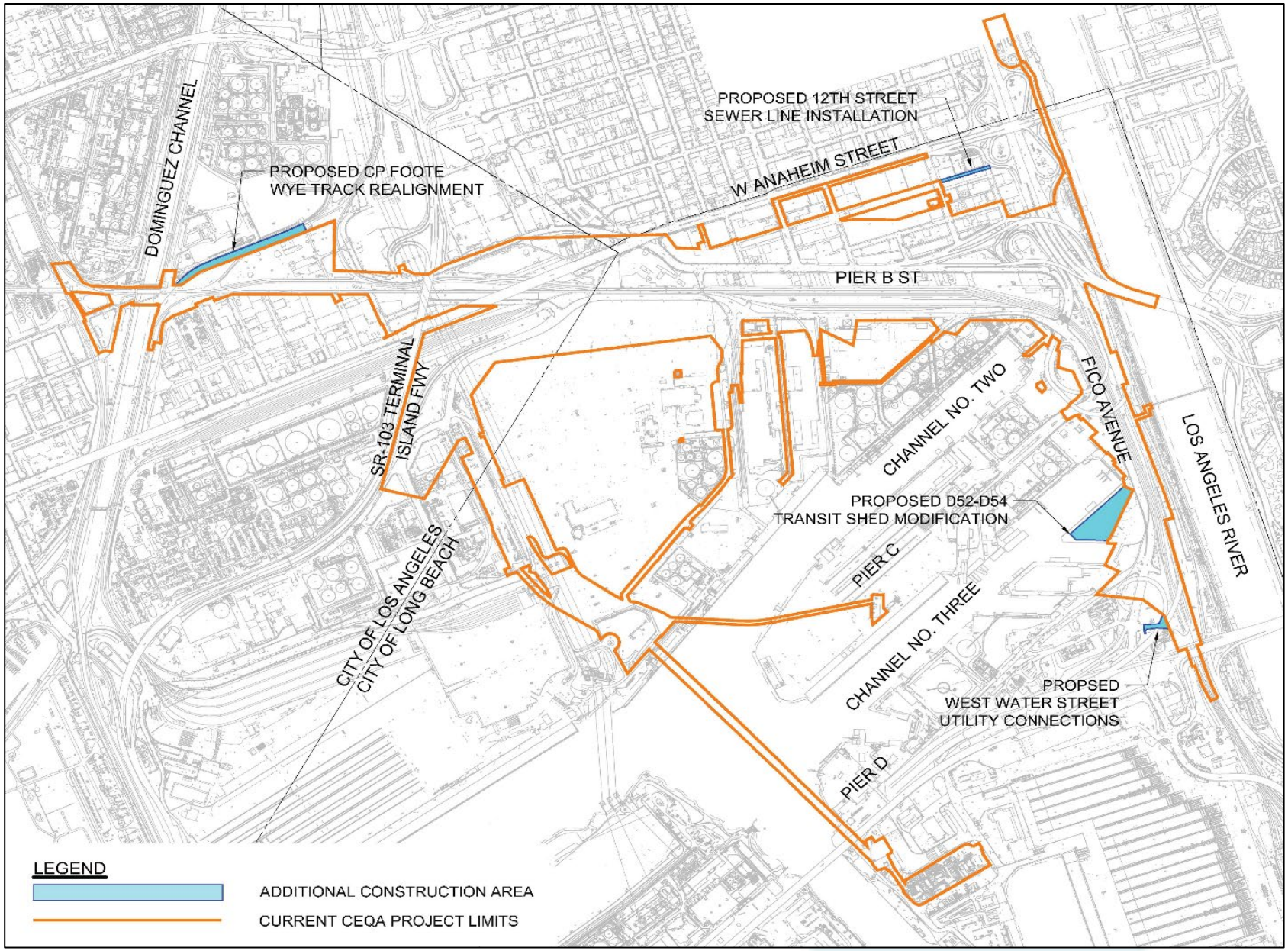

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Robert Dorame, Chairperson
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707
Email: gtongva@gmail.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Robert Dorame:

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- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino Tongva Indians of California Tribal Council has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino Tongva Indians of California Tribal Council request consultation, the Port will begin the consultation process within 30 days of receiving your request.

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Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino Tongva Indians of California Tribal Council may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

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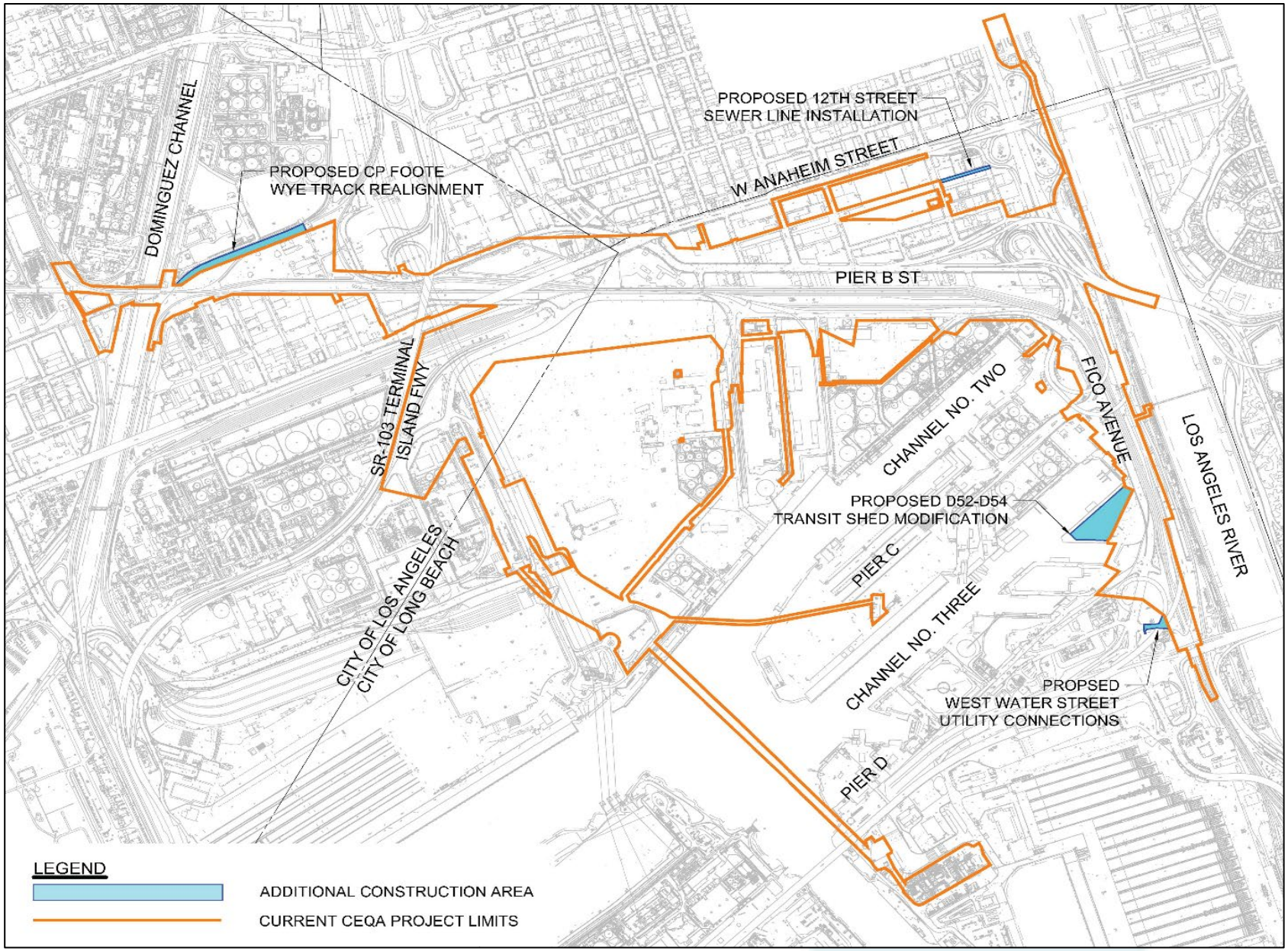

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Sandonne Goad, Chairperson
Gabrielino/Tongva Nation
106 1/2 Judge John Aiso St., #231
Los Angeles, CA, 90012
Email: sgoad@gabrielino-tongva.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Sandonne Goad:

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Project Description

The proposed project is limited to the following additions to the Pier B On-Dock Rail Support Facility Project:

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- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Gabrielino/Tongva Nation has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino/Tongva Nation request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino/Tongva Nation may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

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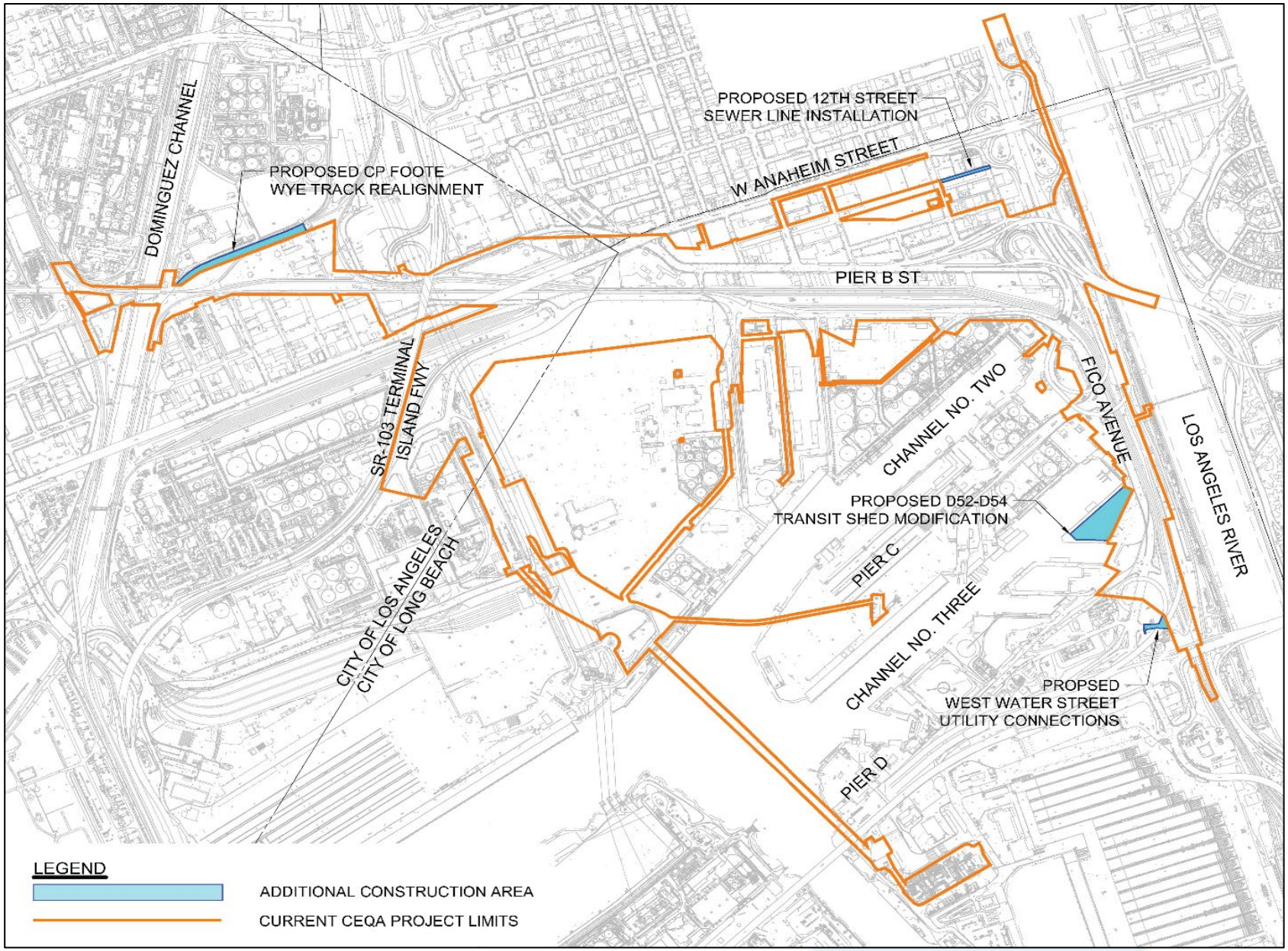

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Charles Alvarez, Chairperson
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307
Email: Chavez1956metro@gmail.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Charles Alvarez:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare a Supplemental Environmental Impact Report (EIR) to evaluate proposed additions to the Pier B On-Dock Rail Support Facility Project. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 shows the additions to the overall project. A Sacred Lands File search by the California Native American Heritage Commission was completed with negative results.

Project Description

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Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino-Tongva Tribe may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

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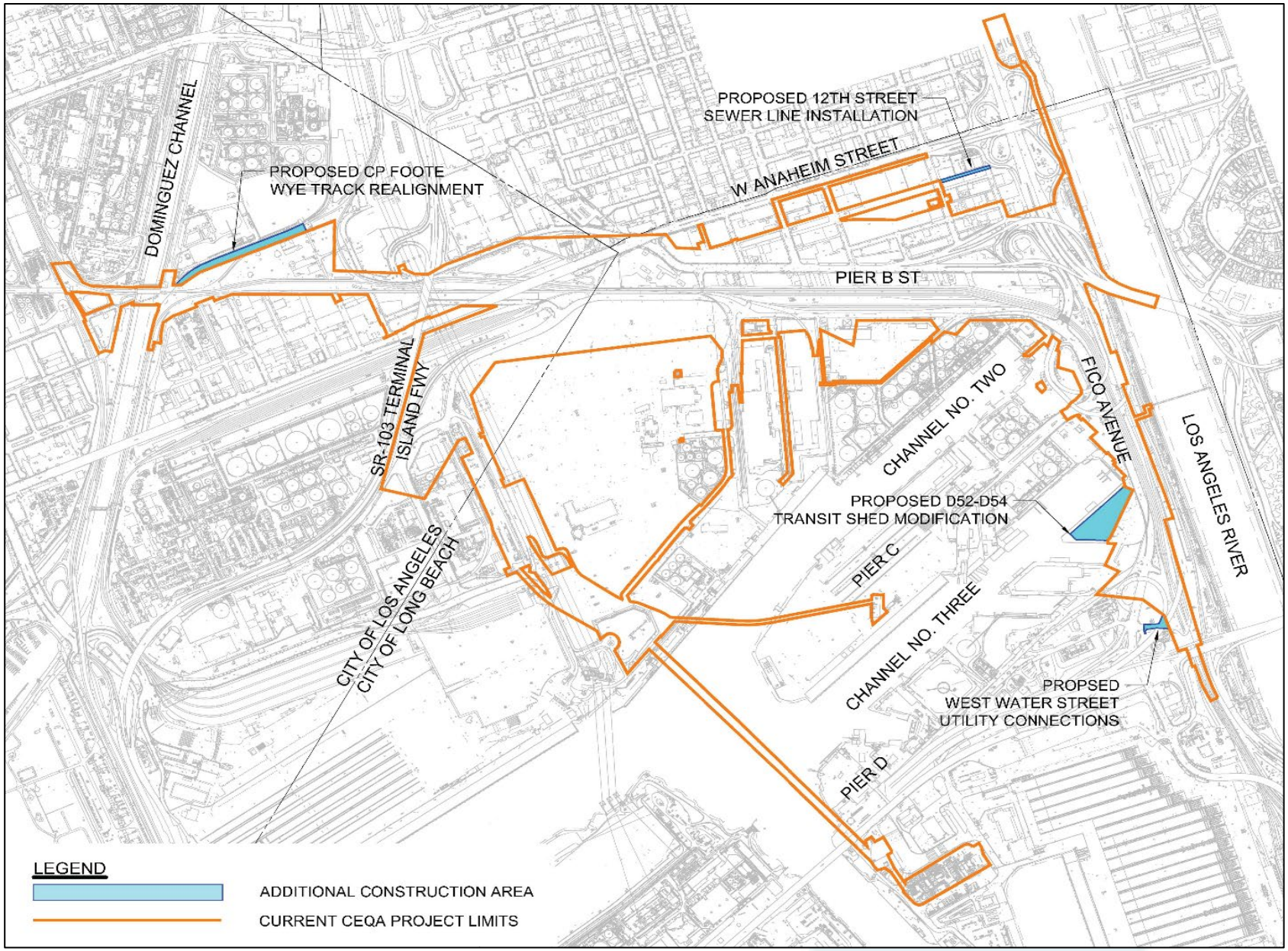

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Sam Dunlap, Cultural Resource Director
Gabrielino-Tongva Tribe
P.O. Box 3919
Seal Beach, CA 90740
Email: tongvatcr@gmail.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1**

Dear Sam Dunlap:

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Project Contact Information and to Request Consultation

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415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Gabrielino-Tongva Tribe may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

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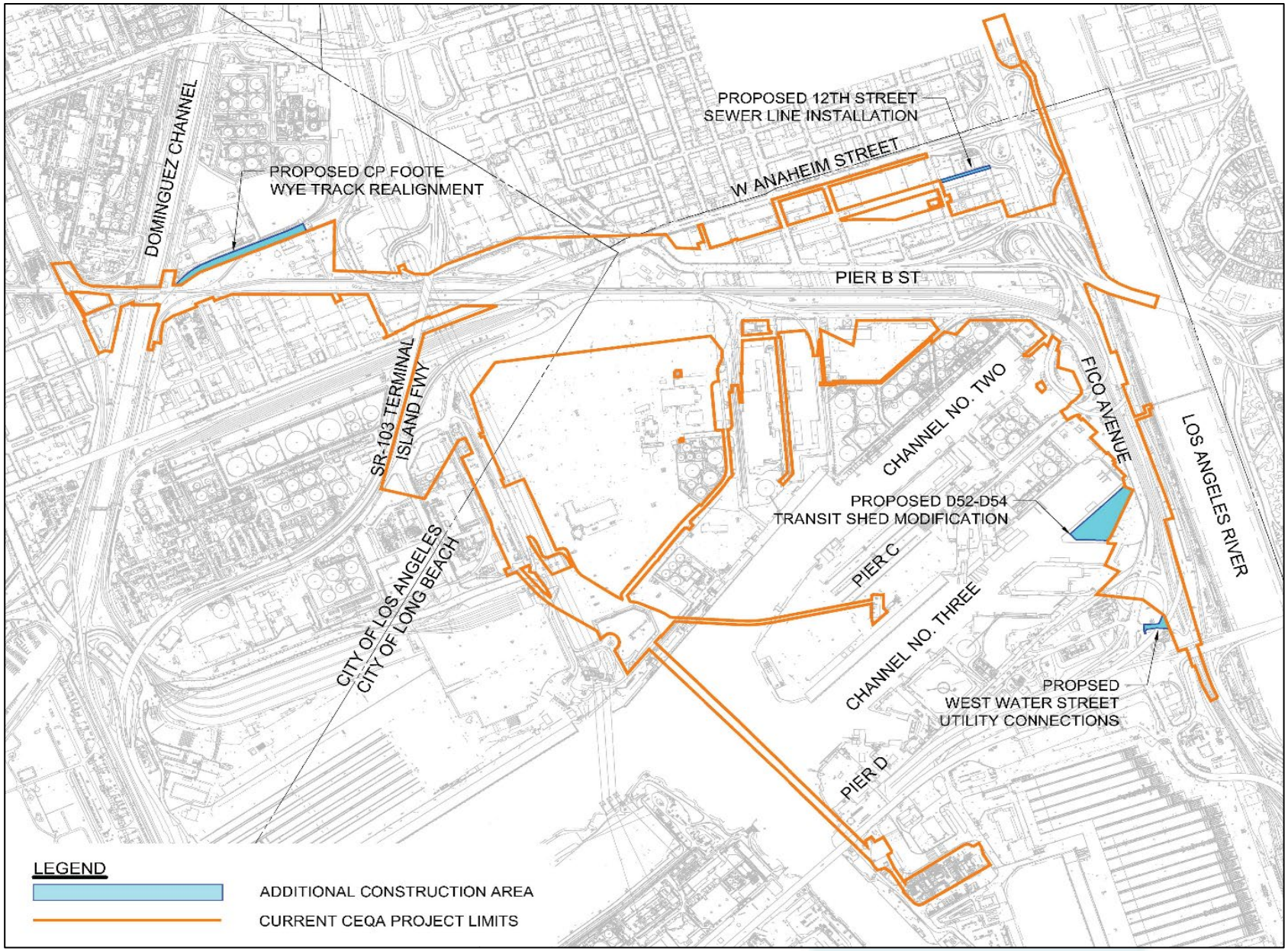

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Joyce Perry, Cultural Resource Director
Juaneno Band of Mission Indians Acjachemen Nation – Belardes
4955 Paseo Segovia
Irvine, CA 92603
Email: kaamalam@gmail.com

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Joyce Perry:

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Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Juaneno Band of Mission Indians Acjachemen Nation – Belardes has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Juaneno Band of Mission Indians Acjachemen Nation – Belardes request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Juaneno Band of Mission Indians Acjachemen Nation – Belardes may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

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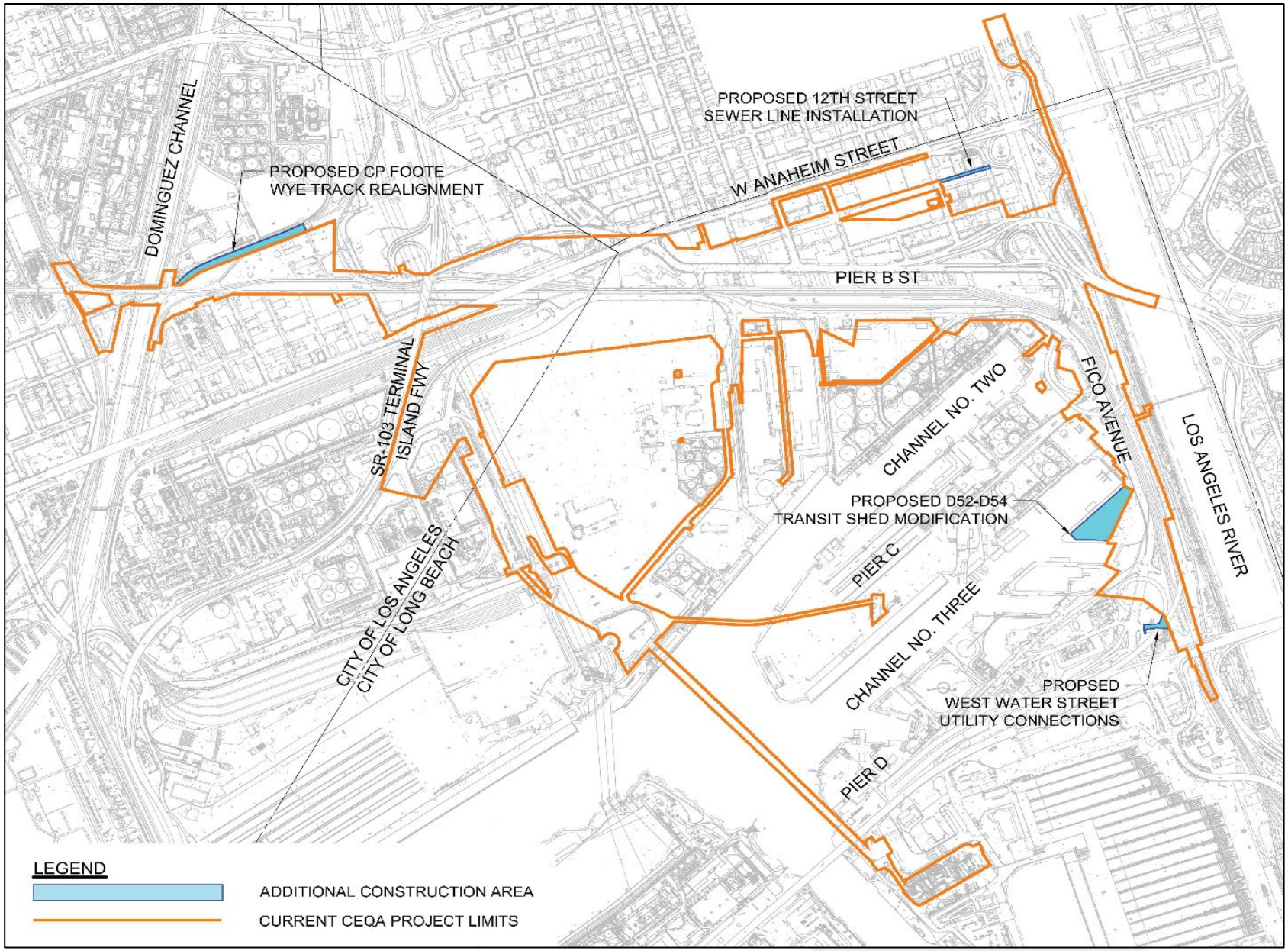

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Steven Estrada, Tribal Chairman
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539
Email: sestrada@santarosa-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Steven Estrada:

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Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Santa Rosa Band of Cahuilla Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Santa Rosa Band of Cahuilla Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Santa Rosa Band of Cahuilla Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

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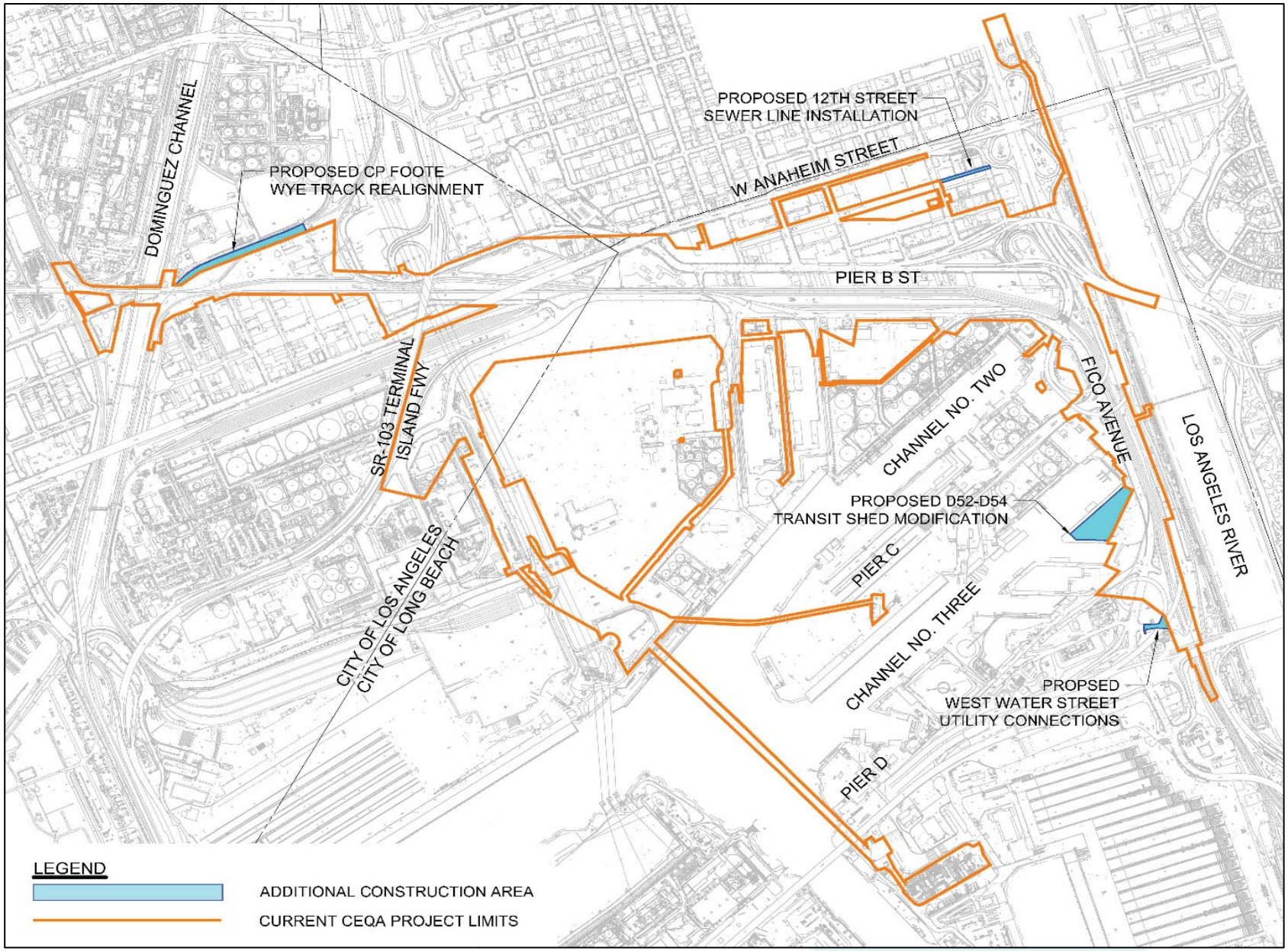

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Vanessa Minott, Tribal Administrator
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539
Email: vminott@santarosa-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
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Dear Vanessa Minott:

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- *Control Point Foote Wye Track Relocation.* Relocation of railroad Control Point (CP) Foote wye tracks, east of the Dominguez Channel to be compatible with revised mainline track configurations in the railroad CP Crucero area. Relocation, removal, and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities would accommodate the relocated rail tracks.
- *West Water Street Utility Connections.* Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard to serve the new compressed air building.

Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Santa Rosa Band of Cahuilla Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Santa Rosa Band of Cahuilla Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

To request consultation under AB 52 for the proposed Project, please submit your request, in writing to:

Alex Holford
Environmental Specialist
Port of Long Beach
Environmental Planning Division
415 W. Ocean Blvd, 7th Floor
Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Santa Rosa Band of Cahuilla Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

Attachments

- **Figure 1. Regional Site Vicinity Map**
- **Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project**

Figure 1. Regional Vicinity Map

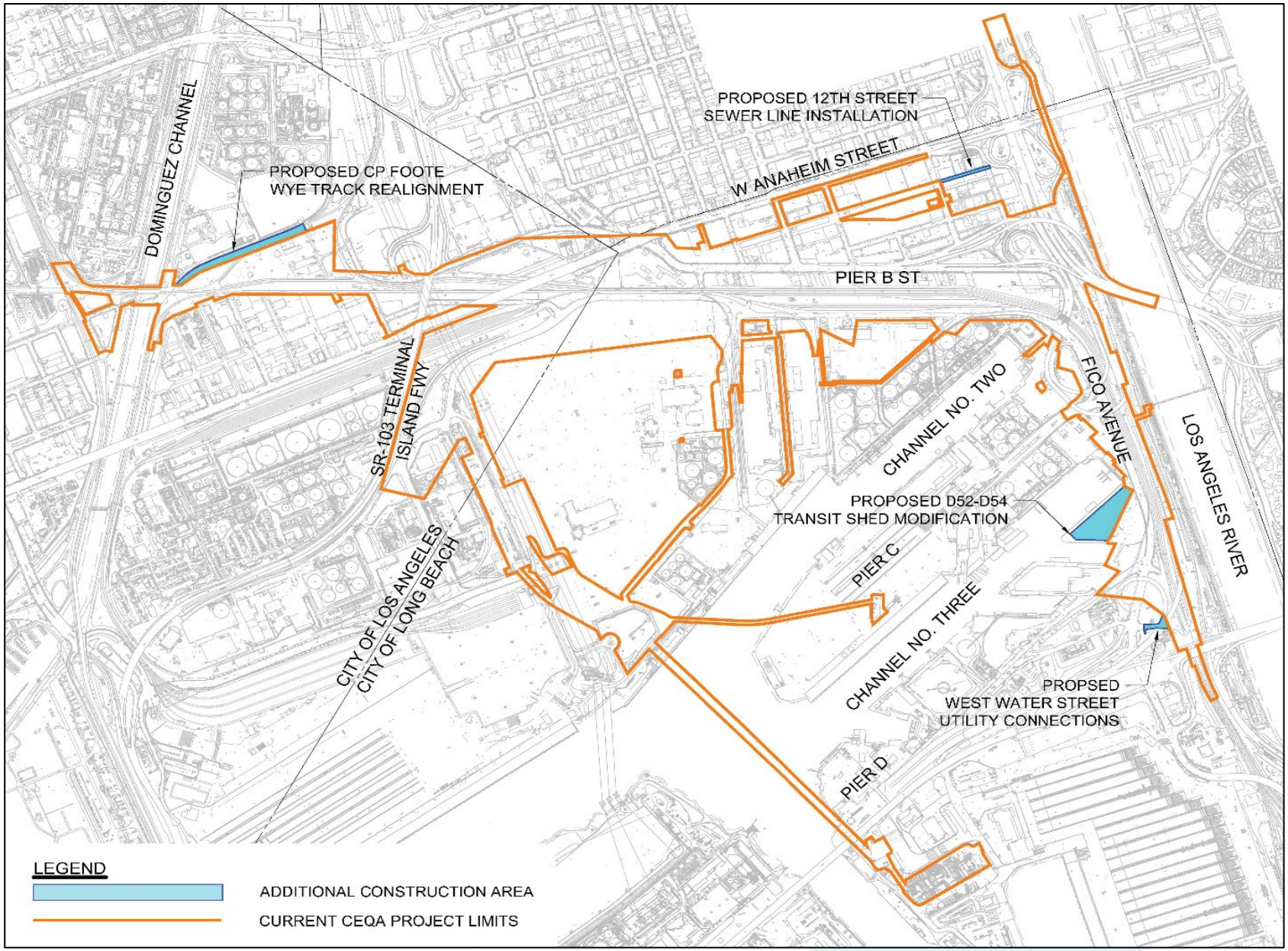

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Jessica Valdez, Cultural Resource Specialist
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581
Email: jvaldez@soboba-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Jessica Valdez:

As the lead agency pursuant to the California Environmental Quality Act (CEQA), the Port of Long Beach (Port) intends to prepare a Supplemental Environmental Impact Report (EIR) to evaluate proposed additions to the Pier B On-Dock Rail Support Facility Project. Pursuant to Public Resources Code 21080.3.1(d), please find below a description of the proposed modifications and the name of our project point of contact. Figure 1 shows the regional vicinity of the project and Figure 2 shows the additions to the overall project. A Sacred Lands File search by the California Native American Heritage Commission was completed with negative results.

Project Description

The proposed project is limited to the following additions to the Pier B On-Dock Rail Support Facility Project:

- *D52-D54 Transit Shed Modifications.* Demolition of a portion of the D52-D54 Transit Shed located in the southeast portion of the project area, west of Pico Avenue, to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
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Project Contact Information and to Request Consultation

Pursuant to California Public Resources Code Section 21080.3, the Soboba Band of Luiseno Indians has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Soboba Band of Luiseno Indians request consultation, the Port will begin the consultation process within 30 days of receiving your request.

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Port of Long Beach
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Long Beach, CA 90802
Email: alex.holford@polb.com

We understand that consultation is a private and ongoing process; we would appreciate any input the Soboba Band of Luiseno Indians may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

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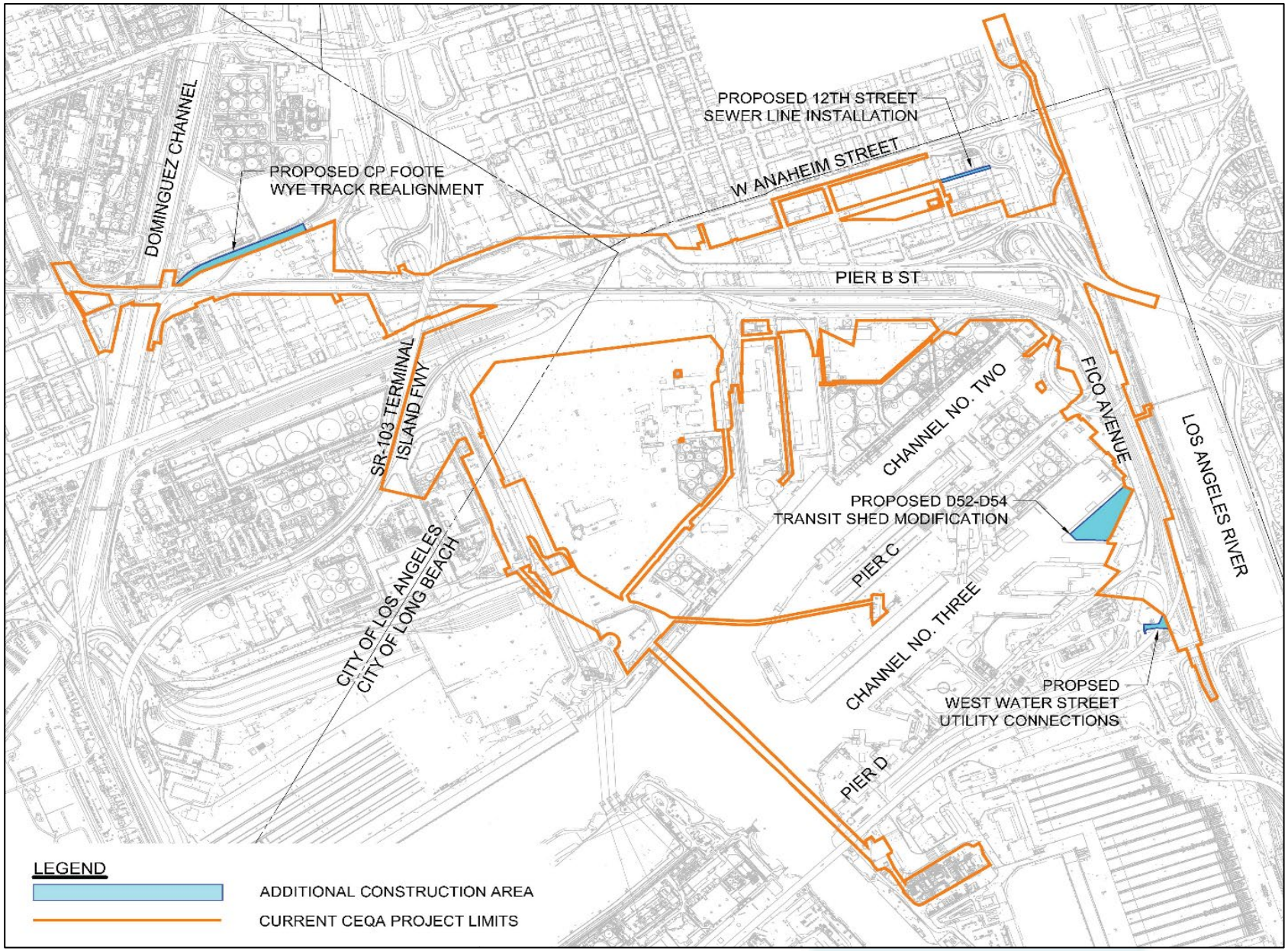

Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

Joseph Ontiveros, Tribal Historic Preservation Officer
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581
Email: jontiveros@soboba-nsn.gov

Subject: **Port of Long Beach Pier B On-Dock Rail Support Facility**
Tribal Cultural Resources under the California Environmental Quality Act,
AB 52 Formal Notification of Decision to Undertake a Project and
Notification of Consultation Opportunity Pursuant to Public Resources Code
Section 21080.3.1

Dear Joseph Ontiveros:

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Renee Moilanen
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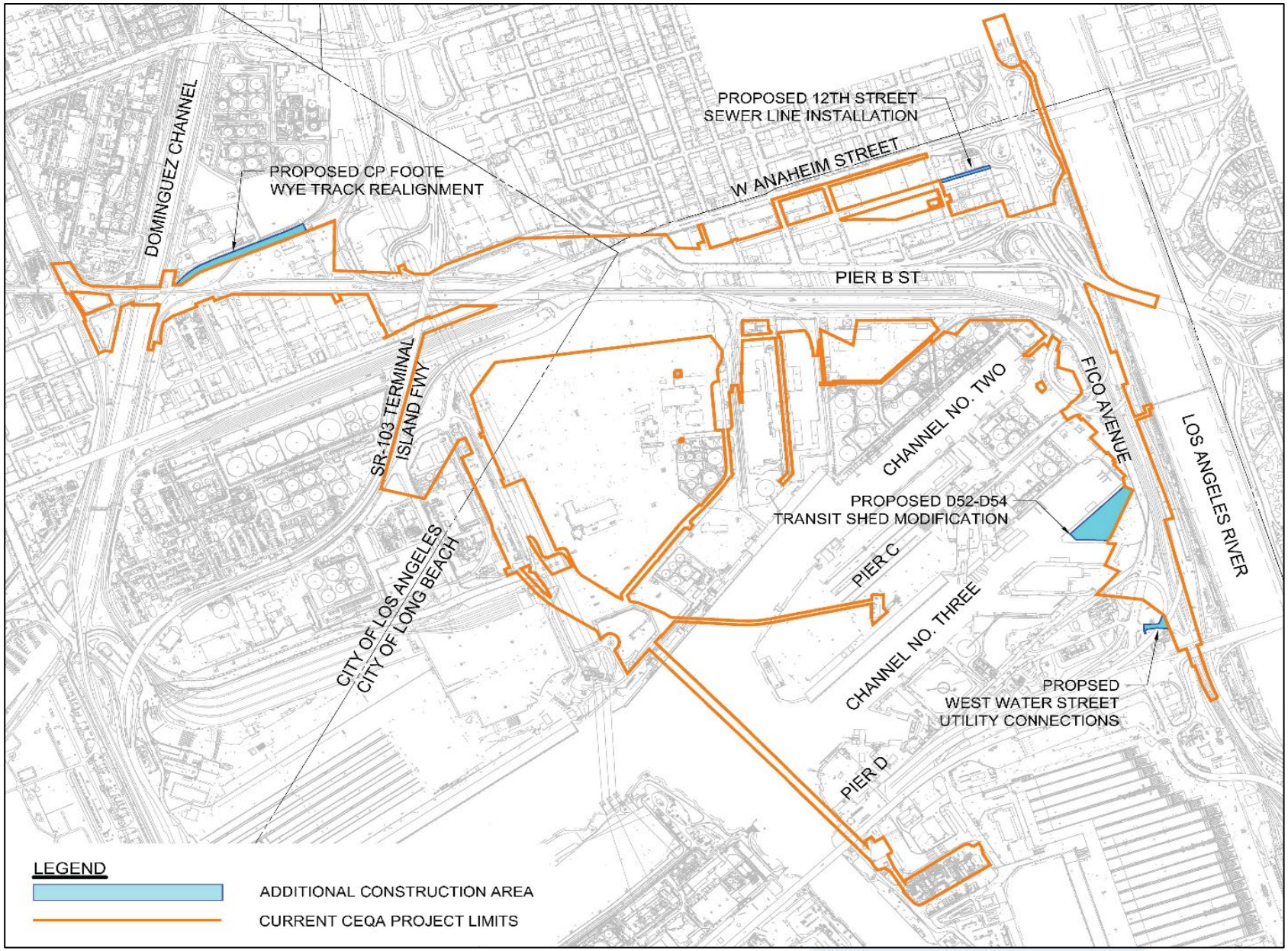

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