

Draft

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

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

Prepared for:

Port of LONG BEACH
THE PORT OF CHOICE

October 2026

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

Contact:
Alex Holford
Environmental Specialist

Prepared by:

ASCENT

Ascent
530 Technology Drive, Suite 100
Irvine, CA 92618

Contact:
Rid Hollands
Project Manager
619.604.3788

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LIST OF ACRONYMS AND ABBREVIATIONS

AB52	Assembly Bill 52
ACTA	Alameda Corridor Transportation Authority
Addendum	Addendum to the Final EIR for the Pier B On-Dock Rail Support Facility Project
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	Best Management Practice
BNSF	BNSF Railway Company
CAAP	San Pedro Bay Ports Clean Air Action Plan
CalGEM	California Geologic Energy Management Division
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHSC	California Health and Safety Code
CNEL	community noise equivalent level
COLA	City of Los Angeles
COLB	City of Long Beach
CP	Control Point
CRHR	California Register of Historical Resources
dB	Decibel
dBA	A-weighted decibels
Draft EIR	Draft Supplemental Environmental Impact Report
ERP	Environmental Review Partners
ESHA	Environmentally Sensitive Habitat Area
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
HABS	Historic American Building Survey
HDP	Harbor Development Permit
HPTP	Historic Property Treatment Plan
I-710	Interstate 710
LACFCD	Los Angeles County Flood Control District
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LBMC	Long Beach Municipal Code
LBUSD	Long Beach Unified School District
L_{eq}	Equivalent Continuous Sound Level
MARAD	US Department of Transportation, Maritime Administration

mm/s	millimeters per second
MBTA	Migratory Bird Treaty Act
MLD	most likely descendant
mm/s	millimeters per second
MMRP	Mitigation Monitoring and Reporting Program
MOA	Memorandum of Agreement
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
NHPA	National Historic Preservation Act
NOx	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PM	particulate matter
Pier B Project	Pier B On-Dock Rail Support Facility Project
POLA	Port of Los Angeles
POLB or Port	Port of Long Beach
$PM_{2.5}$	Particulate Matter with a diameter less than 2.5 micrometers
PM_{10}	Particulate Matter with a diameter less than 10 micrometers
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SEA	Significant Ecological Areas
SEIR	Supplemental Environmental Impact Report
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
UPRR	Union Pacific Railroad Company
VdB	velocity level in decibels
VCP	Vitrified Clay Pipe
VMT	vehicle miles traveled

1 INTRODUCTION

This Recirculated 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.

The Notice of Completion and Availability of the Draft SEIR for the Pier B On-Dock Rail Support Facility Project (Pier B Project) was issued for a 45-day public review period from September 5, 2025, through October 20, 2025, in accordance with State CEQA Guidelines Section 15163(c). In the previous Draft SEIR, partial demolition of the D52-D54 Transit Shed was proposed. However, following the Draft SEIR's public review period, further engineering design identified the need for full demolition of the D52-D54 Transit Shed because its partial demolition would not be economically or physically feasible without damaging the remainder of the Transit Shed. The partial demolition of the Transit Shed was previously identified in the Draft SEIR as a significant and unavoidable impact to a historic resource; the full demolition of the Transit Shed would remain a significant and unavoidable impact to a historic resource. In addition, Port engineers identified the need for additional construction equipment staging and laydown areas, and the City of Los Angeles (COLA) Bureau of Engineering requested to remove/abandon a sewer main line, which is also included in this recirculated Draft SEIR.

In accordance with Section 15088.5 of the State CEQA Guidelines, the Draft SEIR is being recirculated to consider the impacts of full demolition of the Transit Shed, the additional construction equipment staging and laydown areas, and the sewer main line abandonment. All other aspects of the Modified Project as discussed and analyzed in the previous Draft SEIR remain the same. Although State CEQA Guidelines Section 15088(c) states that, "If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified." For disclosure purposes, the decision was made by POLB to recirculate the Draft SEIR in its entirety.

Supplemental EIR

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 Recirculated Draft SEIR provides information on the:

- proposed additions and changes to the Pier B Project requiring environmental analysis,
- intended uses of the Recirculated Draft SEIR,
- scope of the Recirculated Draft SEIR,
- agency roles and responsibilities,
- public review process,
- organization of the Recirculated Draft SEIR, and
- standard terminology used in the Recirculated 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.
- POLB. 2025 (September). *Pier B On-Dock Rail Support Facility Project Draft Supplemental EIR*. SCH# 2009081079. Available: https://thehelm.polb.com/download/392/pier-b-on-dock-rail-support-facility/24126/pier_b_seir_complete.pdf.

1.3 OVERVIEW OF PROPOSED MODIFICATIONS TO PROJECT

Minor additions and changes to the Pier B Project consist of the following (see Figure 1-1):

- 1 – Berths D52-D54 Transit Shed Demolition. Demolition of the entire Transit Shed at Pier D Berths 52-54, 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. The 2025 Draft SEIR proposed partial demolition of the Transit Shed, which is deemed infeasible due to cost, engineering and constructability complexities related to maintaining the remainder of the building's integrity after partial removal of the façade and easterly portion of the Transit Shed. Thus, total demolition of the Transit Shed is now proposed.

- 2 - West 12th Street Sewer Line Installation. Extension of a 36-inch-diameter sewer along West 12th Street between Harbor Avenue and Fashion Avenue.
- 3 - 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.
- 4 - West Water Street Utility Connections. Construction of sewer and water lines on West Water Street, near the I-710 interchange at Ocean Boulevard.
- 5 - Dominguez Channel Rail Bridge Construction Staging and Laydown Area. Area (.03 acres) for temporary 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.
- 6 - Pavement Restriping. Restriping and signage at the southbound I-710 Exit 1B offramp, and adjacent to Queen's Wharf Restaurant off Pico Avenue.
- 7 - Anaheim Street Construction Staging and Laydown Area. Area (2.5 acres) used for temporary construction equipment staging and laydown for contractor activities related to construction, south of West Anaheim Street and west of Jackson Avenue.
- 8 - Carrack Avenue Construction Staging and Laydown Area. Area (12.3 acres) used for temporary construction equipment staging and laydown for contractor activities related to construction, north and east of Carrack Avenue, east of an Oil Operating Area, and south of the Toyota Logistics Services lot.
- 9 - Pier B Sewer Main Line Removal/Abandonment. Removal/Abandonment of a COLA-owned 27-inch sewer main line, north of the Toyota Logistics Services building at Pier B near the intersection of Pier B Street and Carrack Avenue. As part of the sewer work, POLB would take ownership of the sewer to remove/abandon it in place and would install and maintain a new manhole at the point of connection (POC) between the existing POLB/COLA sewer. Approximately 275 feet of the sewer within Southern California Edison's (SCE) right-of-way is proposed to be removed, and approximately 2,389 ft of sewer within Toyota Logistics Services' parking lot at Pier B is proposed to be abandoned.
- 10 - West Pier D Street Construction Staging and Laydown Area. Two areas (totaling 4.9 acres) for temporary construction equipment staging and laydown for contractor activities related to construction, beneath the Long Beach International Gateway Bridge, accessed from West Pier D Street.

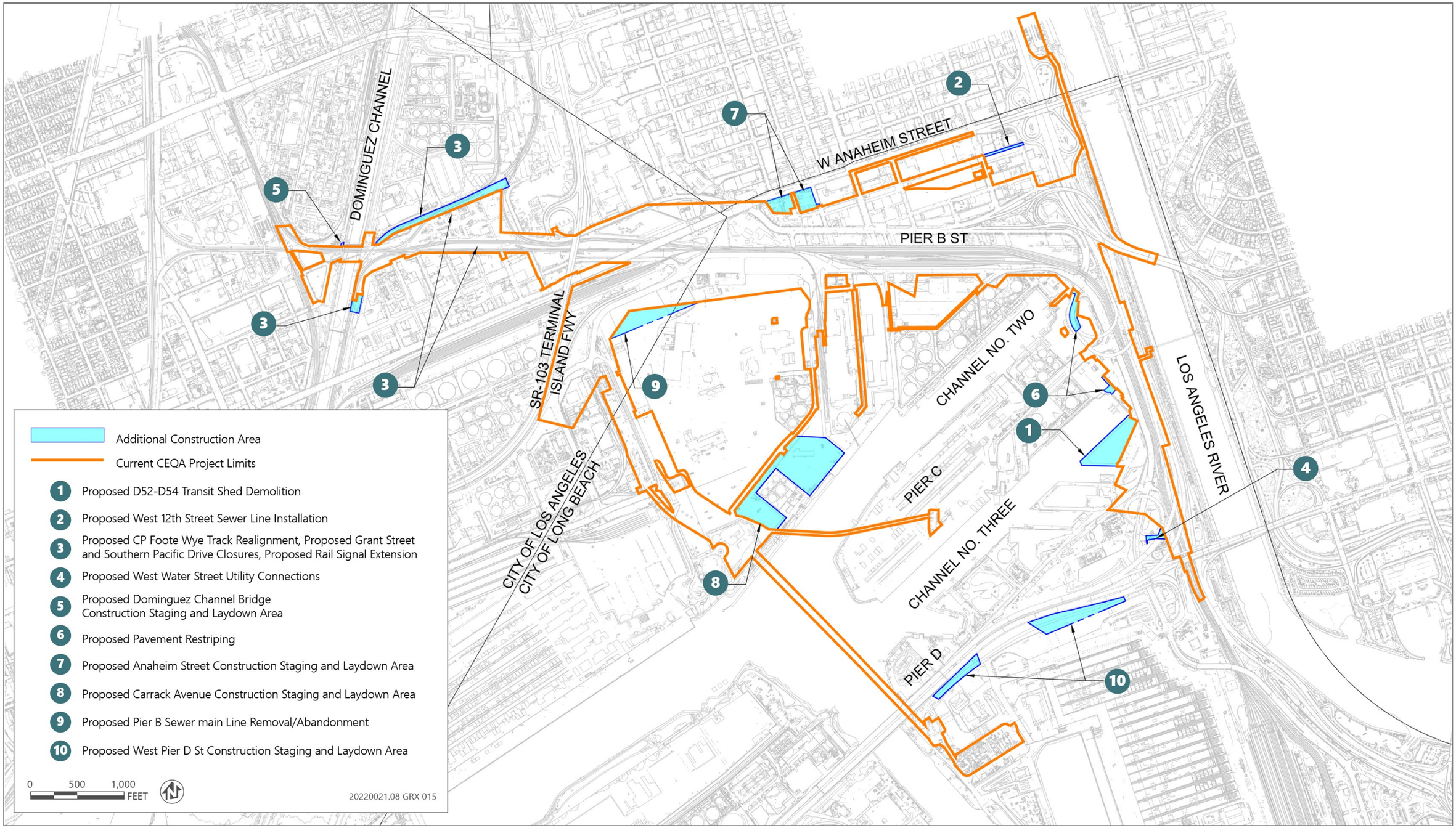


Figure 1-1 Overview of Modified Project Elements

1.4 SCOPE OF THE DRAFT SEIR

This Recirculated 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 Recirculated Draft SEIR). Based on the available information, this Recirculated Draft 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 Recirculated 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."

- Aesthetic
- 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 Recirculated 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 Recirculated Draft 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 defined by State CEQA Guidelines Section 15381, 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 HDP;
- Alameda Corridor Transportation Authority (ACTA)/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;
- 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;
- California Department of Transportation (Caltrans) – Encroachment permits for work occurring within or abutting Caltrans right-of-way;
- POLA/POLB Joint Property Revocable Permit – Permit for the areas that will be owned jointly by the Ports by the Dominguez Channel and Grant Street following the completion of the street vacation process;
- Los Angeles County Flood Control District (LACFCD) – Encroachment permit for the small parcel west of the Dominguez Channel where LACFCD owns the easement; and
- Regional Water Quality Control Board – Construction General Permit.

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]). Section 15088.5 of the State CEQA Guidelines states that a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.

As outlined by CEQA Guidelines Section 15088.5(f), recirculating an EIR can result in the lead agency receiving more than one set of comments from reviewers, and the lead agency has two options for identifying the set of comments to which it will respond:

(1) When an EIR is substantially revised and the entire document is recirculated, the lead agency may require reviewers to submit new comments and, in such cases, need not respond to those comments received during the earlier circulation period. The lead agency shall advise reviewers, either in the text of the revised EIR or by an attachment to the revised EIR, that although part of the administrative record, the previous comments do not require a written response in the final EIR, and that new comments must be submitted for the revised EIR. The lead agency need only respond to those comments submitted in response to the recirculated revised EIR.

(2) When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

In addition, as part of providing notice of recirculation as required by Public Resources Code Section 21092.1, the lead agency shall send a notice of recirculation to every agency, person, or organization that commented on the prior EIR. The notice shall indicate, at a minimum, whether new comments may be submitted only on the recirculated portions of the EIR or on the entire EIR in order to be considered by the agency.

As the entire Draft SEIR document is being recirculated, in accordance with CEQA Guidelines Section 15088.5(f)(1), notice is hereby provided that the previous comments will be part of the administrative record, but new comments shall be submitted for the recirculated SEIR, in order for POLB to respond to them.

This Recirculated 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 Recirculated 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 Recirculated Draft SEIR are posted on the Port's website at https://polb.com/ceqa. Copies of this Recirculated 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 Recirculated 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 Recirculated Draft SEIR must be submitted no later than 4:00 p.m. (Pacific Time) on December 9, 2026, to:

Ms. Renee Moilanen, Director of Environmental Planning
Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard, 7th floor
Long Beach, California 90802

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

1.8 DRAFT SEIR ORGANIZATION

This Recirculated Draft SEIR is organized into the following chapters:

- **Chapter 1, "Introduction":** This chapter describes the purpose of this Recirculated Draft SEIR, background and overview of the Pier B Project, documents incorporated by reference in this Recirculated Draft SEIR, the scope of this Recirculated Draft SEIR, standard terminology, intended uses of this Recirculated Draft SEIR, the public review process, and the organization of this Recirculated 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 Recirculated Draft SEIR and the documents and individuals used as sources for the analysis.

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, including construction equipment staging and laydown; street closures, and demolition of the Berths D52-D54 Transit Shed. The location of the Modified Project is generally the same as discussed and analyzed in the Pier B Final EIR (POLB 2018) and Addendum (POLB 2023), expanding the Pier B Project footprint by approximately 32.2 acres, with the majority of this expansion area associated with temporary construction staging and laydown areas.

The Pier B Project is located in southern Los Angeles County in the POLB, and extends westward into 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; UPRR and BNSF; ACTA; 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):

- 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

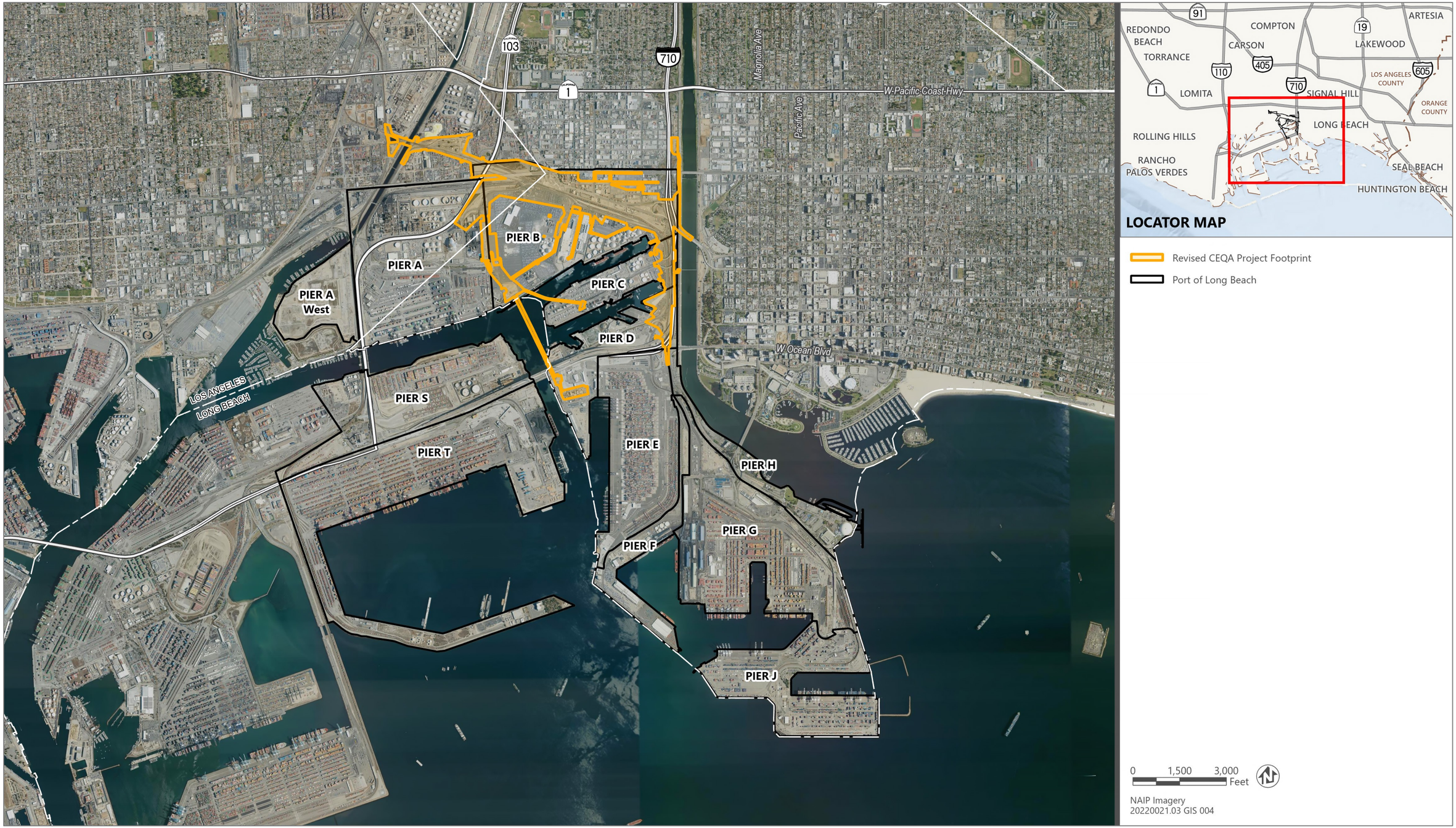
Each element of the proposed Modified Project is described in this section. Figure 2-3 illustrates the Modified Project elements (shaded in light blue) relative to the overall approved Pier B Project (outlined in orange).

- Berths D52-D54 Transit Shed Demolition
- 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
- Carrack Avenue Construction Staging and Laydown Area
- Pier B Sewer Main Line Removal/Abandonment
- West Pier D Street Construction Staging and Laydown Area



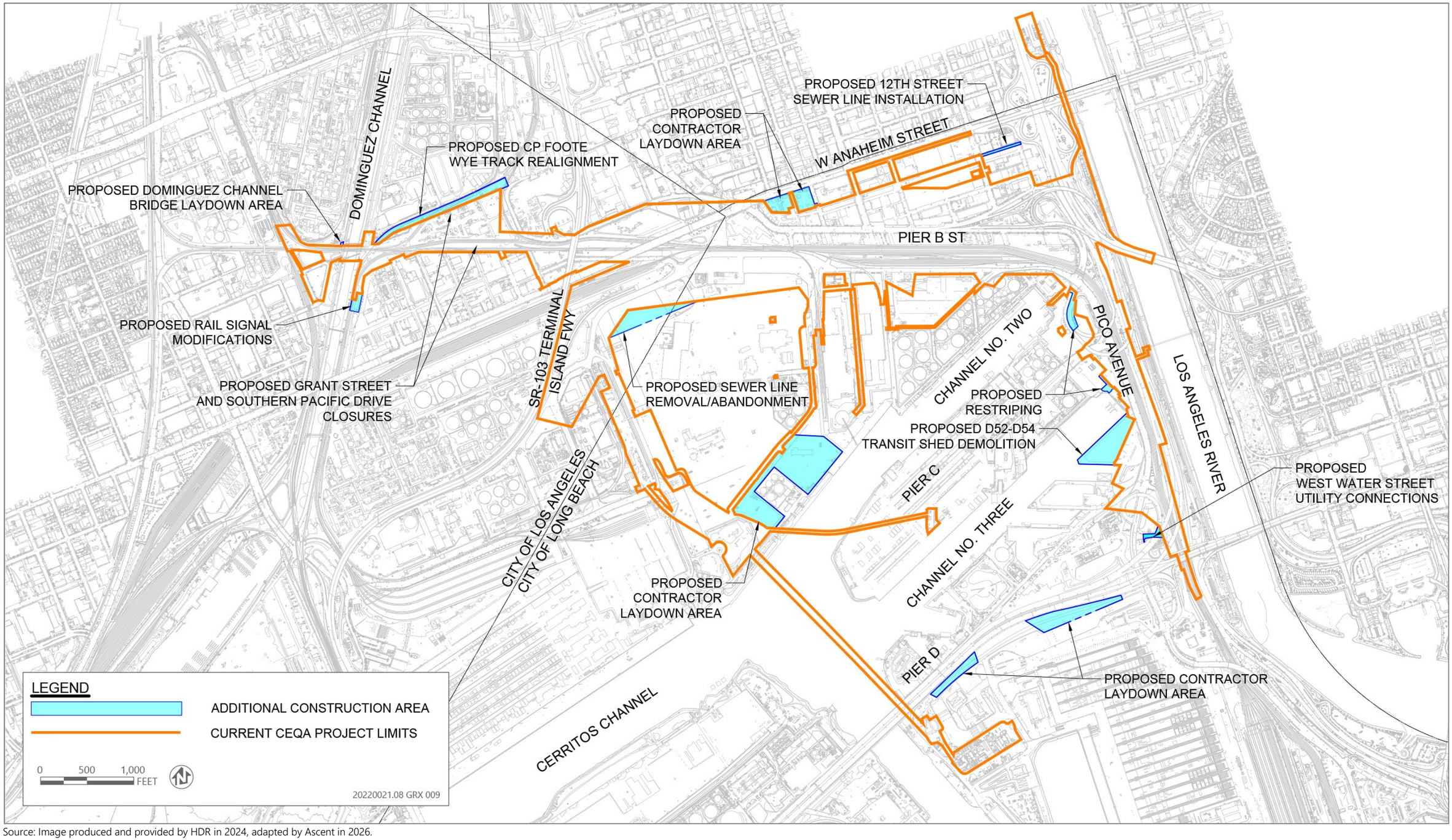
Source: Adapted by Ascent 2024.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2025.

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



Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2026.

Figure 2-3 Modified Project Elements Locations

2.3.1 Berths D52-D54 Transit Shed Demolition

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 the existing Transit Shed would be required (Figure 2-4). The EIS prepared and approved by MARAD determined the Transit Shed 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 total 142,272-square-foot building.

In addition, work to protect in place and/or modify electrical panels, exposed elements of cathodic protection system for the wharf, and existing utilities would be required. Paving, fencing, erosion control, and grading is also proposed following removal of the transit shed.

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 2-5). 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.

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 2-6). 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 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 2-6).

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.

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 (Figure 2-7). 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 (Figure 2-8).

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 (Figure 2-8).

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 (Figure 2-9).

2.3.8 Carrack Avenue Construction Staging and Laydown Area

A temporary area (12.3 acres) would be used for construction equipment staging and laydown for contractor activities related to construction, north and east of Carrack Avenue, east of an Oil Operating Area and south of the Toyota Logistics Services lot (Figure 2-10).

2.3.9 Pier B Sewer Main Line Removal/Abandonment

A 27-inch Sewer Main Line would be removed/abandoned in the area north of the Toyota Logistics Services building at Pier B near the intersection of Pier B Street and Carrack Avenue (Figure 2-11). As part of the sewer work, POLB would take ownership of the sewer to remove/abandon in place and install and maintain a new manhole at the POC between the existing POLB/COLA sewer. Approximately 275 feet of the sewer within SCE's right-of-way is proposed to be removed, and approximately 2,389 ft of sewer within Toyota Logistics Services' parking lot at Pier B is proposed to be abandoned.

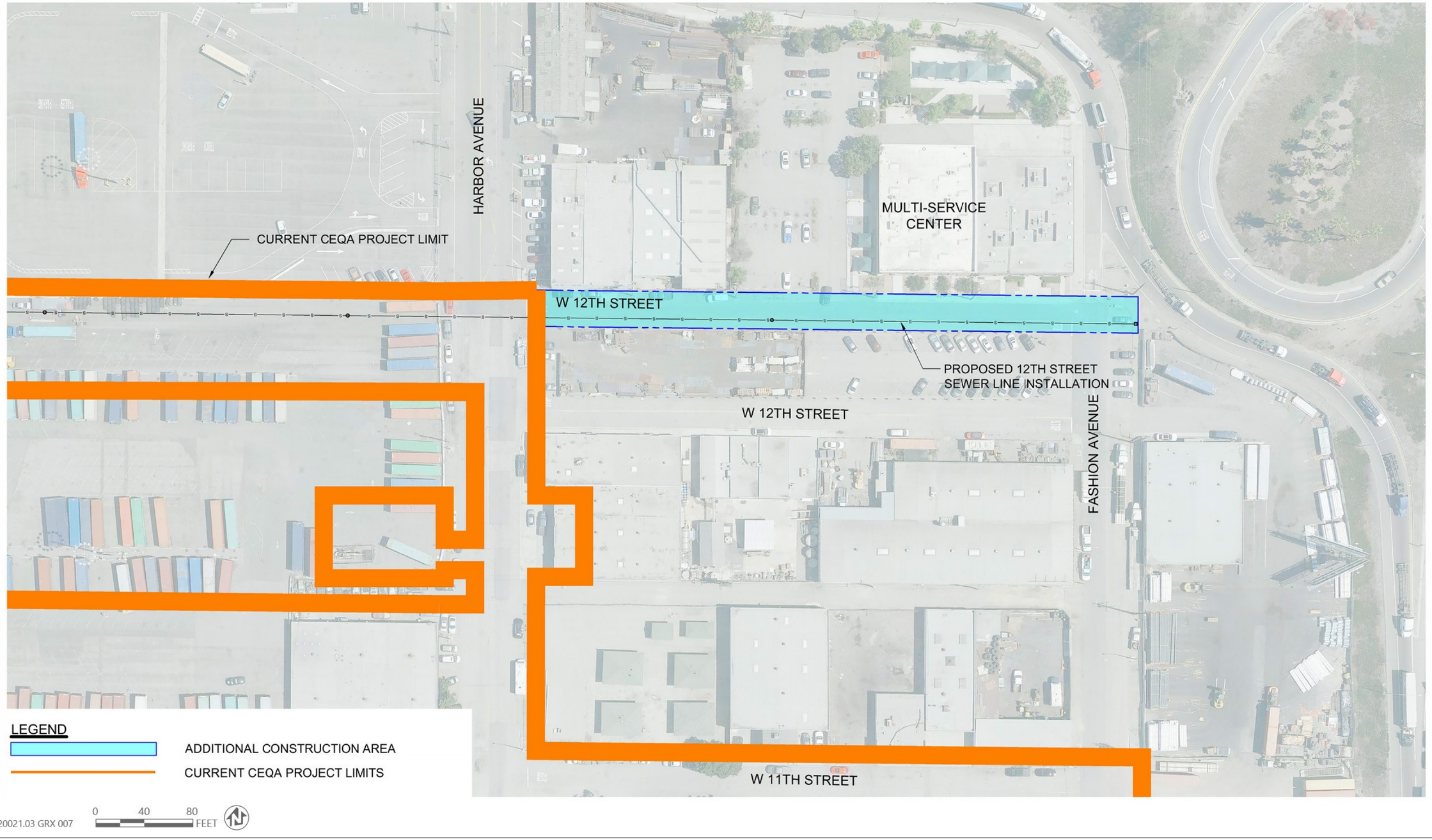
2.3.10 West Pier D Street Construction Staging and Laydown Area

Two temporary areas (totaling 4.9 acres) would be used for construction equipment staging and laydown for contractor activities related to construction, beneath the Long Beach International Gateway Bridge, accessed from West Pier D Street (Figure 2-12).



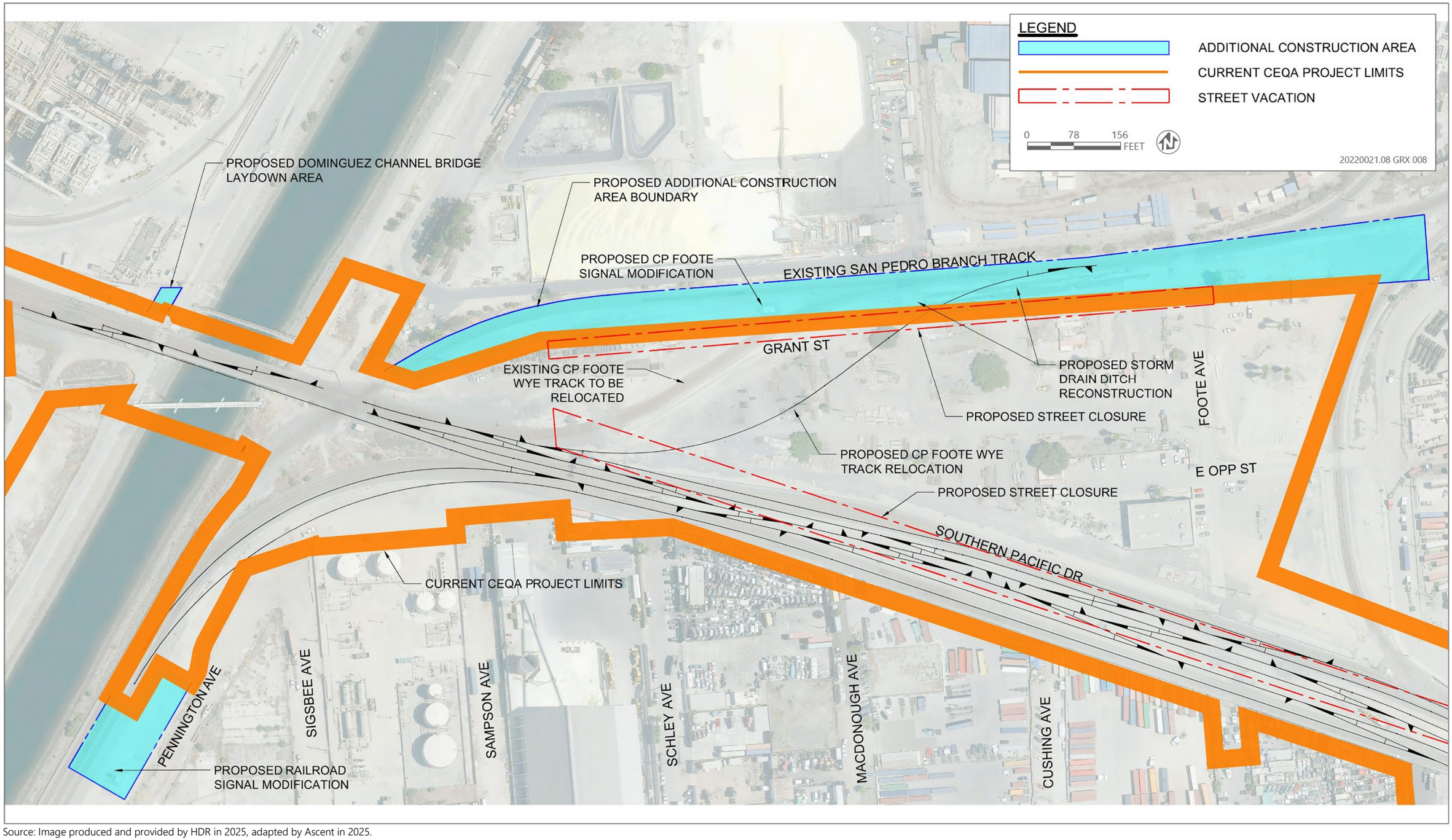
Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2026.

Figure 2-4 D52-D54 Transit Shed Demolition



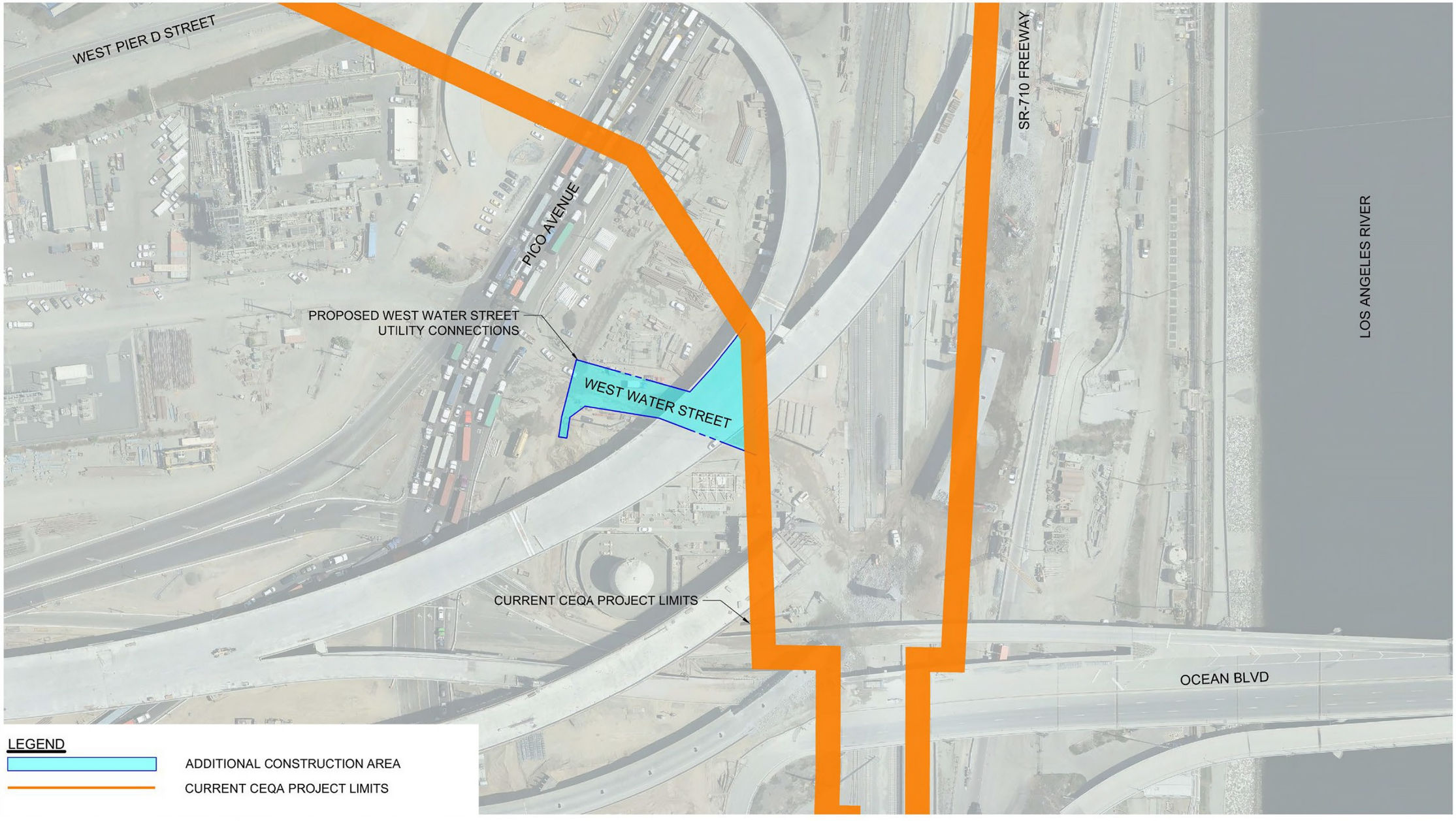
Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024.

Figure 2-5 West 12th Street Sewer Line Installation



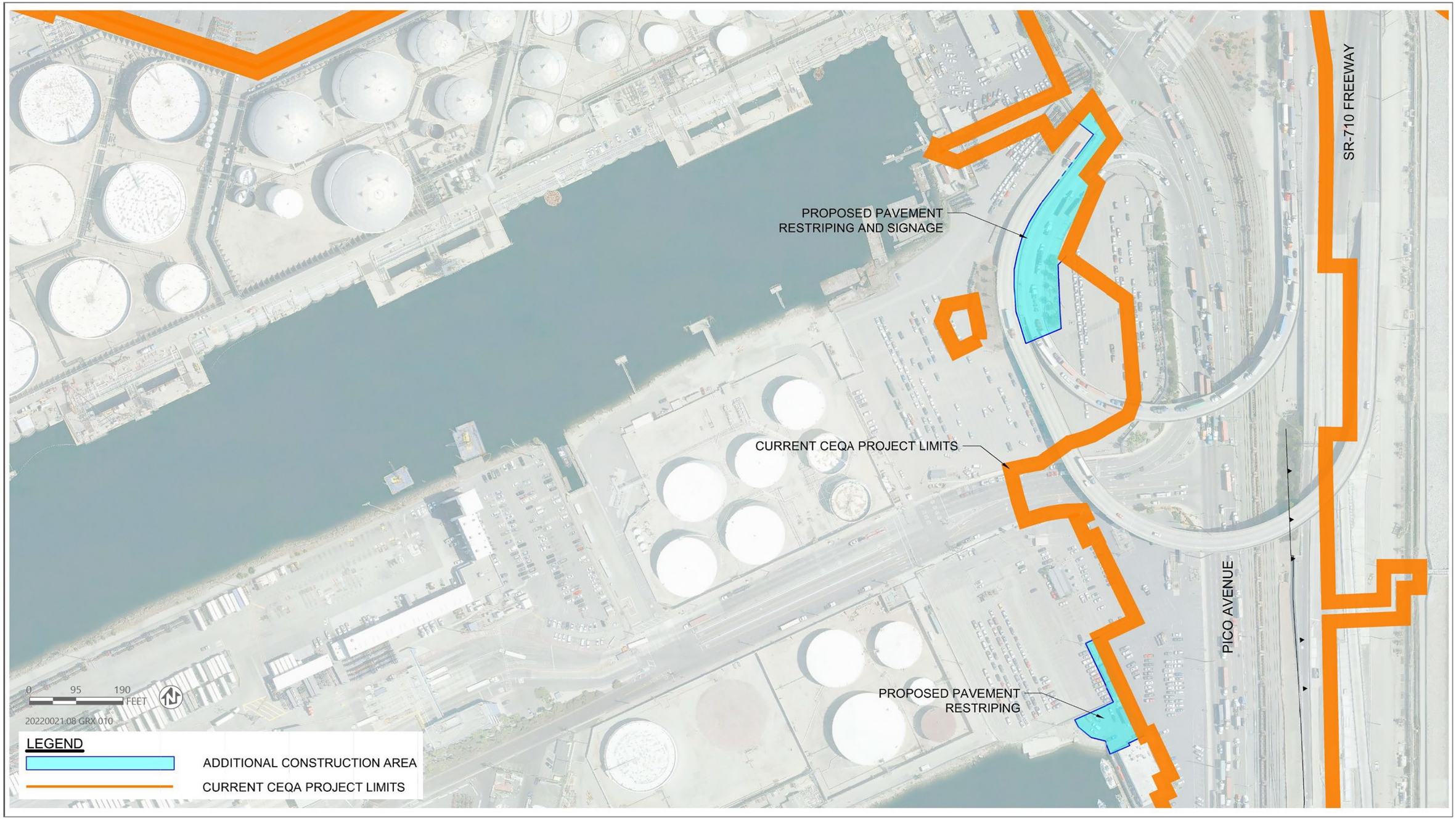
Source: Image produced and provided by HDR in 2025, adapted by Ascent in 2025.

Figure 2-6 CP Foote Wye Relocation, Rail Signal Extension and Dominguez Channel Rail Bridge Contractor Area



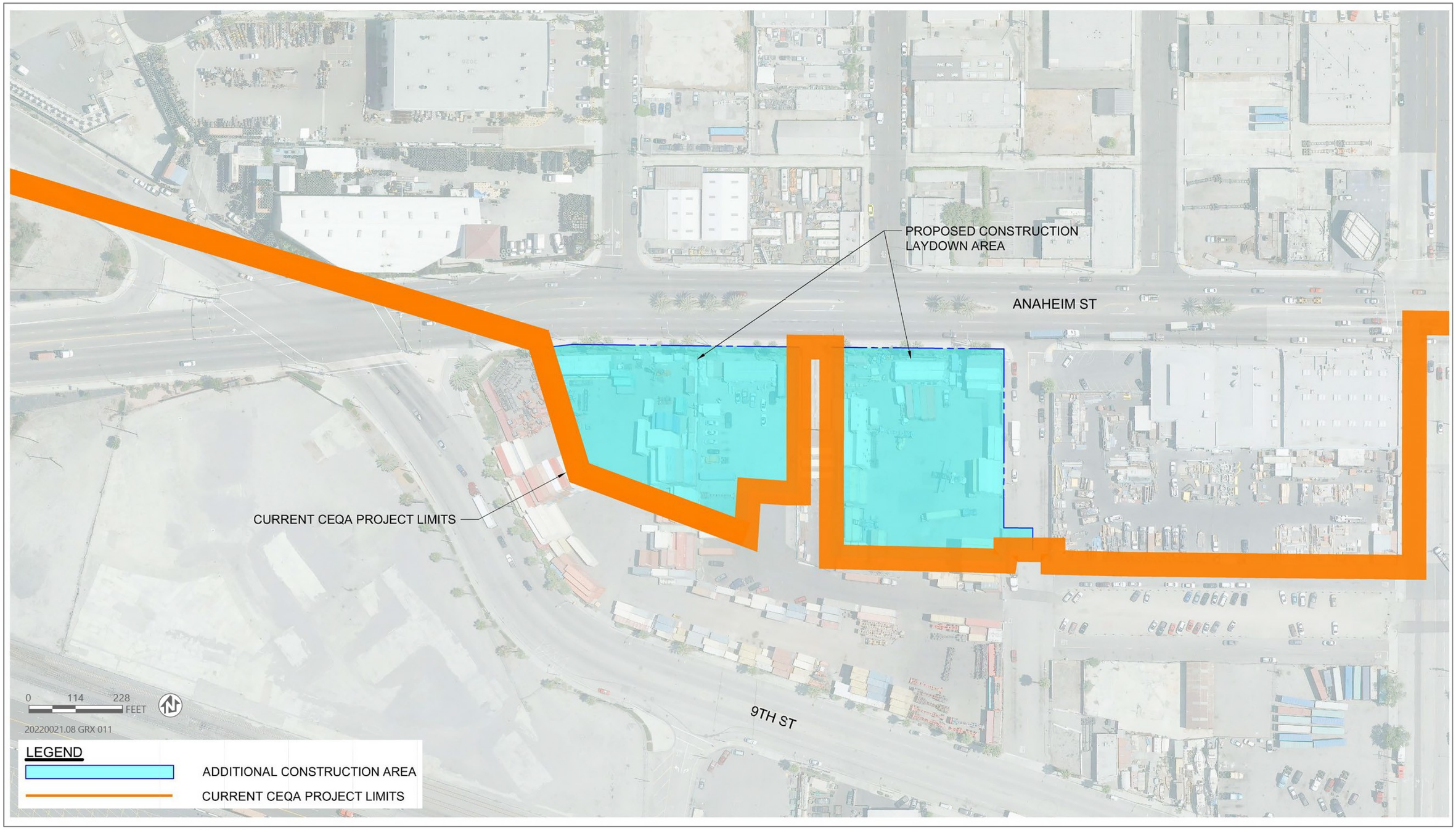
Source: Image produced and provided by HDR in 2024, adapted by Ascent in 2024.

Figure 2-7 West Water Street Utility Connections



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

Figure 2-8 Pavement Restriping



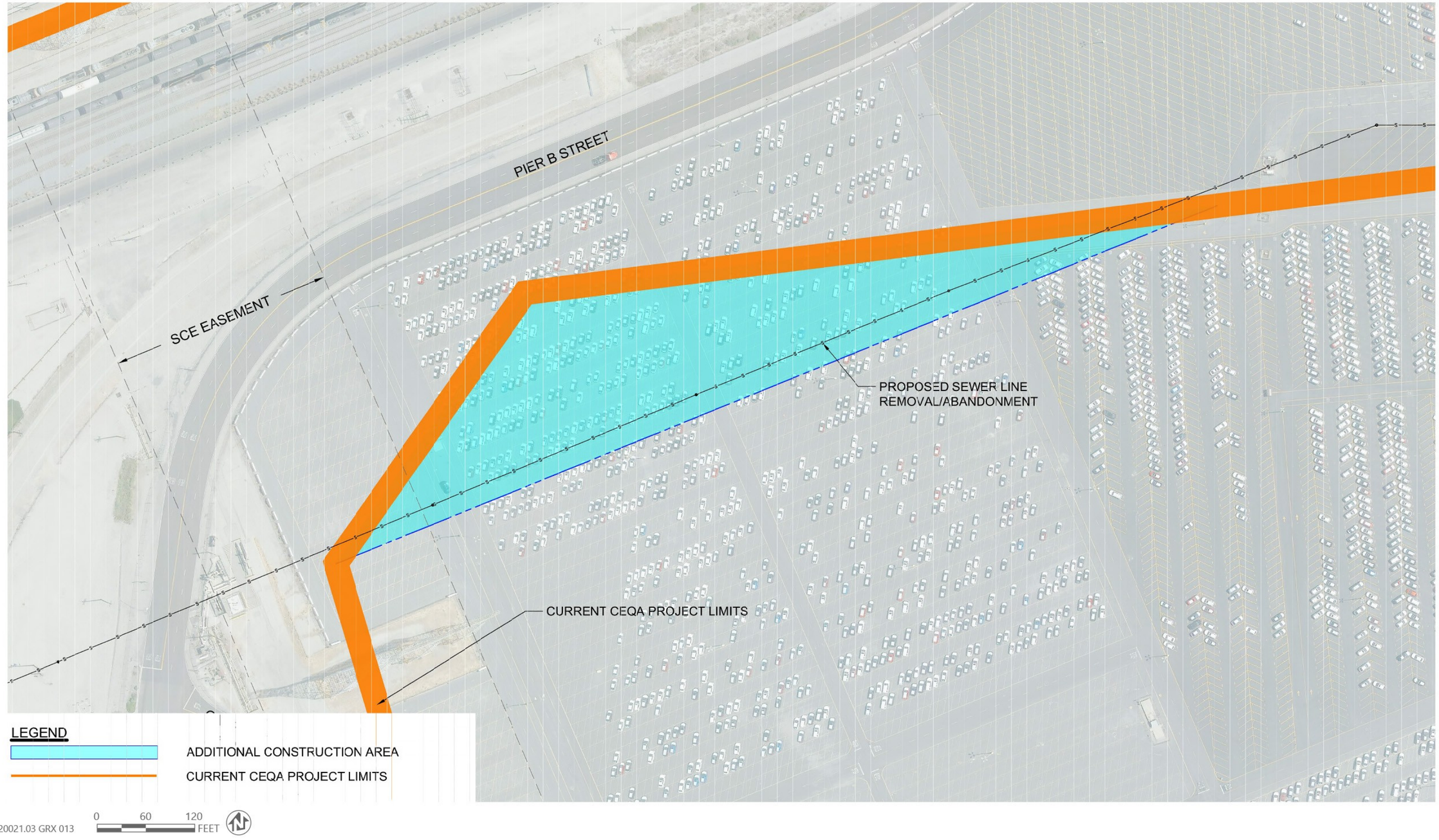
Source: Image produced and provided by HDR in 2025, adapted by Ascent in 2025.

Figure 2-9 Anaheim Street Construction Staging and Laydown Area



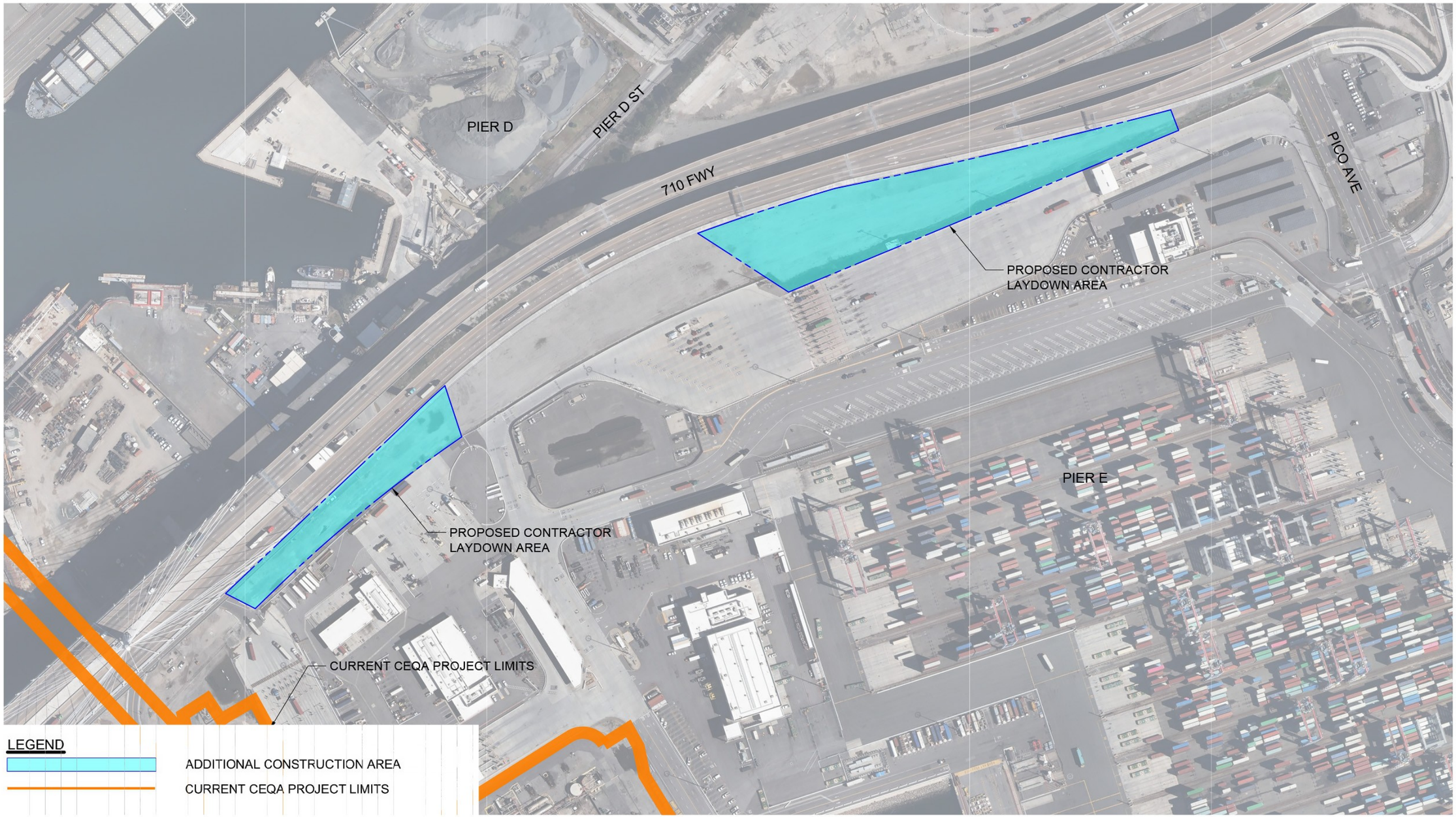
Source: Image produced and provided by HDR in 2026, adapted by Ascent in 2026

Figure 2-10 Carrack Avenue Construction Staging and Laydown Area



Source: Image produced and provided by HDR in 2026, adapted by Ascent in 2026

Figure 2-11 Pier B Sewer Main Line Removal/Abandonment



Source: Image produced and provided by HDR in 2026, adapted by Ascent in 2026

Figure 2-12 West Pier D 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 (California Code of Regulations Title 14 Section 15163[a][2]), this Recirculated Draft SEIR contains only the information necessary to make the Pier B Project EIR adequate for the project, as revised by the Modified Project. For this reason, this Recirculated SEIR evaluates only the following resource areas, which the Modified Project 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 Recirculated 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 the Draft SEIR, further analysis of the historic resources in the expanded project footprint was needed to determine if any further structures were eligible for the California Register of Historical Resources (CRHR). A Technical Memorandum was prepared by Environmental Review Partners (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 buildings for CRHR eligibility. ERP determined that none of the three buildings 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, would also be demolished. However, the rail signal shelter was installed in the 1990s and therefore does not qualify as a historic resource under CEQA. In addition, due to the COLA Bureau of Engineering request to remove/abandon the sewer at Pier B, an additional resource, the SCE Long Beach-Laguna Bell 60kV and 220kV transmission lines, is in the vicinity of the modified project footprint. These power lines connect the Port with the City of Bell Gardens to the north, via the SCE Lighthipe Switching Center located in the North Long Beach area near the border of Paramount and East Rancho Dominguez.

In the Pier B EIR, the Berths D52-D54 Transit Shed (D52-D54 Transit Shed) was determined to be ineligible for listing in the 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 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 NRHP and the SHPO's concurrence, the D52-D54 Transit Shed is considered a CEQA historical resource and is automatically listed in the CRHR. Therefore, this Recirculated Draft 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, only Significance Criteria CR-1 is evaluated and discussed further in this Recirculated Draft 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 Historical Resources (CRHR). Demolition of the D52-D54 Transit Shed to accommodate additional rail tracks would result in a substantial adverse change to the significance of the resource because it would no longer exist. While mitigation measures MM-CR-1 and MM-CR-2 would somewhat reduce the impact, this impact would be **significant and unavoidable**.

The D52-D54 Transit Shed has been determined eligible for listing in the NRHP and therefore is automatically listed in the CRHR. The Modified Project would include demolition of the Berths D52-D54 Transit Shed, resulting in the removal of the Transit Shed's overall 142,272 square foot structure. The demolition of the D52-D54 Transit Shed 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 would occur to the historical resource because the D52-D54 Transit Shed would no longer exist post-demolition.

In accordance with the original Section 106 memorandum of agreement (MOA) approved by the SHPO for the D52-D54 Transit Shed, the Port was required to prepare three mitigation reports. These included a Historic Property Treatment Plan (HPTP) and a Post-Construction Report for the D52-D54 Transit Shed and a Survey of Pre-Containerization Technical Report. The Pre-Containerization Resources Technical Report has been completed and is included as Appendix C to this Recirculated Draft SEIR. However, while the HPTP was also completed, the HPTP was intended to guide the Transit Shed's partial demolition and partial reconstruction with the goal of minimizing physical and visual effects on the historic property to the greatest extent possible. The HPTP is therefore no longer necessary as the complete demolition of the Transit Shed eliminates the need for a treatment plan. Since the intent of the original MOA was to document the partial demolition of the Transit Shed, the full demolition renders some of the existing mitigation measures as insufficient. Therefore, the Port, in consultation with MARAD has proposed amendments to the MOA and has revised the existing mitigation measures to be more appropriate for full demolition. Nonetheless, even with the incorporation of the mitigation measures, demolition 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 because the historical resource would no longer exist.

Mitigation Measures

The following mitigation measures are required pursuant to NEPA and the amended Section 106 MOA between MARAD, the SHPO, and the Port. As such, these mitigation measures would be incorporated into the Recirculated Draft SEIR and Mitigation Monitoring Reporting Program (MMRP) for the Project.

Mitigation Measure MM-CR-1: HABS-Like Documentation for Transit Shed at Berths D52–D54

Prior to beginning demolition and construction activities for the transit shed and areas immediately surrounding it, the Port shall complete Historic American Buildings Survey (HABS)-Like Documentation. This documentation shall produce a report that consists of 10–15 large format photographs of the transit shed at Berths D52-D54 taken by a qualified photographer, a sketch plan, and a short narrative report prepared by a Secretary of the Interior (SOI)-qualified consultant. The documentation would be provided to all MOA signatories and retained in Port archives. The documentation may also be made publicly accessible via the Port website and/or distributed digitally to local historical societies or libraries (e.g., the Los Angeles County Public Library). The HABS-Like Documentation shall follow review and distribution as specified below:

The Port shall produce the reports specified (Survey of Pre-Containerization Port of Long Beach and HABS-Like Documentation) and provide them in Word format to MARAD for review.

MARAD shall review and accept or provide comments on the Mitigation Reports (Survey of Pre-Containerization Port of Long Beach and HABS-Like Documentation) within twenty-one (21) calendar days of receipt.

Once accepted, MARAD shall transmit hard copy and electronic versions of each draft Mitigation Report (Survey of Pre-Containerization Port of Long Beach and HABS-Like Documentation) in Word format to SHPO and the other consulting parties consisting of the Federal Railroad Administration (FRA), Long Beach Heritage, the Willmore City Heritage Association, and the Drum Barracks Civil War Museum (Consulting Parties) within five (5) business days of acceptance.

Mitigation Measure MM-CR-2: Transit Shed at Berths D52–D54 Informational Pamphlet

The Port shall develop an informational pamphlet addressing the history and significance of the transit shed at Berths D52-D54 and associated transit sheds. This pamphlet will be based on research presented in the completed Survey of Pre-Containerization Port of Long Beach Report. This pamphlet shall be made available to the public at Port headquarters and digitally on the Port website (www.polb.com/ceqa). Digital and physical copies of the pamphlet will be distributed to Long Beach Heritage, Wilmore City Heritage Association, and the Drum Barracks Civil War Museum.

The Port shall post the Survey of Pre-Containerization Port of Long Beach Report on a publicly accessible webpage on the Port website (www.polb.com/ceqa).

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, the project would 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 decibels (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. Chapter 8.80 – Noise of the COLB Municipal Code 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, Section 8.80.202 (Construction activity – Noise Regulations) of the COLB Municipal Code also states that the regulations shall not apply to any 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 D]).

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 and would be incorporated into the MMRP for the Project.

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 that 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 D), 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 E). Aside from the Gabrielino Tongva Indians of California and the Gabrieleño Band of Mission Indians – Kizh Nation, no other tribes requested consultation on the proposed project modifications.

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 Native American monitor and/or qualified archaeologist. TCRs will be recovered and retained in the form and/or manner deemed appropriate by either the Native American monitor or qualified archaeologist, and for any purpose, 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 Guidelines. Treatment plans must be developed in consultation with the county, SHPO 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 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 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 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 Modified 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. The Carrick Avenue construction staging and laydown area would be visible from the Long Beach International Gateway Bridge from views looking towards the Inner Harbor, and to a far lesser extent, so would construction equipment associated with the Pier B Sewer Main Line removal/abandonment. Upon demolition of the Transit Shed and upon construction completion elsewhere, the vacant spaces left by the building's demolition and construction staging areas would blend into the existing port environment. 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 Recirculated Draft 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 Modified Project would not conflict with existing zoning or cause rezone of forest land, timberland, or timberland zone Timberland Production. The Modified 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 Modified 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. In addition, 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 Air Quality Management Plan (AQMP). Furthermore, as further evidence of POLB's commitment to reduce air quality emissions, POLB were cosignatories of the *Cooperative Agreement among the South Coast Air Quality Management District, the City of Long Beach Harbor Department and the City of Los Angeles Harbor Department*, which was signed on December 17, 2025. The Cooperative Agreement generally meets the objective of the rulemaking elements under SCAQMD Control Measure MOB-01: Emission Reductions at Commercial Marine Ports and Proposed Rule 2304, which seek to develop specific actions that can significantly reduce emissions, including through implementing the CAAP or other measures that assist with achieving air quality standards and reduce impacts on nearby communities. The cooperative agreement includes implementation of new CAAP Measures set forth in Section II.D. and Attachment A of the agreement (known as CAAP Plus Measures). POLB would be required to abide by the requirements set forth in the agreement, which are intended to directly reduce emissions. Also, previously adopted construction mitigation measures (MM AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, GCC-2, and GCC-7) from the Approved Project EIR would continue to apply to (and be implemented by) the Modified Project and would minimize air quality emissions associated with the Modified Project.

The changes proposed in the Modified Project provide additional land space during, and for, construction activities but don't change the scope of the Approved Project EIR's construction activities, track configurations, operational features, operational capacity, or operational activities. As such, no new operations, or land uses are currently proposed following implementation of the Modified Project, thus the Modified 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 Modified Project would mostly 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, however, the Modified Project would include demolition of the Berths D52-D54 Transit Shed. Table 4.3-1 below summarizes the daily construction emissions of demolition of the Transit Shed.

Table 4.3-1 Maximum Daily Construction Emissions (pounds per day)

Year	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2028	<1	6	9	<1	18	2
Significance Threshold	75	250	550	250	100	55
Exceed Threshold?	No	No	No	No	No	No

Notes: VOC = volatile organic compounds; NO_X = Oxides of Nitrogen; CO = Carbon Monoxide; SO_X = Oxides of Sulfur; PM_{10} = Particulate Matter with a diameter less than 10 micrometers; $PM_{2.5}$ = Particulate Matter with a diameter less than 2.5 micrometers

Source: Modeling by Ascent in 2026 (Appendix F).

As shown in Table 4.3-1, demolition of the Transit Shed would not exceed SCAQMD thresholds of significance and thus would not result in a considerably greater or more severe impact than previously analyzed. As discussed previously, the proposed project modifications involve additional expansion of the Pier B Project boundary limits in 10 discreet locations, including demolition of the Transit Shed, but would not result in a substantial increase in use of construction equipment or duration. The Port's annual 2024 Air Emissions Inventory reports that since 2005, emissions of diesel particulate matter (PM) are down 90 percent, nitrogen oxides (NOx) have decreased 68 percent,

and sulfur oxides are 98 percent lower, while cargo container throughput increased 44 percent (POLB 2025). According to the 2024 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 4 percent, NO_X by 27 percent, and sulfur oxides by 21 percent in the 2017 to 2024 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 Modified 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. As part of this review, POLB released the *Zero-Emissions Locomotive Study Pier B On-Dock Rail Support Facility Program* in November 2024 (POLB 2024) to fulfil that obligation, but per the Special Condition will still be required to undertake a technological review on a 5-year recurring basis. No new mitigation measures would be required; the existing mitigation measures would continue to ensure that the Modified 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. In addition, fugitive dust control measures required for regulatory compliance under SCAQMD Rule 403 would continue to be implemented to minimize dust from construction activities.

The Modified Project would comply with the applicable provisions of the California Air Resources Board (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 Recirculated Draft 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 Modified Project which would minimize disturbance of these species. The Modified 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 Modified 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 Modified 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 Modified 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 Recirculated Draft SEIR.

4.5 ENERGY

The Modified Project would use petroleum-based fuels associated with construction and demolition machinery and construction and demolition activities of the project. Energy use related to construction and demolition would be temporary, and 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 and demolition activities. Idling of construction and demolition 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 and demolition. Post construction, the Project sites would have no energy usage as there is no operation associated with the Modified Project. Although the Modified Project would result in nominal energy use from the modified construction and demolition 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 and demolition 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 Modified 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 Recirculated Draft 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 Modified 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 Modified 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 Modified 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 Modified 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 Modified Project would comply with all OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents, and the Modified 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 Modified Project does not propose construction of a structure that can be affected by liquefaction. The Modified 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 Recirculated Draft SEIR.

4.7 GREENHOUSE GAS EMISSIONS

As discussed previously, the Modified Project modifications involve additional expansion of the Pier B Project boundary limits in 10 discreet locations and demolition of the Berth D52-D54 transit shed but would not result in a substantial increase in use of construction equipment or duration. Demolition of the Transit Shed would generate approximately 87 metric tons of carbon dioxide equivalent ($MTCO_2e$), which would be amortized to approximately 3 additional $MTCO_2e$ (Appendix F). Climate change is an inherently cumulative issue and relates to development in the region, California, and, most of all, the world. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), greenhouse gases (GHGs) have long atmospheric lifetimes (1 year to several thousand years). As such, these amortized construction emissions would be additive to the Pier B On-Dock Rail Support Facility EIR amortized construction emissions (1,018 annual $MTCO_2e$). Altogether, the Modified Project and original Pier B On-Dock Rail Support Facility would generate approximately 1,021 annual $MTCO_2e$. The Modified Project would thus generate minimal GHG emissions during construction and demolition, 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 Modified 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. Thus, this would not create a substantial increase in GHG emissions and thus would not result in a greater or more severe impact than previously analyzed.

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 Modified 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 (SCAQMD's 2022 AQMP), as reductions in air quality emissions leads to reductions in GHG emissions. The Modified Project modifications would also thus be consistent with the 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 Recirculated Draft 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 Modified 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 Modified 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 Modified 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 Modified 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 Modified Project would not expose people in the Project vicinity to excessive noise levels from airport use.

The Modified 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 Modified Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The Modified 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 Modified 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 Modified 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 Modified 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 Recirculated Draft 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 Modified Project would be required to comply with the NPDES General Construction Permit, including the preparation of a Stormwater Pollution Prevention Plan (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 Modified Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

The Modified 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 Modified Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Modified 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 Modified Project would slightly alter the existing drainage patterns of the sites; however impervious surfaces would remain the

same as existing. Therefore, the Modified 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 Modified Project would not increase runoff or flood risk.

The Modified 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 Modified Project modifications that would contribute additional runoff during construction. The Modified 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 Modified 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 Modified Project would not substantially alter the existing drainage pattern of the site or area, and impacts would be less than significant.

The Modified Project is located in areas with low flood risk, including Flood Zone X and two sites 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 Modified Project would not pose a significant risk of pollutant release from flood-related events, and impacts would be less than significant.

The Modified 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 Recirculated Draft 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 Modified 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 Recirculated Draft 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 Modified 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 Modified 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 Modified Project modifications related to access to mineral resources would be less than significant and this impact will not be discussed further in the Recirculated Draft 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 Modified 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 Modified 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 Recirculated Draft SEIR.

4.13 PUBLIC SERVICES

The Modified 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 Modified Project would not substantially affect traffic circulation or increase demand for existing emergency response services. The Modified 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 Modified 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 greater City of Long Beach area, and similarly the Los Angeles Unified School District (LAUSD) serves the greater City of Los Angeles; however, there are no schools in the Modified Project boundary. 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 Modified 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 Modified 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 Modified 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 Recirculated Draft SEIR.

4.14 RECREATION

The Modified 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 Modified Project; therefore, no impacts on recreation are anticipated, and this topic will not be discussed further in the Recirculated Draft SEIR.

4.15 TRANSPORTATION

Access to the Modified 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 Multi Service Center, 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 Modified 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 Modified Project would be consistent with the citywide general plan circulation system as the Modified Project does not propose closure of nearby roads and would not include modifications to any public roadways or driveways. Additionally, the Modified Project would not conflict with the Wilmington-Harbor City Community Plan as the Modified Project would not impede future economic development and livelihood between the Wilmington and Harbor City and POLA. Therefore, the Modified 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. Part of the Modified Project area is identified in Connect SoCal 2024 as being within a High Quality Transit Corridor (Anaheim Street), with parts (such as the Transit Shed and West Water Street Utility Connections) within a Transit Priority Area (SCAG 2023). In accordance with CEQA Guidelines Section 15064.3(b)(1), for land use projects within one-half mile of either an existing

major transit stop or a stop along an existing High Quality Transit Corridor should be presumed to cause a less than significant transportation impact. In accordance with CEQA Guidelines Section 15064.3(b)(2), transportation projects that reduce, or have no impact on, vehicle miles traveled (VMT) should be presumed to cause a less than significant transportation impact. While the project does not easily fit within the traditional definitions of a land use project or a transportation project, because the Modified Project is only construction-related, the Modified Project would have no impact on VMT post-construction. It is not feasible to assess only the workforce trips for the Modified Project areas outside of the High Quality Transit Corridor and Transit Priority Area as it is likely that construction workers would move throughout the Modified Project construction area as needed depending on the required skills for a specific part of construction. The workforce needed to complete the Modified Project modifications would come from the workforce previously accounted for in the Pier B EIR and upon completion of the Modified Project elements, the workforce would generate no trips thereafter in relation to the Modified Project. 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 VMT. In accordance with CEQA Guidelines Section 15064.3(b)(3), as is the case with the Modified Project, a qualitative analysis of construction traffic is considered appropriate here given the small scale of the Modified Project. Therefore, VMT associated with the Modified Project would be less than significant.

The Modified 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 Modified 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 Modified Project activities would take place outside of main public roadways, with the exception of work on 12th Street sewer line installation, the West Water Street utility connections, and the W Anaheim St construction staging and laydown area, 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 Modified 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 Modified 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 Recirculated Draft 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 Modified 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 Modified Project's impacts would be less than significant and this impact will not be discussed further in the SEIR.

The Modified 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 Modified 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 Recirculated Draft 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 Modified 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 Recirculated Draft SEIR.

4.18 OTHER CEQA CONSIDERATIONS

CEQA Guidelines Section 15126 requires a discussion of significant environmental effects that cannot be avoided if the Modified Project modifications are implemented, significant irreversible environmental changes that would be involved if the Modified Project modifications are implemented, and growth-inducing impacts of the Modified 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.

5 REPORT PREPARATION

Port of Long Beach (Lead Agency)

Alex Holford.....Environmental Specialist, Project Manager

Allyson Teramoto.....Manager of CEQA/NEPA Practices

Ascent

Rid Hollands.....Project Manager

Chad Beckstrom, AICP.....Project Director

Matt McFalls.....Air Quality/GHG/Energy Specialist

Peter Hoholick.....Air Quality/GHG/Energy Specialist

Alta Cunningham.....Architectural Historian

Brian Perry.....Graphics Specialist

Corey Alling.....Graphics Specialist

Alyssa Luna.....GIS Specialist

Gayiety Lane.....Publishing Specialist

Tracy Prybyla.....Publishing Specialist

Riley Smith.....Publishing Specialist

Gretel Hakanson.....Editing Specialist

ERP

Keith Cooper.....Principal Noise Analyst

Colleen Davis.....Architectural Historian

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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

Prepared for:

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

Contact:
Alex Holford
Environmental Specialist

Prepared By:

Ascent Environmental
15642 Sand Canyon #54491
Irvine, California 92619

Contact:
Chad Beckstrom, AICP

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.

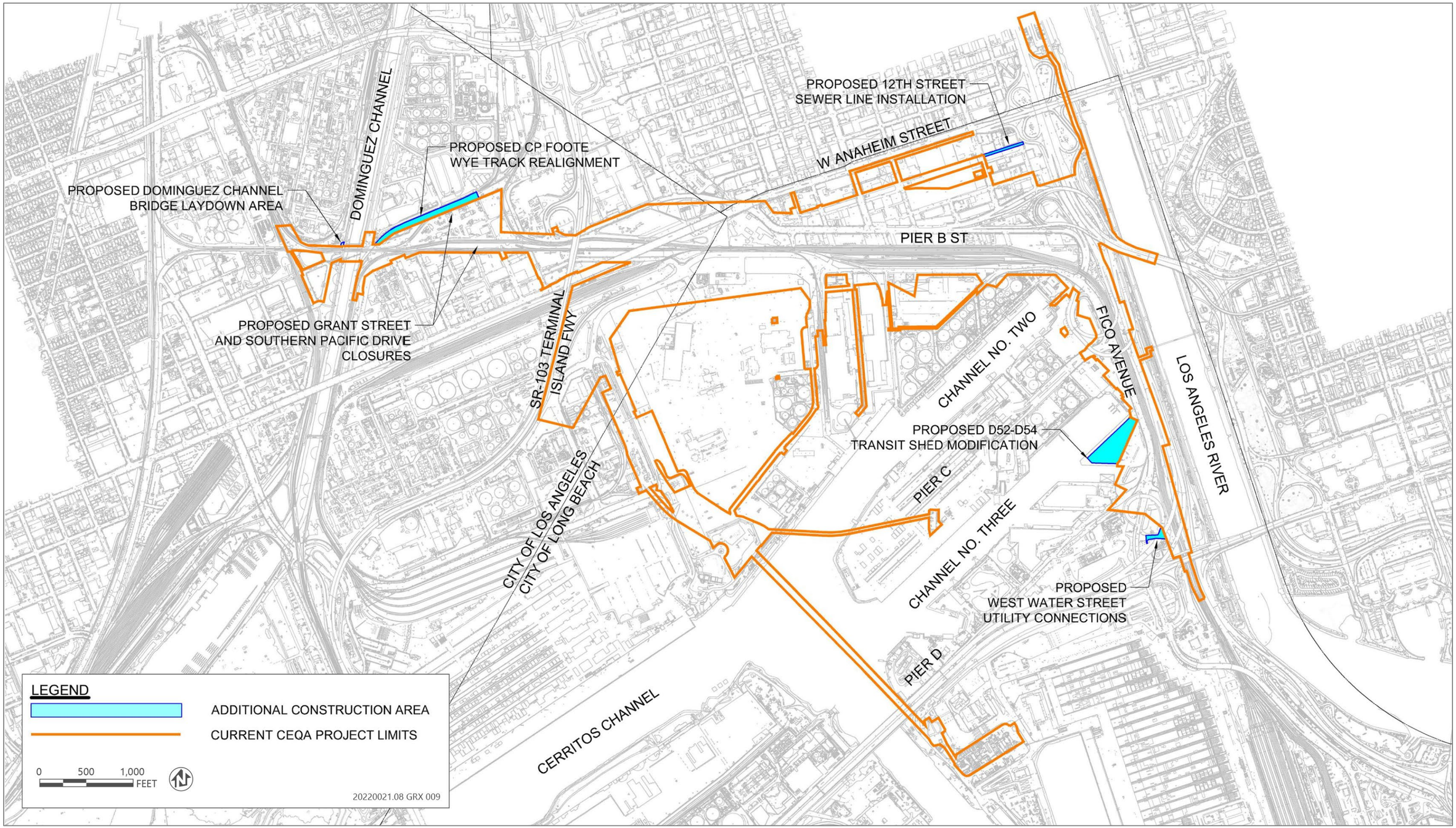
2.2.4 Street Closures

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



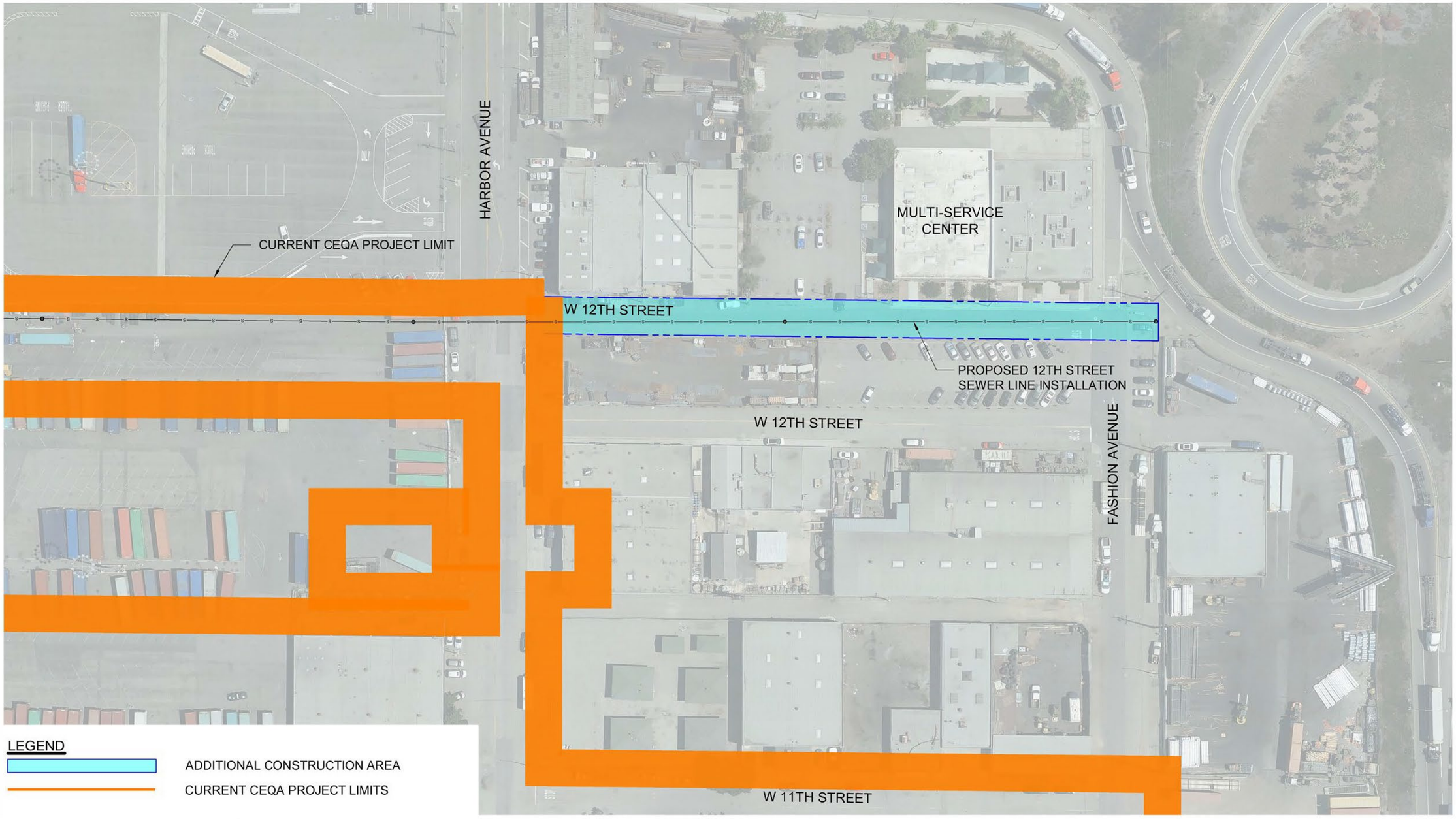
Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

Figure 2-3 Berths D52-D54 Transit Shed Modifications



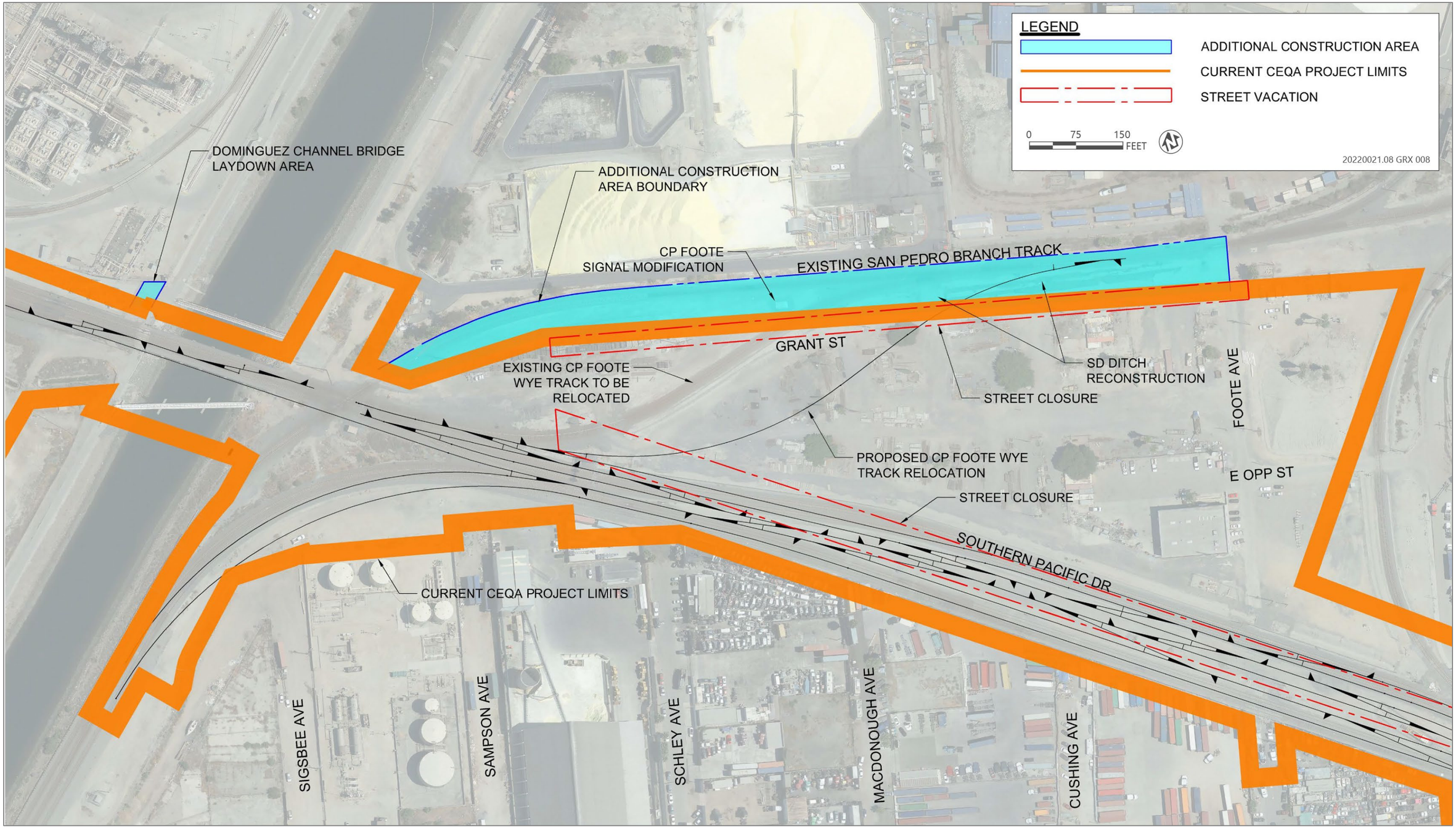
Source: Image produced and provided by HDR in 2021; adapted by Ascent in 2024.

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



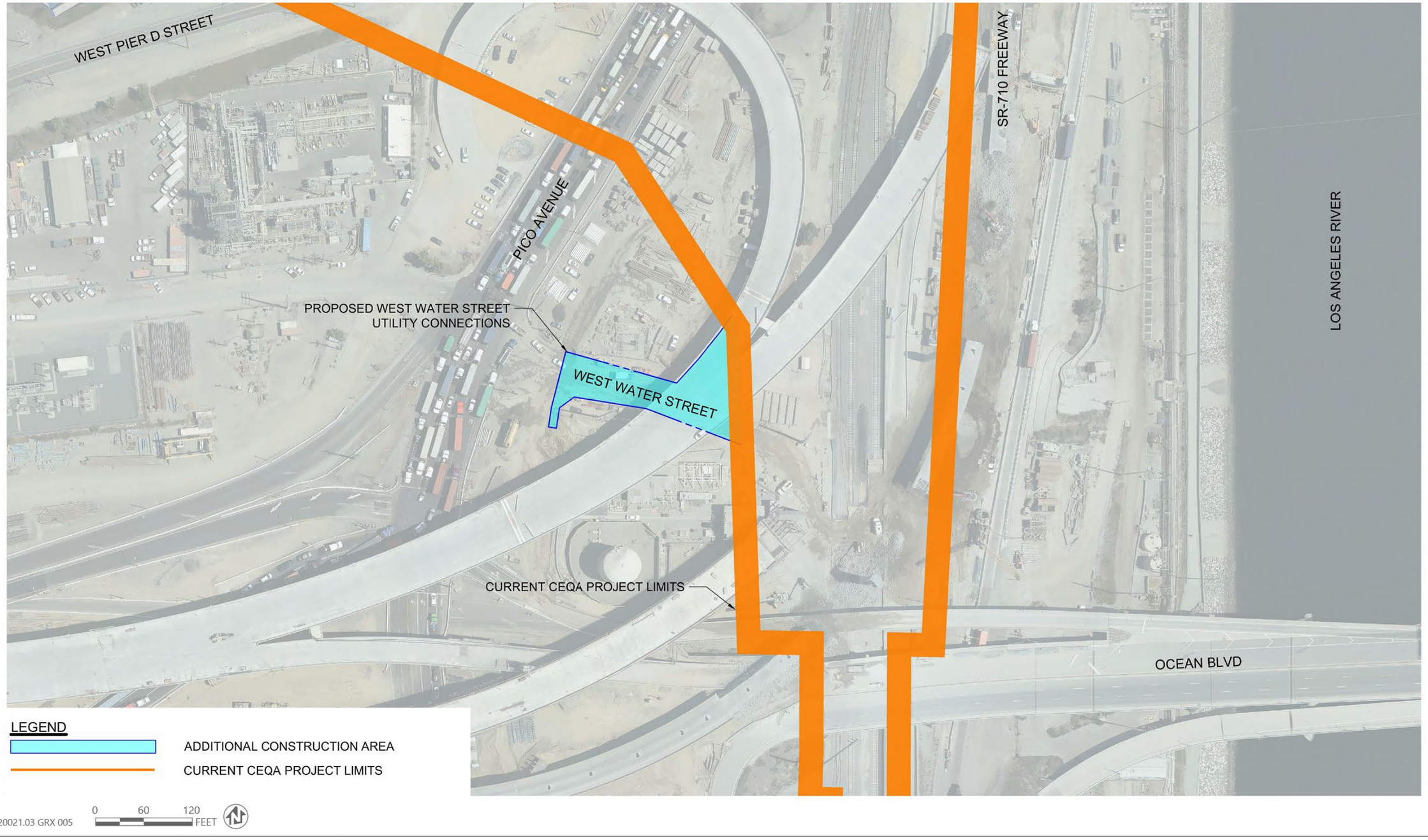
Source: Image produced and provided by HDR in 2024; adapted by Ascent in 2024.

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:

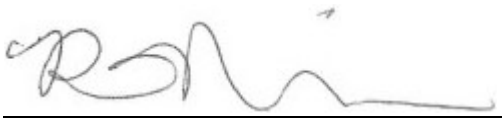
☐ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ 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

Port of Long Beach (Lead Agency)

Alex Holford ..... Environmental Specialist

Allyson Teramoto ..... Manager of CEQA/NEPA Practices

Ascent

Chad Beckstrom, AICP ..... Project Director

Rid Hollands ..... Project Manager

Corey Alling ..... Graphics Specialist

Alyssa Luna ..... GIS Specialist

Gayiety Lane ..... Publishing Specialist

Tracy Prybyla ..... Publishing Specialist

Riley Smith ..... Publishing Specialist

Gretel Hakanson ..... Editing Specialist

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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

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
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COMMISSIONER
Vacant

ACTING EXECUTIVE SECRETARY
Steven Quinn

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.

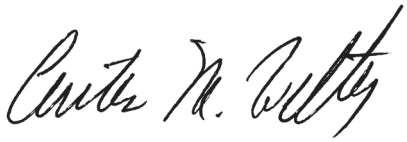
If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval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

Los Angeles Department of Water & Power
BUILDING A STRONGER L.A.

Karen Bass, Mayor

Board of Commissioners
Richard Katz, President
George S. McGraw, Vice President
Nurit D. Katz
Mia Lehrer
Wilma J. Pinder
Chante L. Mitchell, Secretary

Janisse Quiñones, Chief Executive Officer and Chief Engineer

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

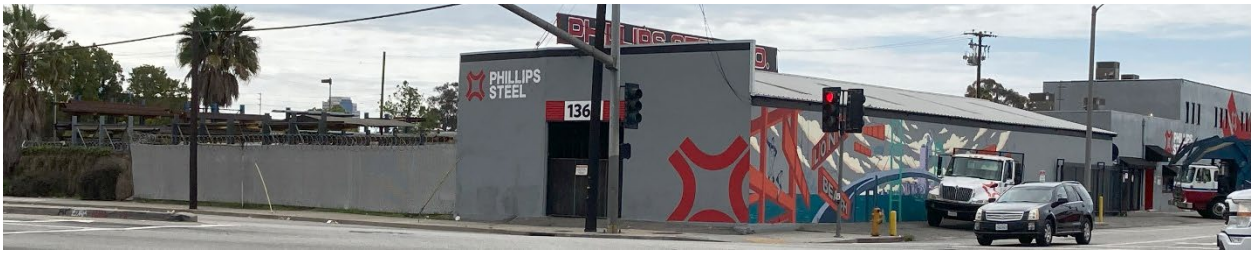


Figure 1 1368 W Anaheim Street, view southeast (ERP 2025))

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.

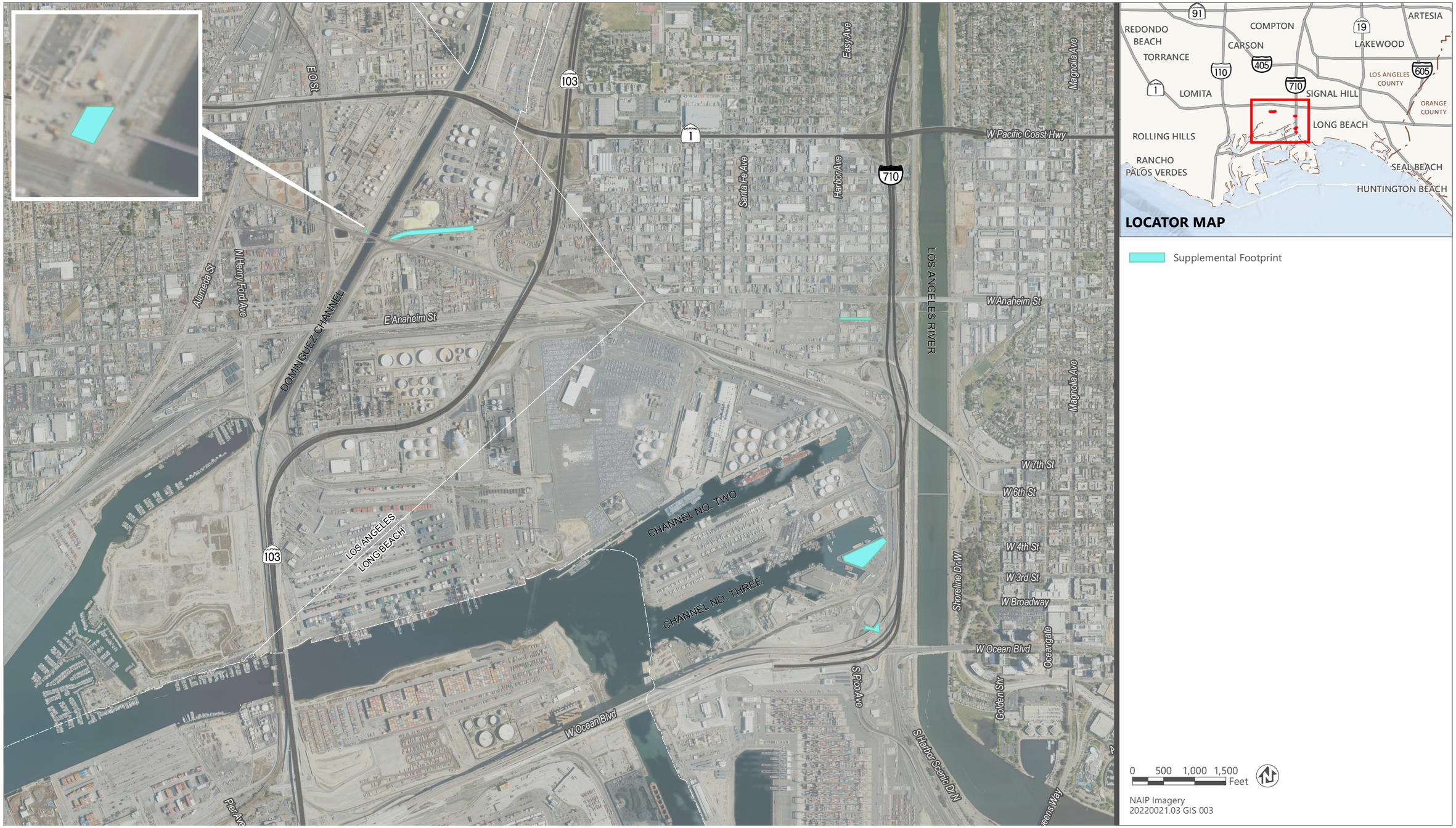
Survey of Pre-Containerization POLB

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**
***Resource Name or #** (Assigned by recorder) 555 N. Pico Avenue
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)

***NRHP Status Code** 3S
Map Reference No.: 904

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)

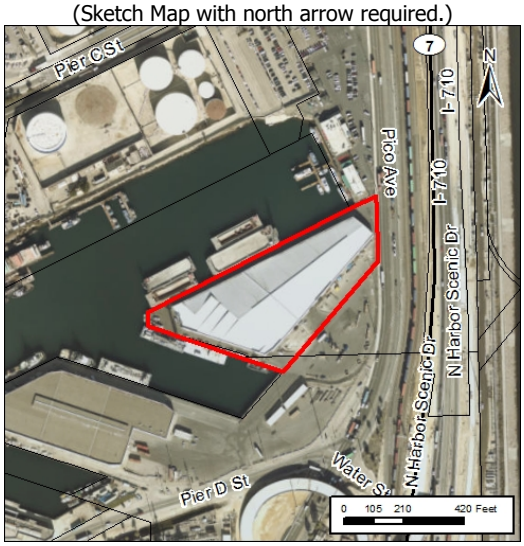
***B12. References:** (See continuation sheet.)

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.

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*Date January 8, 2020 ☑ Continuation ☐ Update

Additional Figures:

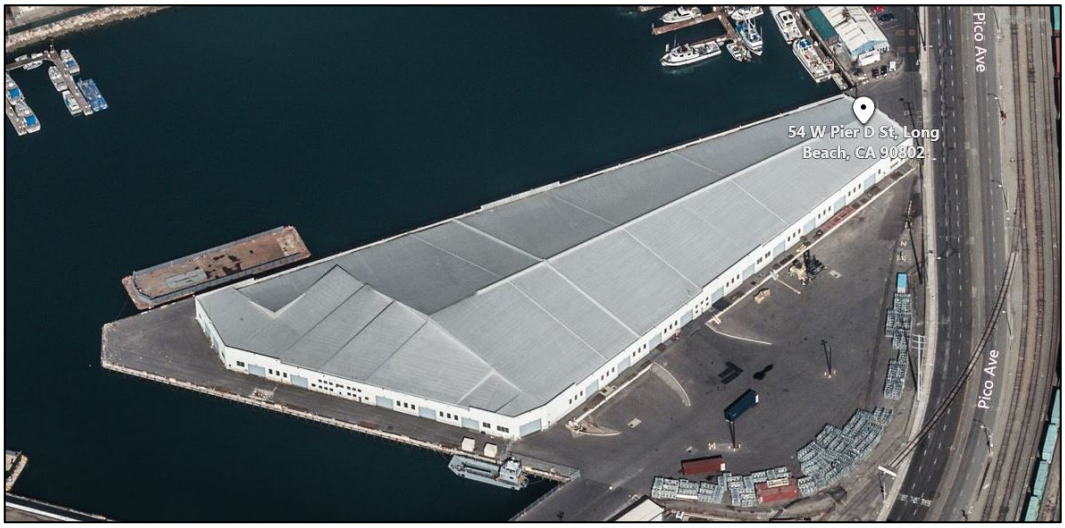


Figure 2. Aerial view of the Berth 52-54 transit, facing north. Source: Bing Aerial 2019.



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

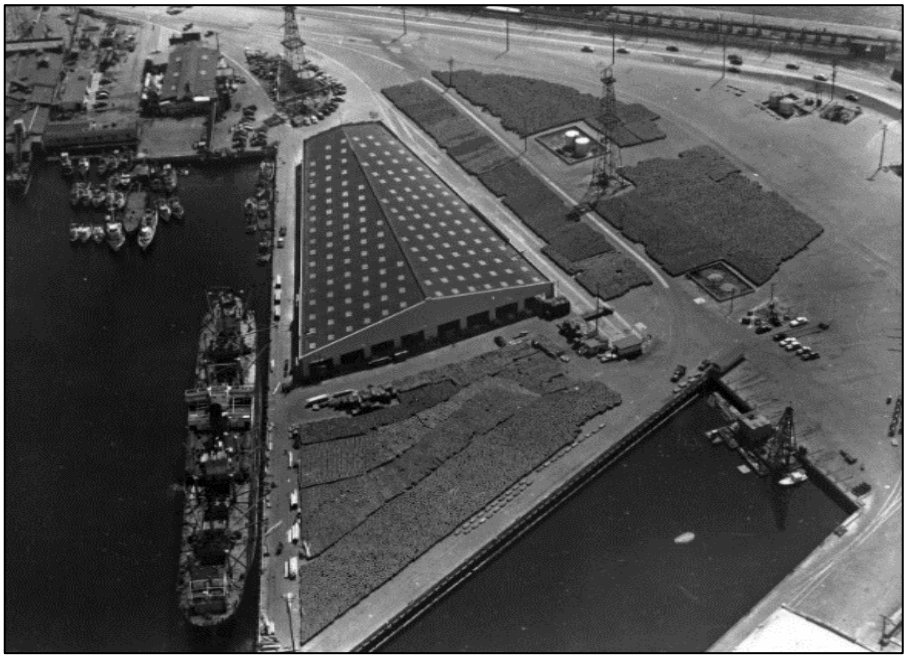


Figure 8. Port of Long Beach, Berth 52 (1950). Source: Long Beach Public Library Digital Archive/LBPL_8726.tiff

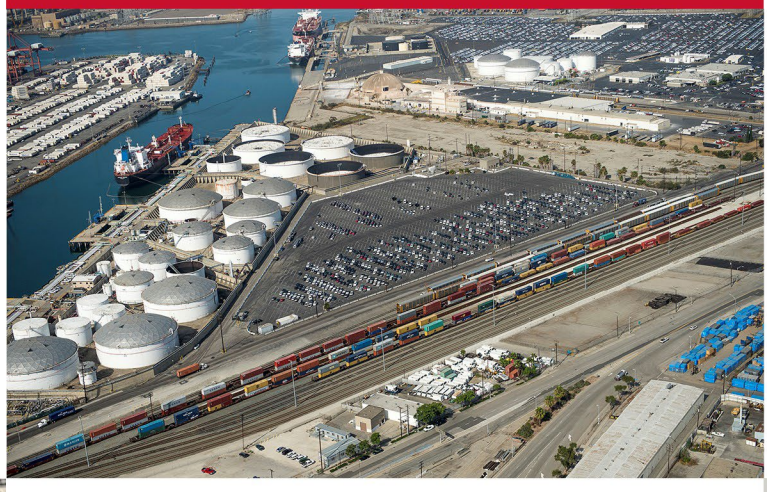


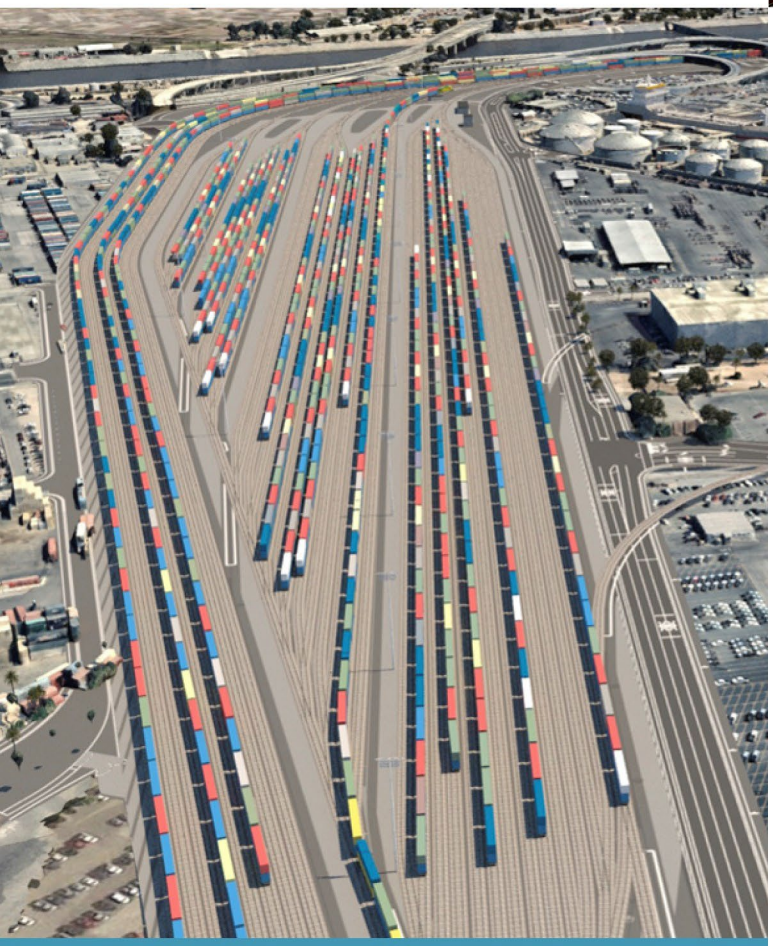
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Appendix C

Pre-Containerization Resources
Technical Report

Port of LONG BEACH
THE PORT OF CHOICE





Pre-containerization Resources Technical Report

Pier B On-Dock Rail Support Facility Program

January 2026

PIER B ODRSF

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APPENDICES

Appendix A. California Department of Parks and Recreation 523 Form Sets

ACRONYMS

ACHP	Advisory Council on Historic Preservation
AIN	Assessor Identification Number
ca.	circa
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulation
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
HDR	HDR Engineering, Inc.
ICF	ICF International, Inc.
ILA	International Longshoremen's Association
ILWU	International Longshore and Warehouse Union
LBPL	Long Beach Public Library
MARAD	United States Department of Transportation Maritime Administration
MOA	Memorandum of Agreement
NETR	National Environmental Title Research, LLC
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
POLB	Port of Long Beach
Port	Port of Long Beach
PRC	Public Resources Code
Program	Pier B On-Dock Rail Support Facility Program
SCCIC	South Central Coastal Information Center
SHPO	State Historic Preservation Officer
SR-103	State Route 103
SR-710	State Route 710
UCSB	University of California, Santa Barbara
USC	United States Code
USACE	United States Army Corps of Engineers

ES.0 Executive Summary

The Transit Shed at Berths D52–54 is located at Pier D, Port of Long Beach (Port or POLB), Los Angeles County, California, and is owned and maintained by POLB. Located on a parcel at 555 North Pico Avenue, the building is generally bordered on the north and west by Channel No. 3, on the south by Slip No. 5 and a parking/loading area, and on the east by Pico Avenue. The Transit Shed at Berths D52–54 was designed by POLB engineering staff in 1947, was constructed in two stages (1951 and 1954) and handled its first cargo on July 25, 1952.

As part of the proposed Pier B On-Dock Rail Support Facility Program (Program) that would maximize on-dock intermodal operations at POLB, Pico Avenue would be realigned to the west beginning at the State Route 710 (SR-710) ramps and then south to approximately Pier D Street, allowing space for four additional tracks between Pico Avenue and SR-710. This realignment would necessitate the partial demolition of the Transit Shed at Berths D52–54, removing 11 percent of the building at its northeast elevation, facing Pico Street.

Pursuant to 36 Code of Federal Regulations (CFR) 800.4, the U.S. Department of Transportation Maritime Administration (MARAD) determined the Transit Shed eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its local significance in association with the pre-containerization era at POLB. The period of significance under Criterion A is 1951–1969. MARAD has also determined the building eligible under NRHP Criterion C for its local significance in the area of architecture for exemplifying an industrial-use building interpreted in a Moderne architectural style. The period of significance under Criterion C is 1951–1954. The California State Historic Preservation Officer (SHPO) concurred with these determinations in letters dated December 24, 2019, and March 26, 2020.

MARAD has determined that the Program would have an adverse effect on the Transit Shed at Berths D52–54, pursuant to 36 CFR 800.5. In accordance with 36 CFR 800.7(c), a Memorandum of Agreement (MOA) between MARAD, SHPO, and POLB was executed on December 9, 2021. The MOA requires preparation of this *Pre-containerization Resources Technical Report* memorializing a built-environment survey of pre-1969 resources within the Port. In accordance with the requirements outlined in the MOA, the survey assessed buildings, structures, and objects constructed prior to 1969 for their potential significance under the theme of pre-containerization Port activity. This report includes (1) a historic context of Port rail and shipment operations prior to the advent of containerization; (2) results of a survey of POLB related to the pre-containerization context and identification of buildings, structures, and objects within this context; and (3) an evaluation of significance of the pre-1969 resources recorded using NRHP and California Register of Historical Resources (CRHR) criteria, including consideration of historic district potential.

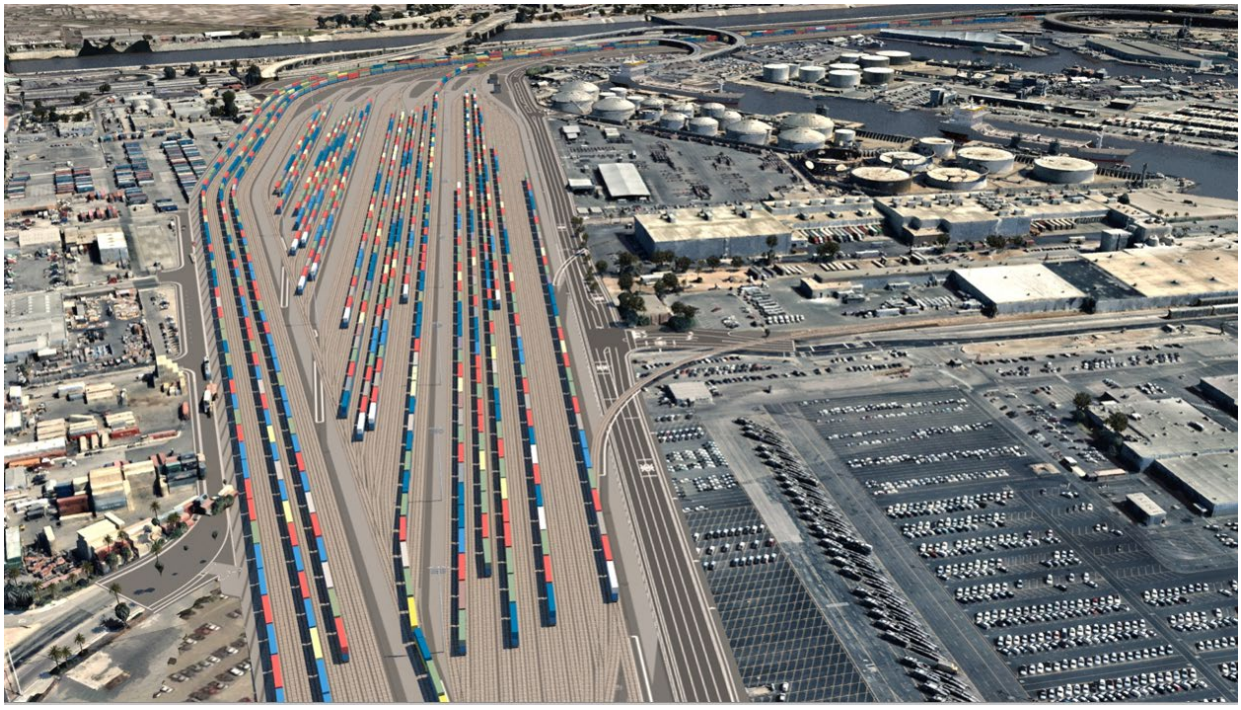
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1.0 Introduction

1.1 Project Background

To maintain its environmental excellence and competitiveness, POLB plans to improve terminal efficiency by investing in the rail network. To relieve terminal and roadway congestion, future on-dock rail terminal operations will involve movements of small cuts of rail cars into and out of supporting yards with greater speed to accommodate long unit trains in the port. The Program includes reconfiguring, expanding, and enhancing the capacity of the existing Pier B Rail Facility, which is located along Pier B Street in the port. The Program will provide a nearby marshaling area to receive and manage the cargo volume growth and cargo surges, provide a destination for westbound trains that currently are not able to enter the port when on-dock track space is unavailable, and allow multiple marine terminals to send small cuts of rail cars to be assembled into destination trains. Figure 1-1 depicts a conceptual rendering of the Program once completed.

Figure 1-1. Conceptual Pier B On-Dock Rail Support Facility Program Rendering



The Program proposes to:

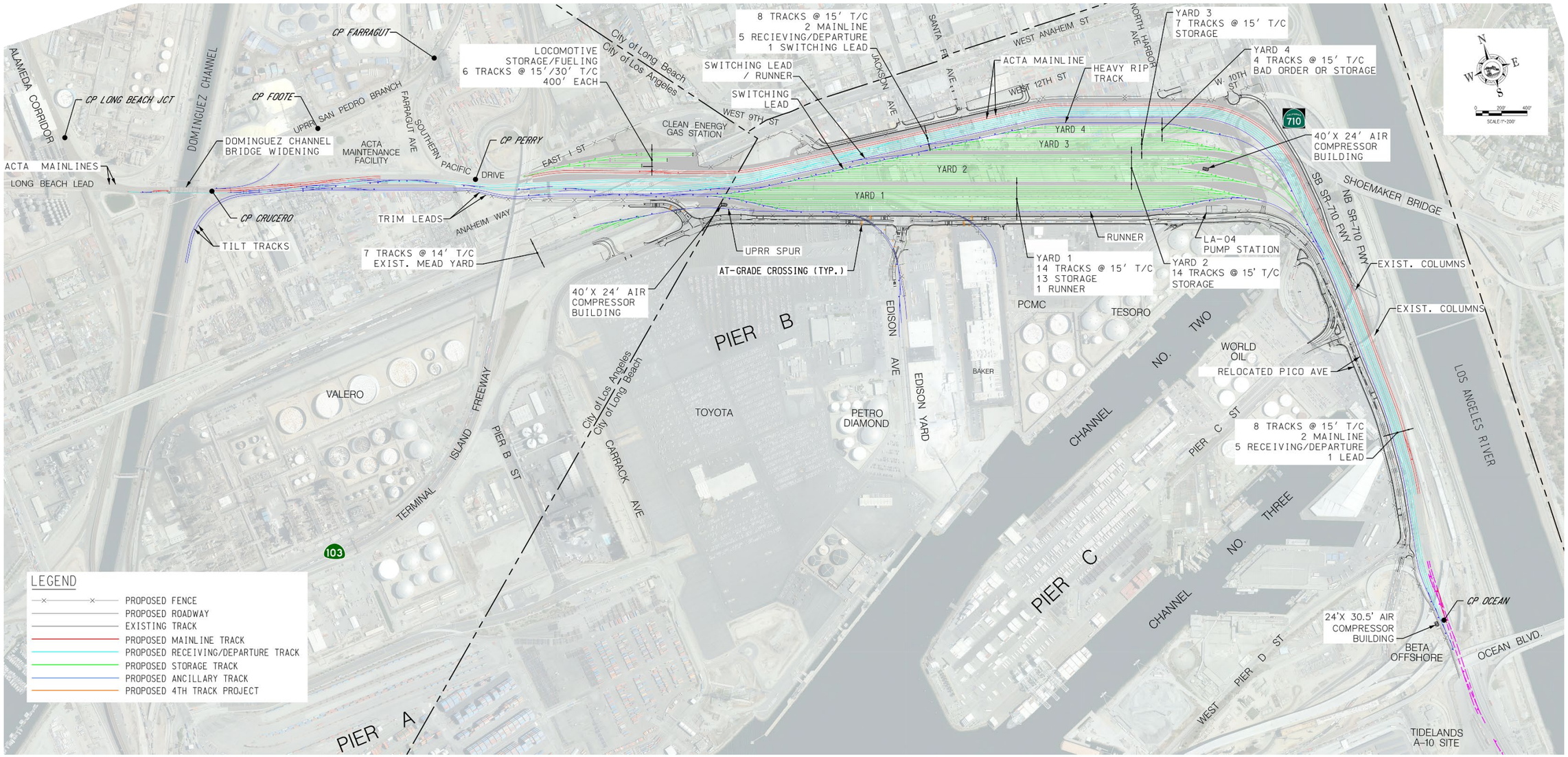
- Relocate existing mainline tracks into the North Harbor area.
- Reconfigure existing tracks and add additional tracks to allow five arrival/departure tracks up to 10,000 feet long with direct connection to the on-dock rail facilities and the Alameda Corridor railway totaling 52,000 additional track-feet.

- Provide for additional rail car storage and staging with 38 storage tracks totaling 93,000 track-feet.
- Construct locomotive storage and fueling facility.
- Relocate three at-grade railroad crossings on Anaheim Way and Pier B Street.
- Realign Pico Avenue to provide clearance for the rail corridor.
- Widen and realign Pier B Street to improve safety and truck traffic.
- Provide efficient street lighting and rail yard lighting.
- Partially remove the Shoemaker Bridge ramps.
- Remove existing streets between 9th Street and 12th Street in the North Harbor area.
- Widen existing Dominguez Channel Bridge to accommodate an additional track.
- Provide a crash wall to protect existing State Route 103 (SR-103) (Terminal Island Freeway) and Anaheim Street overcrossing bridge columns.
- Construct retaining wall and tie-back wall along SR-710 to accommodate eight railroad tracks.
- Modify existing Berth 54 Crescent Warehouse[1] to accommodate Pico Avenue realignment.
- Construct a storm drain and sewer lift station.
- Demolish the existing Los Angeles County LA-04 Pump Station and construct a pump station at a new location.
- Relocate public utilities outside of the rail corridors.
- Coordinate third-party utility relocations outside of the rail corridors.
- Relocate the existing 16 active oil-production-associated wells outside of the rail corridors.

See Figure 1-2 for the Pier B On-Dock Rail Support Facility Program Site Plan.

[1] While Program documents call this building the Berth 54 Crescent Warehouse, it is referred to throughout this report by its historic name: the Transit Shed at Berths D52–54.

Figure 1-2. Pier B On-Dock Rail Support Facility Program Site Plan



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1.2 Report Background

The Program is an undertaking subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, due to federal funding of the Program administered by MARAD. Pursuant to 36 CFR 800.4, MARAD determined that the Transit Shed at Berths D52–54 (referred to in Program documents as the Berth 54 Crescent Warehouse) is eligible for listing in the NRHP as a result of cultural resources investigations conducted for the Program. The Transit Shed at Berths D52–54 was determined eligible under NRHP Criterion A for its local significance in association with the pre-containerization era at the Port, with a period of significance of 1951–1969. The Transit Shed at Berths D52–54 was also determined eligible under NRHP Criterion C for its local significance in the area of architecture for exemplifying an industrial interpretation of the Moderne architectural style, with a period of significance of 1951–1954. The SHPO concurred with these determinations in letters dated December 24, 2019, and March 26, 2020.

MARAD has determined that the Program would have an adverse effect on the Transit Shed at Berths D52–54, pursuant to 36 CFR 800.5. In accordance with 36 CFR 800.7(c), a *Memorandum of Agreement Among the U.S. Department of Transportation Maritime Administration, the California State Historic Preservation Officer, and the Port of Long Beach Regarding the Port of Long Beach Pier B On-Dock Rail Support Facility Project, Long Beach, California* was executed on December 9, 2021. Measures to resolve adverse effects (and the significant impact under the National Environmental Policy Act) are required by the MOA and are included in the *Combined Final Environmental Impact Statement/Record of Decision and Final Section 4(f) Evaluation, Port of Long Beach Pier B On-Dock Rail Support Project* (MARAD 2022).

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2.0 Purpose

This *Pre-containerization Resources Technical Report* was prepared to satisfy the requirements of Stipulation II.C of the Section 106 MOA and the mitigation commitments of the Environmental Impact Statement:

> ***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 [Transit Shed at Berths D52–54] and the areas immediately surrounding it may begin until the HPTP [sic; should be Survey Report] 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.*

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3.0 Methodology

To satisfy the purpose of this document, investigations for the historic context statement included archival research and field work to identify the Port's pre-containerization resource types. The historic context statement is organized chronologically and based on resource types. The document follows the Secretary of the Interior's Standards and Guidelines for Preservation Planning (48 *Federal Register* 44716–44720, 1983); National Register Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service [NPS] 1997); and National Register Bulletin 24, *Guidelines for Local Surveys: A Basis for Preservation Planning* (Parker et al. 1985). Research and survey included the following:

- Record search on October 15, 2024, at the California Historical Resources Information System South Central Coastal Information Center (SCCIC), housed at California State University, Fullerton, to determine the extent of previous surveys and to identify previously documented built-environment resources within the Port.
- Additional archival research using the following repositories:
  - POLB Records Department
  - National Register Information System
  - State of California Office of Historic Preservation, Built Environment Resource Database
  - United States Geological Survey (historic topographic maps)
  - Office of Coast Survey Chart, National Oceanic and Atmospheric Administration (historic maps and charts)
  - Sanborn Fire Insurance Company (historic maps)
  - Nationwide Environmental Title Research, LLC (historic aerial photographs)
  - University of California, Santa Barbara FrameFinder (historic aerial photographs)
  - Long Beach Public Library Digital Archive
  - Genealogybank.com, Newspapers.com, and California Digital Newspaper Collection (historic digitized newspaper articles)
- Built-environment survey:
  - On February 25, 2025, HDR Engineering, Inc. (HDR), architectural historian Shoshana Jones, accompanied by Alex Alemu from POLB's Engineering Design Department, conducted an intensive-level survey of built-environment resources constructed at the Port before 1969 and associated with the pre-containerization context. Character-defining features of surveyed resources were noted and photographed with a digital single-lens reflex camera.

  - Field survey methods were consistent with the Secretary of the Interior's Standards and Guidelines for Identification and Evaluation Guidelines for Local Surveys (48 *Federal Register* 44720–44726). The field survey excluded Port areas constructed after 1968, including Pier E, Pier J, and portions of Pier G. Container terminals and inaccessible areas operated by private enterprises were not surveyed.
- Significant historic themes:
  - This document focuses on important events and developments associated with the Port's pre-1969 period.
  - Within this period, the Port's built-environment resources reflect the themes of commerce and industrial architecture.
- Pre-containerization resource types:
  - Transit shed
  - Storage and repair shed
  - Dockside warehouse
  - Specialized cargo terminal
  - Comfort station

In addition to the pre-containerization historic context, California Department of Parks and Recreation (DPR) 523 Form sets were prepared for three previously evaluated resources and two newly identified resources. The survey identified no potential historic districts.

3.1 Project Personnel

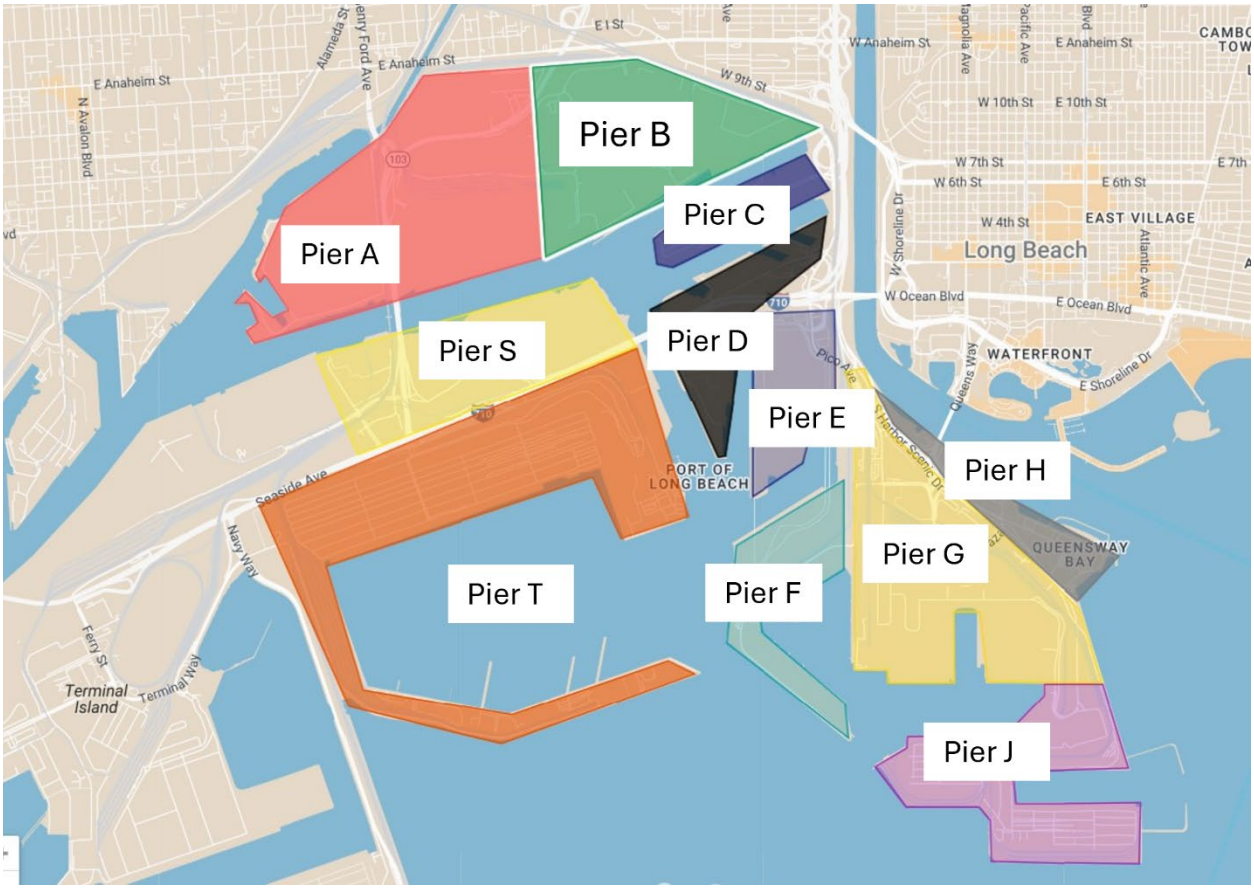
This study was conducted by staff meeting the Secretary of the Interior's Professional Qualifications Standards for history and architectural history (48 *Federal Register* 44716, 1983), as required by 36 CFR §800.2(a)(1) and 54 United States Code (USC) 306131. The report author and principal investigator was Shoshana Jones, Juris Doctor, Master of Arts (M.A.). Alauna Walker provided geographic information system support, including preparation of maps. Beniamino Volta, M.A., Registered Professional Archaeologist, and Ann Keen, M.A., provided quality review.

3.2 Nomenclature for Transit Sheds

This study identifies multiple extant and non-extant resources, many of which are associated with piers that were either removed or reconstructed. At POLB, piers have historically been designated with numbers or letters, and berths have been designated with numbers. In 1993, the pier designations changed but the berth number designations remained the same (Riffenburgh 2012). In this report, transit sheds that are no longer extant are identified by their original pier and berth(s) (e.g., "transit shed at Pier 1, Berth 50"). Transit sheds that are extant are identified by their present berth(s) (e.g., "Transit Shed at Berth D34," which indicates a location of present-day Pier D, Berth

34). Note that extant shed names are capitalized, and non-extant shed names are not capitalized. Figure 3-1 shows the Port's present piers.

Figure 3-1. Piers at Port of Long Beach



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4.0 Regulatory Framework

As required by the MOA, this technical report evaluates the significance of all pre-1969 built-environment resources identified using NRHP and CRHR criteria, including consideration of historic district potential. This section discusses the NRHP and CRHR eligibility criteria to inform the eligibility evaluations documented in Section 6.0.

4.1 National Register of Historic Places

The NRHP is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation. The NRHP was established by the NHPA of 1966. Section 106 of the NHPA (54 USC 306108), which is implemented by the Advisory Council on Historic Preservation's (ACHP) regulations, "Protection of Historic Properties," requires federal agencies to consider the effects of their undertakings on historic properties and to afford the ACHP a reasonable opportunity to comment (36 CFR 800.1). A historic property is defined in the NHPA as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register, including artifacts, records, and material remains related to such a property or resource" (54 USC 300308).

NRHP criteria are used to evaluate resources when complying with Section 106 of the NHPA. Those criteria state that cultural resources eligible for listing in the NRHP are those that meet any of the following:

a. Are associated with events that have made a significant contribution to the broad patterns of our history
b. Are associated with the lives of persons significant in our past
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 value, or that represent a significant and distinguishable entity whose components may lack individual distinction
d. Have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4)

In addition to meeting at least one of the above criteria, a cultural resource must also possess most, or all, of seven aspects of integrity to qualify for listing on the NRHP. Integrity is the ability of a property to convey its significance; therefore, the property's level (local, state, national), area (historic theme), and period (timeframe) of significance determine which aspects of integrity are most important. Seven types of integrity are defined in National Register Bulletin 15 (NPS 1997):

1. Location is the place where the historic property was constructed, or the place where the historic event occurred.

2. Design is the combination of elements that create the form, plan, space, structure, and style of a property.

3. Setting is the physical environment of a historic property.
4. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
7. Association is the direct link between an important historic event or person and a historic property.

Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which original fabric has been retained, and the reversibility of changes to the property (King 2008).

4.2 California Register of Historical Resources

The California Environmental Quality Act (CEQA) statutes are encoded in California Public Resources Code (PRC) 21000 et seq., with Guidelines for Implementation codified in the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3. Pursuant to CEQA, it is necessary for the lead agency to determine whether a proposed project may have a significant effect on the environment (PRC 21082.2[a]). CEQA associates a significant effect on the environment with a substantial adverse change in the significance of a historical resource (PRC 21084.1) or a tribal cultural resource (PRC 21084.2).

For the purposes of CEQA review, a historical resource is defined as follows (14 CCR 15064.5[a]):

a. A resource listed in, or determined eligible by the State Historical Resources Commission for listing in the CRHR
b. A resource included in a local register of historical resources
c. A resource identified as significant in a historical resource survey meeting the requirements specified in PRC 5024.1(g)
d. Any resource that the lead agency determines to be historically significant

Pursuant to PRC 5024.1, a resource is considered historically significant if it retains "substantial integrity" and meets at least one of the criteria for listing in the CRHR (14 CCR 4852[b]):

a. 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
b. It is associated with the lives of persons important to local, California, or national history
c. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values

d. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation

Determining the integrity of a resource involves evaluating the authenticity of that resource's physical identity—that is, the survival of characteristics that were present during the resource's period of significance. To be listed in the CRHR, resources must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" (14 CCR 4852[c]). Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Any historical resource in California that is listed or determined eligible for listing in the NRHP is included in the CRHR (PRC 5024.1[d][1]). Under CRHR regulations, "it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register" (14 CCR 4852[c]). The CRHR also includes the following properties:

- Registered State Historical Landmarks numbered 770 and above
- Points of Historical Interest that have been reviewed and recommended to the State Historical Resources Commission for listing
- City- and county-designated landmarks or districts, if the criteria for designation are determined by the Office of Historic Preservation (OHP) to be consistent with the CRHR criteria

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5.0 Pre-containerization Historic Context

The Port's built environment reflects the monumental evolution that cargo shipping processes have undergone since the late 1950s. Throughout the late twentieth century, those changes transformed the Port's size, configuration, labor force, buildings, equipment, and transportation infrastructure. The transition to containerization on the West Coast, of which the Port was a pioneer, has resulted in the massive construction and expansion of container terminals and the removal of most Port resources associated with the historic shipping era, such as transit sheds and dockside warehouses.

The goal of this historic context is to provide the foundation for identifying and evaluating historical resources and establish a framework for grouping information about Port resources that share the pre-containerization themes of commerce and industrial architecture. The historic context provides an overview of the historic themes and property types important to the Port's pre-containerization era to support the evaluation of built-environment resources for the NRHP and CRHR. For this reason, the historic context focuses primarily on the built environment rather than pre-history or ethnographic contexts.

5.1 Setting

The Port of Long Beach is located in the City of Long Beach in southern Los Angeles County and is part of the San Pedro Bay Port Complex, which consists of both the Port of Long Beach and the Port of Los Angeles. Terminal Island, a predominantly industrial and artificial island, is roughly split between the two adjacent ports. The Port's general area and adjacent portions of the City of Long Beach and City of Los Angeles are characterized by diverse, high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations. Nearby residential areas include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach (MARAD 2020:3.14-5).

The Port comprises 3,520 acres of land, 4,600 acres of water, 12 piers, 80 berths, and 73 post-Panamax gantry cranes. Shipping terminals include five for break bulk (automobiles, lumber, steel, iron ore), six for containers, six for dry bulk (petroleum, coke, salt, gypsum, and cement), and five for liquid bulk (petroleum). The Port handles one-third of all loaded containers moving through California ports, one-quarter of containers moving through all West Coast ports, and nearly one-fifth of containers moving through all U.S. ports, with East Asian trade accounting for more than 90 percent of shipments through the Port. The container cargo amounts to over 9 million 20-foot containers and 2,000 vessel calls per year (POLB 2024).

The Los Angeles Basin is notable for its prolific oil production, and subsidence due to oil extraction has been a major problem in the Long Beach and Los Angeles harbor areas. Between 1926 and 1967, as much as 35 feet of total subsidence was recorded near the eastern end of Terminal Island in Long Beach. A maximum annual rate of subsidence of 2.4 feet was recorded between

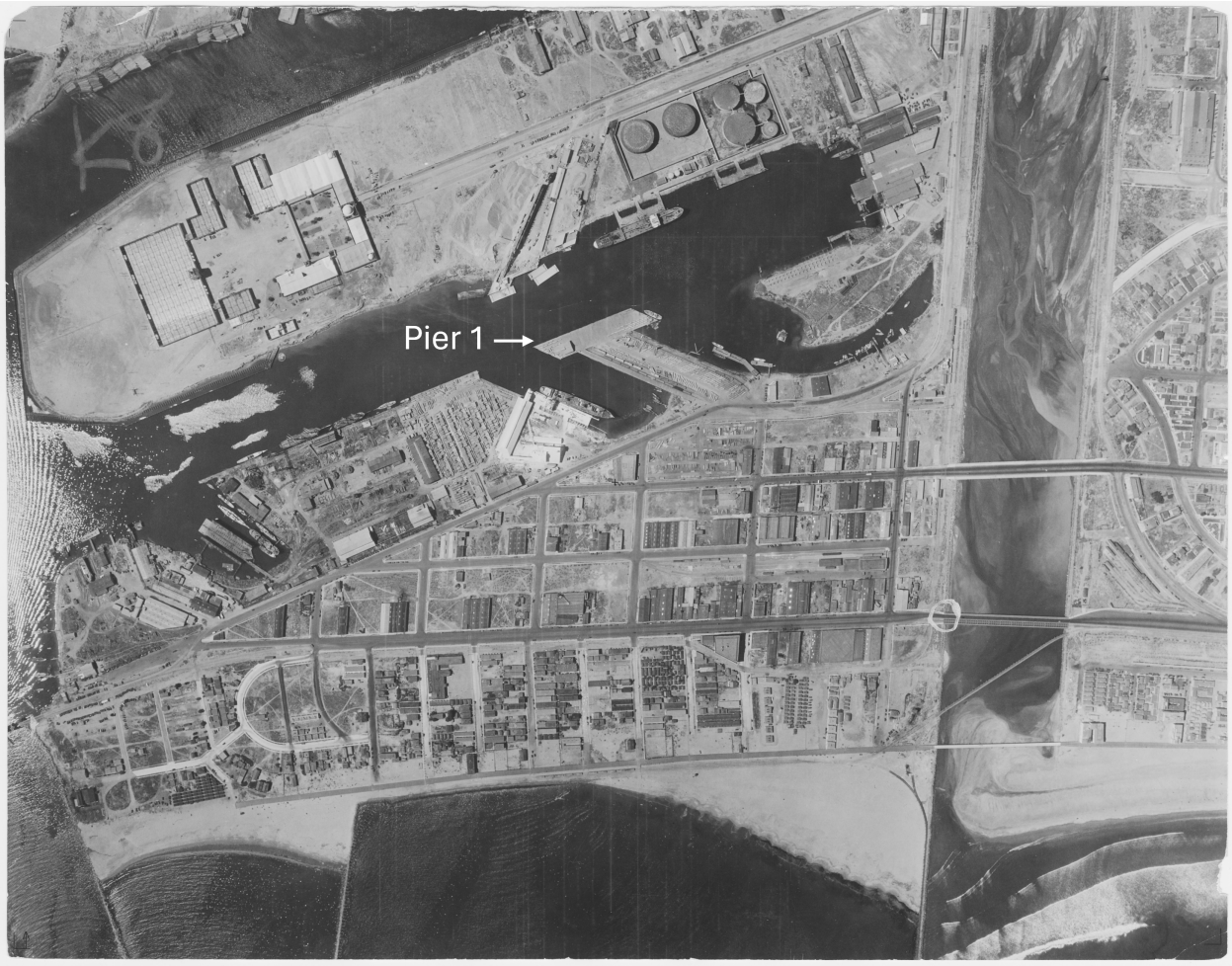
1951 and 1952, which coincided with the area's period of maximum oil production and substantially damaged Port buildings and structures, such as wharves and transit sheds. POLB's postwar remediation program elevated wharves and buildings, heightened seawalls, installed dikes, and reconstructed street and railroad tracks. In 1958, injection of water into oil-depleted zones resulted in a reduction of subsidence and partial rebound of the subsided area (MARAD 2020:3.2-1).

5.2 Port of Long Beach

Circa 1900, the Long Beach Harbor was developed from 800 acres of San Pedro Bay swampland at the mouth of the Los Angeles River. During that period, the federal government designated San Pedro as the Port of Los Angeles site. In 1909, the City of Long Beach sold developed oceanfront to the Long Beach Land and Navigation Company to establish industrial sites. Local developers, who had created the Los Angeles Dock and Terminal Company, ultimately purchased the entire parcel. Dredging created entry and inner channels, a turning basin, and water frontage. Craig Shipbuilding, which had been located at the site since 1906, became the only ship repair yard south of San Francisco and won the contract to dredge a channel from open ocean to an inner harbor (ICF International, Inc. [ICF] 2020:14).

Circa 1910, the City of Long Beach approved a bond to purchase water frontage in the inner harbor and fund construction of new piers and wharves. The State of California also granted the City possession of tideland areas for development of port operations, allowing the City to dredge for deep water and use the fill to build more land and piers. The Port of Long Beach was officially dedicated in June 1911. The Port initially occupied the area now known as the inner harbor, and original facilities included 500-foot-long Pier 1, the municipal pier shown in Figure 5-1, an entry channel, three inner channels, a 1,400-foot turning basin, and limited water frontage (Queenan 1986:63–68).

Figure 5-1. The Inner Harbor with the Original Pier 1 Structure, 1928



Source: UCSB Library FrameFinder 1928

In 1917, the City of Long Beach assumed port operations from the Los Angeles Dock and Terminal Company. The City's newly established Board of Harbor Commissioners focused on establishing a flood control channel, and the City and U.S. Army Corps of Engineers (USACE) enlarged the Cerritos Channel to open navigation between the inner harbors of Long Beach and Los Angeles. By 1918, 9,000 workers were employed at the Port. During World War I, industry expanded beyond importing lumber to shipbuilding and repair, canneries, and war material production. The discovery of oil at Signal Hill in 1921 enabled the creation of a prime harbor and established Long Beach as a major hub for the oil industry. Oil revenues helped fund inner and outer harbor improvements. In 1926, the Port attained deep water status to accommodate larger ships carrying more cargo (ICF 2020:15).

In 1928, construction began in the new outer harbor (ICF 2020:15). By 1929, creation of the Harbor Beltline Railroad had merged operations of the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railroads throughout the harbor (Queenan 1986:92). In 1931, the Long Beach City Charter was amended to create a Harbor District, an independent and more powerful Board

of Harbor Commissioners, and a Harbor Department to control and manage the Port (POLB 2025). During the 1930s, the improved Port infrastructure attracted new industries, including Ford Motor Company and Procter and Gamble, which opened factories that provided thousands of jobs. In 1932, the U.S. Navy also located its headquarters for the Pacific Fleet at the Port, which led to the construction of a new Navy landing and facilities. By 1930, the Port was processing 1 million tons of cargo annually (ICF 2020:15).

In 1936, an oil strike at the Wilmington Oil Field near the Long Beach Harbor provided the City of Long Beach with revenue to revitalize the local Depression-era economy. A combination passenger and freight terminal was completed in 1939 for $400,000 at what was then Pier A, Berths 1–2 in the outer harbor. The terminal building had 115,000 feet of cargo space and 5,000 square feet of passenger space on the ground floor, with an additional 19,000 square feet of passenger space on the mezzanine. Double tracks connected the building to the Harbor Belt Line. At the building's waterside was a full-length passenger loading platform and at the landside was trackage space for 50 rail cars (*Pacific Ports and Marine News* 1939:19).

In 1940, the Navy acquired nearly 400 acres on Terminal Island to construct the Long Beach Naval Shipyard. Following the bombing of Pearl Harbor in December 1941, the Navy assumed control of the Port and Port activities. The Terminal Island Naval Base was commissioned in 1942, and defense industries such as shipbuilding expanded. After World War II ended, the booming postwar economy facilitated Long Beach's entrance into international markets and prompted ongoing Port upgrades. The City of Long Beach also used oil profits to substantially expand the harbor and, during the 1950s, wharf replacement and modern dock construction using fireproof concrete effectively replaced the old harbor. These projects enhanced the Port's competitive advantage over the adjacent Port of Los Angeles, which was still using outdated wooden wharves (ICF 2020:16).

As the Port continued to expand, the City of Long Beach's Harbor Department had to confront the growing problem of subsidence, which had been exacerbated by development of the Wilmington Oil Field in 1936. The City was slowly sinking over an area of approximately 20 square miles, encompassing the harbor, the shoreline, and downtown. The subsidence ranged from a 29-foot sinkage at the core to a 3-foot sinkage at the Villa Riviera in the area's periphery. The Port's wharves and buildings, such as transit sheds, suffered extensive damage. The situation improved through a $90 million tidelands restoration financed by the State Tidelands Fund from 1953 to 1958, although subsidence remained an issue for the area (Sapphos Environmental, Inc. 2009:50).

During the late 1950s, containerized cargo significantly changed the shipping industry and quickly rendered existing commercial fleets and Port facilities obsolete. At the Port of Long Beach, new construction was designed for container terminal service. During the early 1970s, the Port began constructing three new container terminals and a container freight station, enlarging its existing container operations, and dredging to deepen the harbor to 60 feet, making it the nation's deepest. Fill was used for extensive pier expansion, with additional wharves and storage space. These

improvements expanded the Port's container trade, which became the busiest on the West Coast (ICF 2020:17).

In 1981, the Ports of Long Beach and Los Angeles agreed to the joint construction of an Intermodal Container Transfer Facility in partnership with the Southern Pacific Transportation Company. The facility opened in 1987 approximately 4 miles from the Ports and provided loading and unloading tracks handling up to 250 container cars and parking for 1,600 wheeled containers. As trade shifted to emerging markets along the Pacific Rim in the 1980s and 1990s, POLB expanded further, dredging to deepen the harbor while building new container terminals and using fill to create space for movement and storage of containers and trucks. Additional rail facilities served a new land bridge system that allowed goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port's new mega-piers and terminals serve ever-larger container vessels and the continually expanding volume of cargo (ICF 2020:17–18).

5.3 Pre-containerization Cargo Handling

During the late nineteenth and early twentieth centuries, the shipping industry benefited from technological developments that increased the cargo capacity and speed of ocean-going vessels and from the completion of waterways, such as the Panama Canal (1914), which substantially reduced sailing distances. However, the transportation process and costs remained onerous: vessels generally called at numerous ports, remaining at each port from several days to several weeks because of slow, labor-intensive cargo loading and unloading processes. Ships' handling gear was inefficient, bundling cargo in the hold was time-consuming, and cargo damage and pilferage were widespread (van Ham et al. 2012:3). Docks were central to most of the world's important commercial centers, with millions of workers involved in freight transportation. Manufacturing facilities were typically situated near docks to facilitate the delivery of raw materials and expedite the shipment of finished goods. Before World War II, breakbulk[2] operations consisted of general cargo packed in bags, bales, crates, or casks manually stowed in the holds of ships by dockworkers called longshoremen (Levinson 2016:21).

The Port of Long Beach, which opened in 1911, and other ports worldwide followed similar processes for handling breakbulk cargo. In most cases, the transportation process began at a shipper's factory or warehouse, where units of freight, such as sacks of flour, were individually loaded onto a truck or railcar. Each truck or train would deliver up to thousands of mixed cargo items to the waterfront. These items of varying sizes and weights were then unloaded individually,

[2] Breakbulk cargo refers to individually counted units of goods that must be loaded, unloaded, and transported individually due to their size, weight, or shape. These items are handled using cranes, forklifts, or other specialized equipment (Ram International Shipping 2025). In contrast, bulk cargo such as grain is loaded directly, unpackaged and in large quantities, into the ship's hold and is measured by volume or weight rather than recorded as individually counted units.

recorded on a tally sheet, and loaded either directly onto the ship or, if the ship was not ready, into a dockside transit shed (Levinson 2016:22).

When the ship was ready to load, longshoremen would remove each item from the transit shed, recount it, then carry or drag it to the dock. The shipping industry eventually incorporated palletized loads and wooden boxes, making cargo easier and more efficient to handle. As cargo sat in the transit shed or on the dock, a longshore gang assembled a “draft” of boxes and barrels atop a wooden pallet, also called a sling board. Sling loads were usually secured with mesh or rope or consisted of loose boxes and bags. Longshoremen on the dock (“dock men”) then secured the sling board with cables. After receiving a signal, the winch driver (“winch man” or “deck man”) moved the hook of the shipboard crane over the sling. Dock men hooked the cables, and then the winch lifted the draft from the dock and lowered it into the hold. Inside the ship’s hold, “hold men” removed each item from the sling board and stowed the items by hand, cart, or forklift. A basic tool that all longshoremen carried was a steel cargo hook, typically with a wooden handle; the cargo hook protected their hands, extended their reach, and enabled them to snag, lift, or position cargo in the hold. Each hold was covered by its own hatch, and cargo destined for the first port of call was loaded last. Cargo in a variety of sizes, shapes, and weights had to be stowed tightly to prevent damage. Breakbulk longshoring required specialized skills to achieve a “tight stow.” Improperly stowed cargo that shifted during the voyage could endanger the ship’s crew (Levinson 2016:22-23).

At the final port of call, all cargo had to be removed before loading began for the next voyage. Items were loaded onto the pallet, lifted out of the hold by the winch, and then unloaded from the pallet onto the dock (Figure 5-2). Deck men hand-carried certain items, such as bags of coffee, and dragged other items, such as heavy metal bars, which were then stacked into piles. Limited automation developed during World War II led to the prevalence of forklifts to move cargo on the dock. Deck men then sorted through the piles of cargo on the dock to determine which items would be placed into a transit shed and which would be retrieved and transported directly from the dock. Meanwhile, customs inspectors assessed cargo on the dock to calculate duties (Levinson 2016:26).

Figure 5-2. Unloading of Crates from Vessel onto Wharf at the Port of Long Beach, with Transit Shed's Waterside Facade Visible at Right, 1950



Source: Long Beach Public Library (LBPL) Digital Archive 1950

After buyers' representatives examined merchandise to discern its condition, carpenters and coopers began repairing broken crates and barrels for the cargo's onward journey by truck or rail. Trucks would then back onto the dock to retrieve their loads as forklifts moved other cargo to transit sheds (Levinson 2016:27). Cargo transfer at the Port of Long Beach between the ship, transit sheds, and other storage areas was usually performed by lift trucks, tractors, and trailers (Figure 5-3) (USACE and USMC 1947:394–395). Dockside tracks typically ran adjacent to berths and transit sheds for adjacent loading and unloading of railcars.

Figure 5-3. John E. Marshall, Inc., Lumber Carrier No.14 Moved Stacks of Lumber, 1939



Source: LBPL Digital Archive 1939

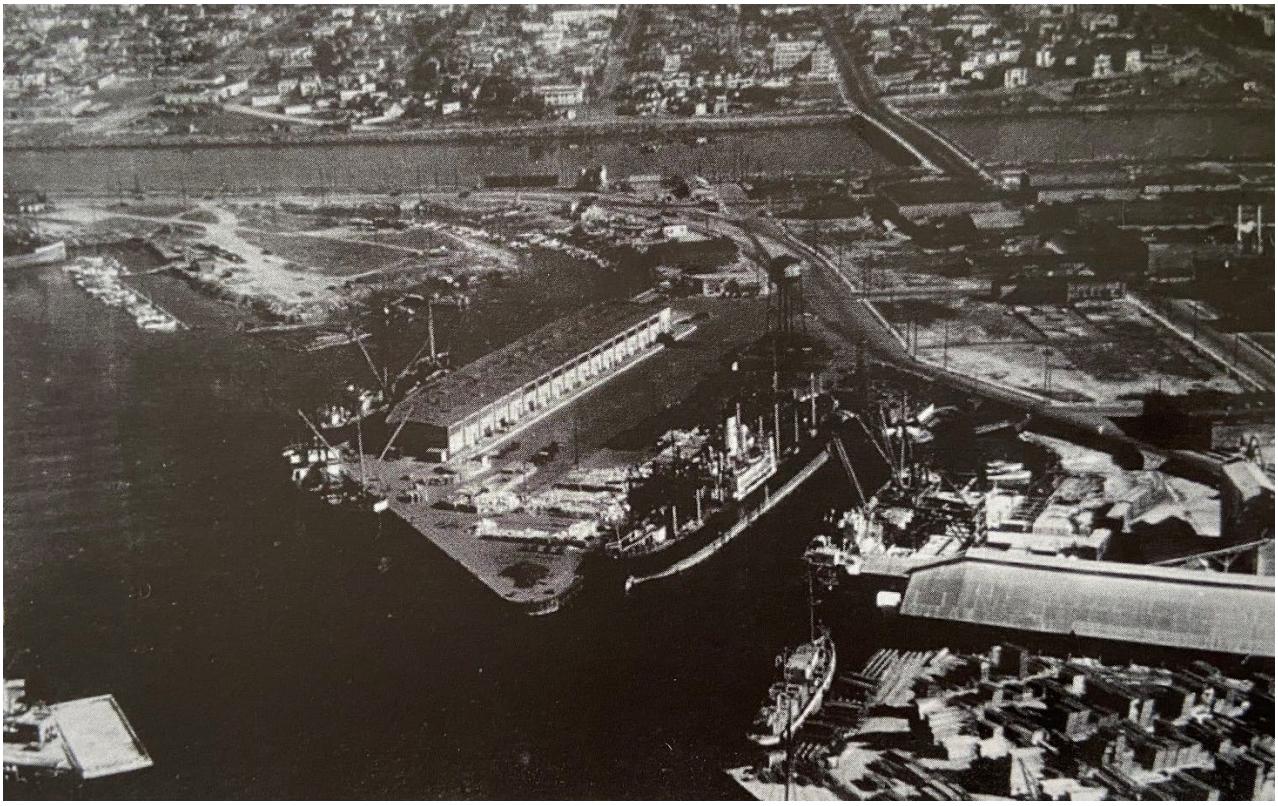
Following World War II, new Port of Long Beach facilities included large fireproof transit sheds for interior operation of mechanical handling equipment; wide aprons served directly by railway trackage; depressed rail tracks at the rear of transit sheds served by wide loading platforms; and large paved open areas in the rear of wharves for handling and storing lumber and other cargo not requiring cover (USACE and USMC 1947:394–395). While some transit sheds remain, virtually all pre-1969 cargo handling equipment was removed from the Port to make room for container operations and equipment.

5.4 Transit Sheds

At POLB, large waterfront wharf buildings known as transit sheds are the primary surviving resource type from the pre-containerization era of cargo shipping and handling. Transit sheds were designed for rapid loading and unloading, protection, assembly, sorting, and short-term storage of general cargo (MacElwee 1918:820; *Press-Telegram* 1968a).

The Port's first transit shed, and one of its original facilities, was a 40,000-square-foot, clear-span steel building at Pier 1, Berth 50 (in area now known as Pier D) in the inner harbor (Figure 5-4) (Emery 1945:57).

Figure 5-4. The Transit Shed at Pier 1, Berth 50 (no longer extant) at Center, circa 1930

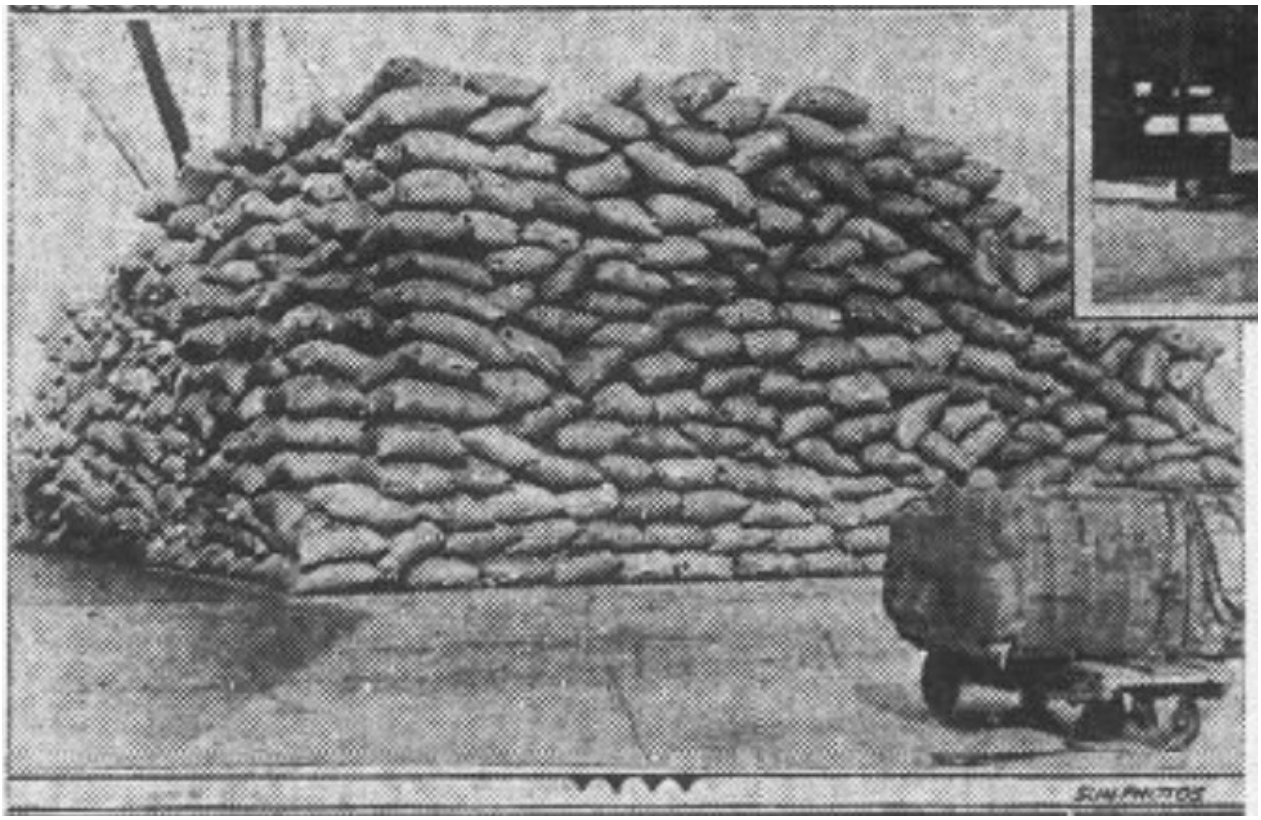


Source: White 2009:28

The City of Long Beach first acquired the parcel encompassing Pier 1 in 1909 as part of a 4.7-acre purchase from the Los Angeles Dock and Terminal Company (Brackenbury 1953a). Pier 1 was originally constructed in 1911 and, by 1919, had a small building at its western corner. Municipal tracks ran along its west and east sides, parallel to Slip No. 4 and Slip No. 5 (Los Angeles Dock and Terminal Company 1919). Pier 1 formally opened on June 24, 1911 (Craig 1956). In 1928, a $2.7 million bond issue was passed to build piers, wharves, and other facilities, leading to reconstruction of Pier 1 and construction of the Port's first transit shed by 1930 (Brackenbury 1953a). According to a local newspaper, the newly completed transit shed was "the real start of shipping activity through the local harbor" (Brackenbury 1953a). The first ship to unload cargo at the shed was the American – Hawaiian Steamship Company freighter *Panaman*, which arrived from the East Coast. During its 2 decades of operation, the Pier 1, Berth 50, transit shed processed thousands of tons of cargo, including scrap iron, lumber, potash, wood pulp, and potatoes. The Isbrandtsen Line and Providenza Line also used the shed for banana shipments from Central America (Brackenbury 1953a).

Within a year of beginning operations, the transit shed at Pier 1, Berth 50, was often filled beyond capacity and unable to accommodate the increasing amount of incoming cargo (*Press-Telegram* 1934). In October 1931, the dearth of interior storage capacity caused thousands of pounds of onions, potatoes, beet pulp, sugar, flour, bathtubs, Christmas candy, canned goods, coffee, beans, and teakwood to be left unprotected in piles outside the transit shed (Figure 5-5).

Figure 5-5. Insufficient Transit Shed Space Left 15,000 Bags of Beet Pulp Piled Up at Pier 1 on October 26, 1931



Source: Long Beach Sun 1931

The Harbor Department recognized that construction of additional transit sheds was vital to accommodate increasing commerce through the Port (*Long Beach Sun* 1931). As early as 1931, the Board of Harbor Commissioners and Port Manager began planning to address lack of capacity by relocating lumber shipping facilities to the outer harbor and building a second transit shed at the inner harbor (*Press-Telegram* 1931). However, over 5 years later, no new transit shed had been completed. In July 1937, cargo damaged by sitting outside the transit shed included $1 million worth of raw rubber (*San Pedro News-Pilot* 1937).

On June 20, 1939, following years of delay, a $400,000 passenger terminal/transit shed measuring 120 by 1,000 feet was completed at former Pier A, Berths 1–2 (*Pacific Ports and Marine News* 1939:19). The new transit shed, the Port's first steel and concrete Moderne shed, was constructed with assistance from the Works Progress Administration and was used by both cargo and passenger vessels (Queenan 1986:96).

By 1939, the transit shed at Pier 1, Berth 48, had been completed adjacent to the transit shed at Berth 50 (Figure 5-6) (UCSB Library Framefinder 1939). The combined total capacity of both sheds was 77,500 square feet (Craig 1956), and dedicated apron wharf tracks and low-line tracks extended along the west and east sides of each transit shed (Emery 1945:57).

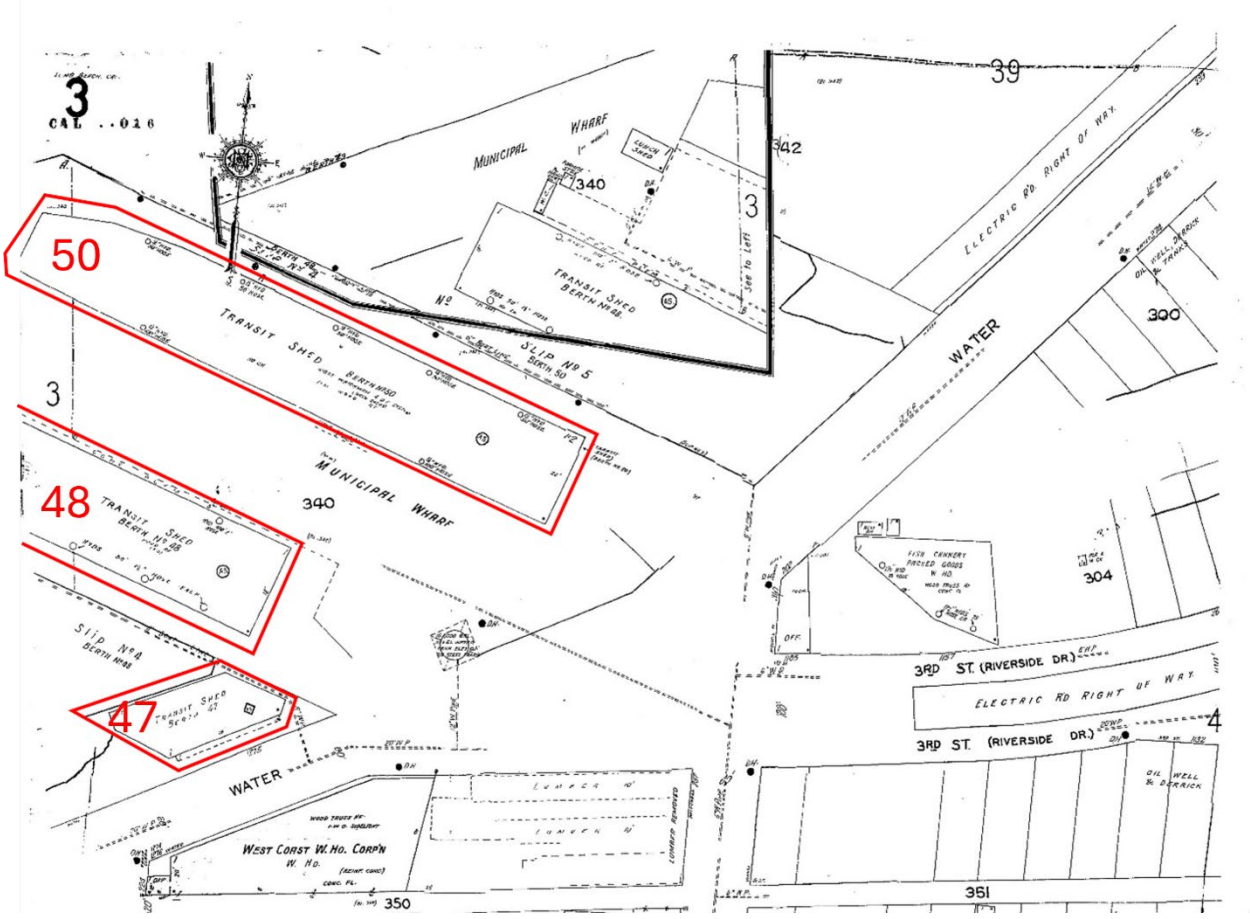
Figure 5-6. The Transit Sheds of Varying Sizes at Former Pier 1, Berths 50, 48, and 47 (non-extant), Viewing East-Southeast, 1945



Source: Emery 1945:57

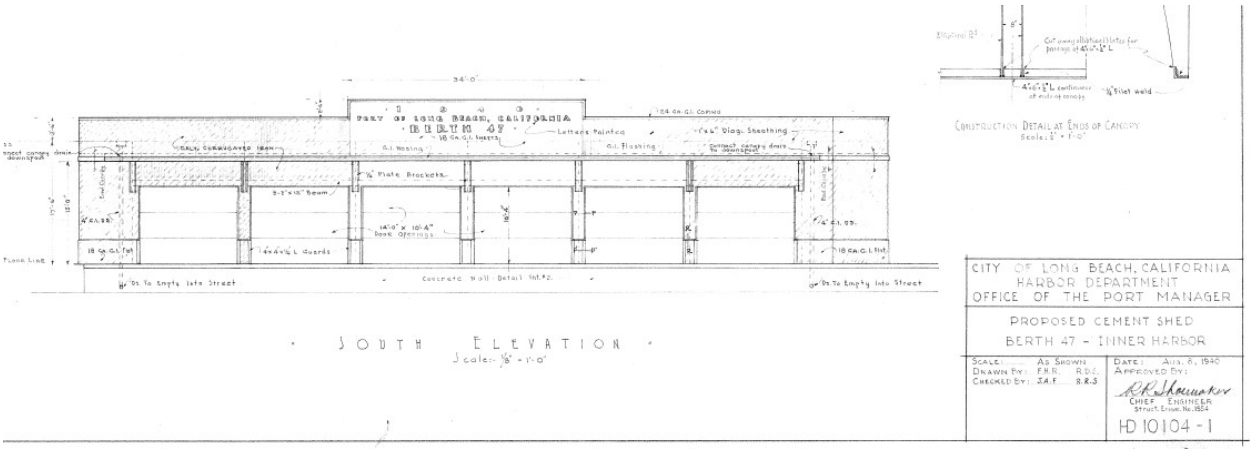
The third, notably smaller transit shed at Pier 1, Berth 47, shown in Figure 5-7, was described as a “cement shed” in its 1940 architectural plans. The shed’s façade (north elevation) had six cargo bays, with only one bay at the rear (south elevation). Based on the plans, the small shed displayed features of the Moderne architectural style (Figure 5-8).

Figure 5-7. Portion of 1950 Sanborn Map Identifying Transit Sheds at Pier 1, Berth 50, Berth 48, and Berth 47 (all now non-extant)



Source: Sanborn Map Company 1950

Figure 5-8. Portion of Plans for Transit Shed at Pier 1, Berth 47, Dated August 8, 1940



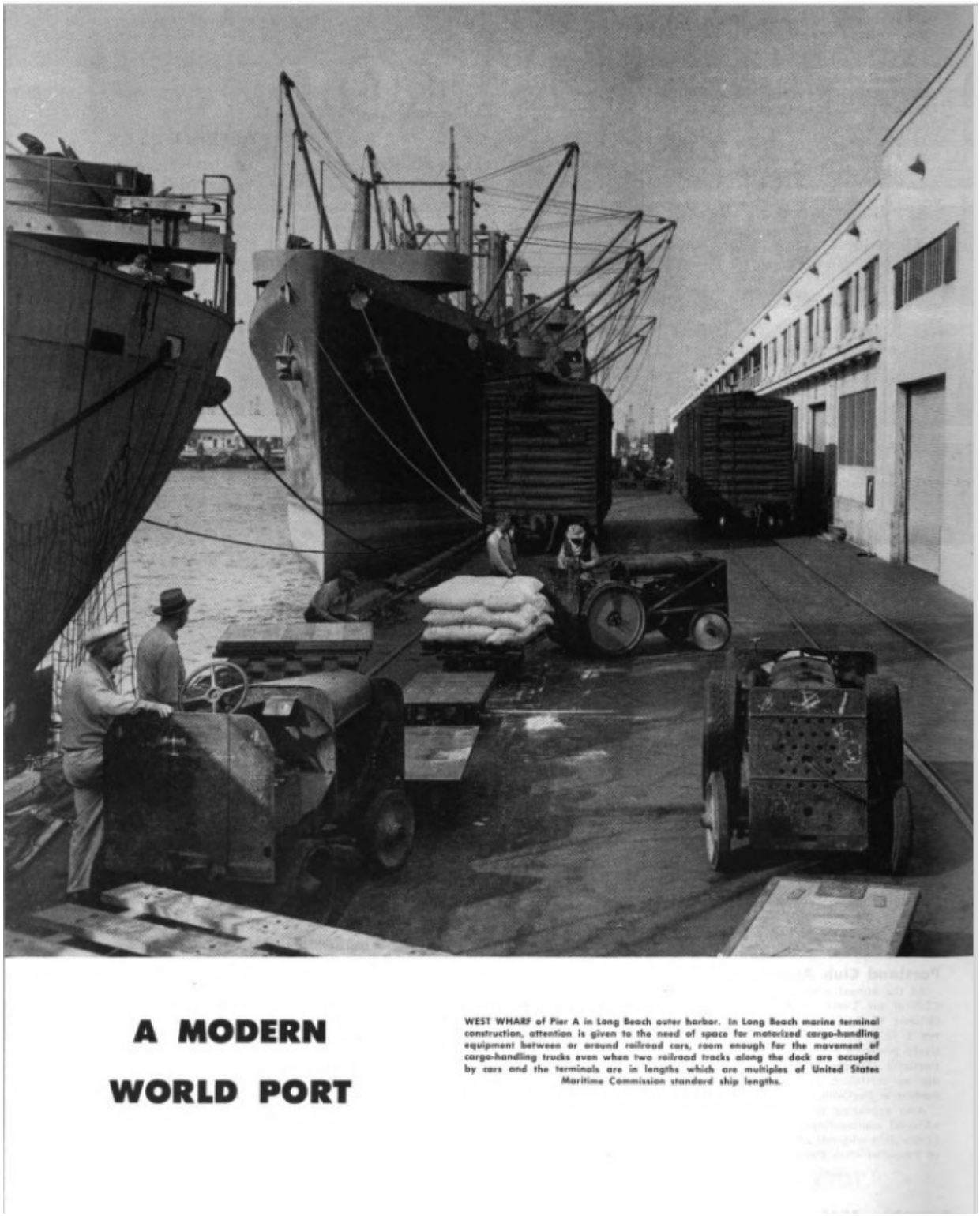
Source: City of Long Beach 1940

Pier 1's functionality ultimately failed due to subsidence, which was first detected in the harbor before 1940 (*Independent Press-Telegram* 1961). This necessitated the pier's reconstruction and the removal of its three original transit sheds at Berths 47, 48, and 50. In 1952, the Harbor Department began reconstructing Pier 1 as an earth-fill mole retained by a concrete wall. The 683- by 348-foot mole pier was completed by contractor Walter C. Groshong and the Smith-Rice Derrick and Barge Corporation for $2 million. Three new deepwater berths (Berths 48–50) were added. The Coastwise Lines' *Seafarer* cargo vessel was the first to berth at the newly reconstructed Pier 1 (Craig 1956). During the following year, 1953, the original Pier 1, Berth 50 and Berth 48, transit sheds were relocated within the Port to West Eighth Street[3] and repurposed as Warehouse No. 4 and Warehouse No. 6, respectively. In their place, one large transit shed, the present Transit Shed at Berths D48–50,[4] was completed at Pier 1 in 1956. Other new construction at Pier 1 included railroad tracks, utilities, and paving (Brackenbury 1953a; Riffenburgh 2012).

The Port's postwar transit shed designs were heavily influenced by technological advancements in steel-frame construction and cargo-handling equipment such as the "motorized lift truck" (forklift) which, according to *The Log of America's Maritime Industries*, "caused the greatest revolution in cargo handling of any single article of equipment" (Emery 1945:55). Modern equipment increased crowding on the Port's busy docks. Figure 5-9, a circa (ca.) 1945 photograph of former Pier A, illustrates the insufficient amount of space for motorized cargo-handling equipment and trucks when both apron wharf tracks between the berth and transit shed were occupied by rail cars (Emery 1945:54).

[3] West Eighth Street is no longer extant.
[4] The Transit Shed at Berths D48–50 is fully described and evaluated for the NRHP/CRHR in Section 6.3.2.

Figure 5-9. West Side of Former Pier A, with Transit Shed at Right, circa 1945



A MODERN

WORLD PORT

WEST WHARF of Pier A in Long Beach outer harbor. In Long Beach marine terminal construction, attention is given to the need of space for motorized cargo-handling equipment between or around railroad cars, room enough for the movement of cargo-handling trucks even when two railroad tracks along the dock are occupied by cars and the terminals are in lengths which are multiples of United States Maritime Commission standard ship lengths.

Source: Emery 1945:54

The new transit shed designs, which improved upon existing clear-span technology, incorporated massive steel beams to eliminate the need for interior columns (Jobst 1963; *Press-Telegram* 1968a). These transit sheds also had higher vertical clearances that enabled forklifts to stack cargo in taller piles (Figure 5-10) (Emery 1945:56). Before 1945, the Port's transit shed doors were generally 10 to 12 feet high and relatively narrow, often resulting in delays and damage to cargo. The new steel roll-up doors generally measured 14 feet high and 18 feet wide, with end doors and ramp doors measuring 16 feet high. Shed framing techniques provided flexibility by allowing door heights to be increased as needed (Emery 1945:56).

Figure 5-10. Enlarged Image Showing Stacks of Soap Boxes inside Transit Shed, March 4, 1949



Source: POLB Records Department 1949

Postwar improvements replaced the Port's old wooden structures with wider concrete piers and wharf aprons in conjunction with wider transit sheds to expedite cargo handling. Port transit sheds were redesigned to build rear-loading shed platforms 18–20 feet wide instead of 10–12 feet wide, thereby reducing the need for railcar doors to align directly opposite shed doors. The wider platforms also increased operating room for motorized equipment. Loading docks and platforms at the rear were also equipped with canopies to shelter cargo and workers, and smooth interior concrete floors helped prevent unevenness and settlement under load (Emery 1945:55–56).

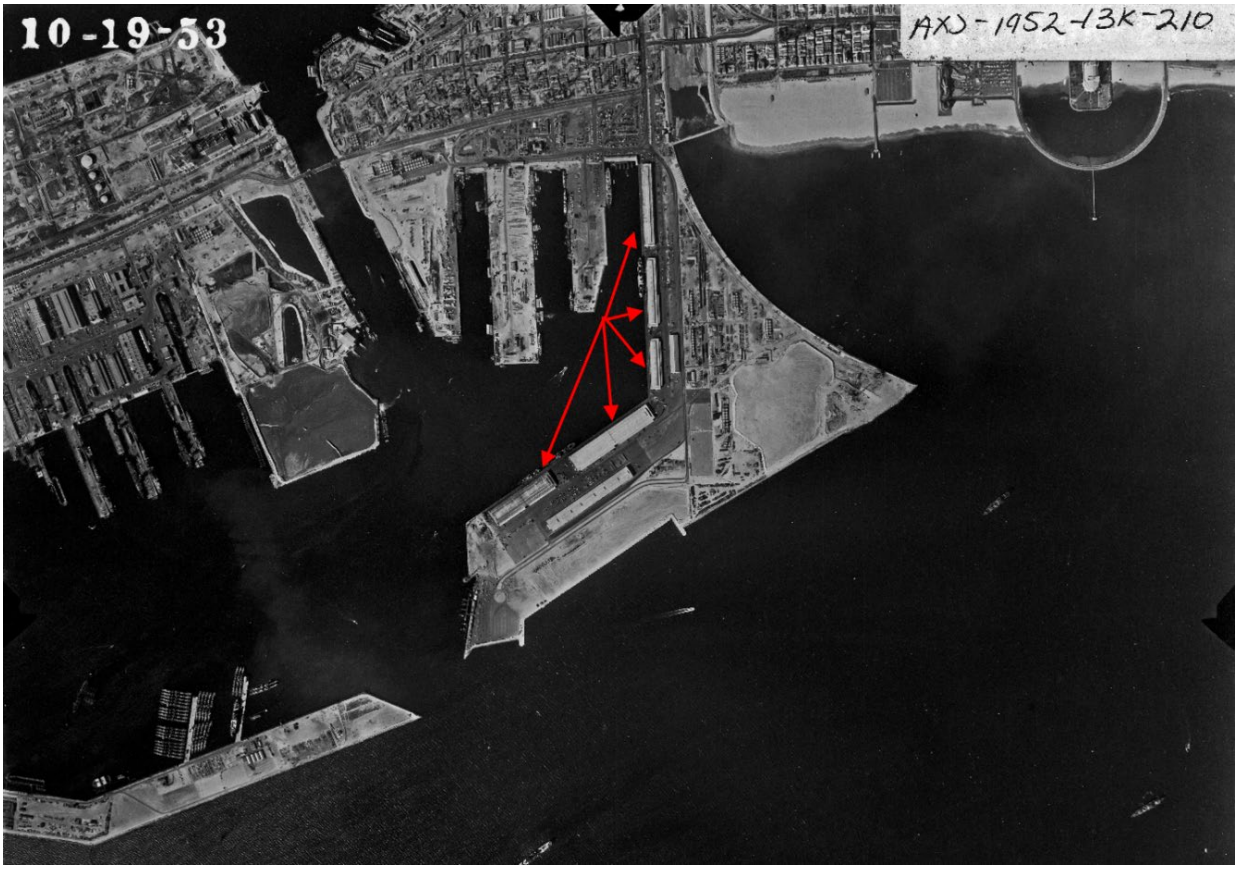
The Port's new transit shed designs also incorporated upgraded lighting. Earlier transit sheds were poorly lit, and dust that gathered on light fixtures greatly reduced their efficiency. Newly constructed transit sheds were equipped with twice the amount of lighting, more expensive units that were easier to clean, light-colored interiors, and more roof monitors and skylights/clerestory windows to enhance natural illumination (Emery 1945:55).

During the mid-1940s through the 1950s, the Port completed nearly $25 million in improvements, including wharves, piers, bridges, and transit sheds; each new transit shed cost between approximately $500,000 and $2 million (Brackenbury 1954a). Construction of nine massive clear-span transit sheds began in 1946 with the transit shed at former Pier A, Berths 1–2, establishing Long Beach as "America's most modern port" (POLB 2025). Two transit sheds at former Pier A, Berths 3–4 and Berth 5, were completed in 1947 (*Independent* 1946). The smaller former Pier A, Berth 5, shed measured 120 by 600 feet and cost approximately $510,000 (*Independent* 1946). Two years later, in 1949, a transit shed measuring 200 by 1,152 feet (230,000 square feet) was completed at former Pier A, Berths 6–7. At the time of its completion, the $1.6 million transit shed was the largest clear-span structure of its type in the world. Pier A was considered the "world's largest finger pier" (*Independent* 1948, 1949; *Press-Telegram* 1952), and the transit shed was regarded as "the first transit shed on the Pacific coast built to dimensions now considered requisite for best handling capacity of modern ships" (Long Beach Chamber of Commerce 1946).

By 1950, the Port had nearly 750,000 square feet of space in transit sheds on Pier A and was seeking to further increase covered space to better handle the diverse cargoes passing through from all over the world (*Press-Telegram* 1951). Since at least the 1930s, the Port permitted shippers to store cargo on the wharves and in transit sheds for extended periods (USACE 1936:204–205). To conform with the 5-day workweek for railroad workers and truckers, inbound and outbound "foreign cargo" passing through the Port during the 1950s could remain in transit sheds for up to 10 business days or 14 calendar days, exclusive of Saturdays and Sundays. Port workers complained that this extended free storage period for international cargo "turns transit sheds into warehouses" (Newton 1950). Workers noted that some cargo shippers used the additional free time to save on transportation costs by disposing of imports before trucking them to warehouses for longer-term storage. This policy also appeared to enrich the shipping industry by eliminating longshore overtime, as there was less urgency to move cargo off the wharves (Newton 1950).

In 1952, a new 180,000-square-foot transit shed was completed at former Pier A, Berths 9–10, second only in size to the shed at former Pier A, Berths 6–7. The new shed, which brought the Port's covered space to over 1 million square feet, could accommodate 25 standard shiploads and was initially used for inbound Malay rubber and hemp and outbound general cargo (*Press-Telegram* 1952). By 1953, Pier A had five massive transit sheds (Figure 5-11), and more sheds were under construction (Figure 5-12).

Figure 5-11. Five Large Transit Sheds (No Longer Extant) at Former Pier A (From North to South: Transit Shed at Berths 1–2, Berths 3–4, Berth 5, Berths 6–7, and Berths 9–10), October 19, 1953



Source: UCSB Library FrameFinder 1952

Figure 5-12. Harbor Commissioner John Davis and Port General Manager Eloi Amar Inspecting New Transit Shed under Construction, 1954



Source: TNT Global 2021 (photograph courtesy of POLB)

Additional transit sheds were constructed, enlarged, or reconstructed between the mid-1950s and mid-1960s. The Transit Shed at Berths D52–54, originally constructed in 1951, was substantially enlarged in 1954. The Transit Shed at Berth D34, completed in 1955, was the only large transit shed ever constructed on Pier D's triangular wharf section. Before the Transit Shed at Berth D34 was constructed, a small ca. 1945 transit shed at Pier D, Berth 33, was moved 1,000 feet to the north (National Environmental Title Research, LLC [NETR] 2025). Following relocation on Pier D, the small shed functioned as a warehouse until it was removed altogether from Pier D in 2010–2012 (Brackenbury 1955; *Independent* 1953; NETR 2025).

The Transit Shed at Berths D48–50 was completed in 1956 on former Pier 1, functionally replacing the two original transit sheds at Berth 50 and Berth 48. Also in 1956, the transit shed at former Pier C, Berths 24–25, was constructed for $1.5 million. During the following year, 1957, the transit shed at former Pier C, Berths 20–21, was under construction for $1.6 million (*Press-Telegram* 1957).

In 1958, the Port's multi-million-dollar construction projects included two new piers—Pier F and Pier G—extending southward from Pier A, which was the world's longest wharf at the time (*Press-Telegram* 1959). That year, Guy F. Atkinson Co. contracted with the Port to construct a new wharf at Pier A, Berths 1–2, which was being inundated at high tide, and to raise and reconstruct the existing transit shed, which had subsided. Work involved shortening the original shed by nearly 100 feet at its north end and removing the passenger walkway and ramps. Pier B's first transit shed was completed in 1959 by Ruane Corporation for $1.7 million at Berths 12–13. The shed measured 200 by 906 feet (181,200 square feet) (*Independent* 1958a).

After a 5-year pause, the Port constructed two additional transit sheds at the newly completed Pier F: the Transit Shed at Berths F206–207 (1963) and the Warehouse/Transit Shed at Berths F204–205 (1967). In 1968, the Port had a total of 14 transit sheds.[5] As of 2025, five transit sheds remain at the Port. The remaining transit sheds no longer serve their original purpose of facilitating the rapid loading and unloading, protection, assembly, sorting, and short-term storage of breakbulk cargo. During field survey on February 25, 2025, the transit sheds were observed to be either non-operational (Transit Shed at Berth D34 and Transit Shed at Berths D48–50) or being used for cargo that does not require covered storage or manual handling, such as imported automobiles and massive spools (Transit Shed at Berths F206–207) or shipping containers (Transit Shed at Berths D52–54 and Warehouse/Transit Shed at Berths F204–205).

Table 5-1 lists the pier and berth(s), construction date, and disposition (extant or non-extant) for all known Port transit sheds built between 1930 and 1967. The descriptions and NRHP/CRHR evaluations of the five extant transit sheds are provided in Sections 6.2 and 6.3.

Table 5-1. Port Transit Sheds, 1930–1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition[a]
Transit shed at former Pier 1, Berth 50	1930	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 4)
Transit shed at former Pier A, Berths 1–2	1939, 1958 (reconstructed)	Non-extant; removed in 1992–1993
Transit shed at former Pier 1, Berth 48	1939	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 6)
Transit shed at former Pier 1, Berth 47	1940	Non-extant (was in area now part of Pier D); removed in 1953

[5] This transit shed total excludes the original 1945 transit shed at Pier D, Berth 33, which was moved in 1953 and repurposed as Warehouse No. 3. This total also excludes the small transit shed at former Pier E, Berth 124, within the former Long Beach Naval Complex.

Table 5-1. Port Transit Sheds, 1930–1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition[a]
Transit shed at Pier D, Berth 33	1945	Non-extant; relocated 1,000 feet north before construction of Transit Shed at Pier D, Berth 34, to function as Warehouse No. 3; and removed from Pier D in 2010–2012
Transit shed at former Pier A, Berths 3–4	1947	Non-extant; removed ca. 1990
Transit shed at former Pier A, Berth 5	1947	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 6–7	1949	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 9–10	1952	Non-extant; removed ca. 1985
Transit Shed at Berths D52–54	1951/1954	Extant at Pier D (in former Pier 2 area)
Transit Shed at Berth D34	1955	Extant at Pier D
Transit Shed at Berths D48–50	1956	Extant at Pier D (in former Pier 1 area)
Transit shed at former Pier C, Berths 24–25	1956	Non-extant: removed ca. 1980
Transit shed at former Pier C, Berths 20–21	1957	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berths 12–13	1959	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berth 17 (formerly Warehouse No. 2 at former Pier A)	1950 (relocated to former Pier B in 1963)	Non-extant; removed ca. 1980
Transit Shed at former Pier E, Berth 124 (now Pier T/former Long Beach Naval Complex)	1961	Non-extant; removed ca. 2015
Transit Shed at Berths F206–207	1963	Extant
Warehouse/Transit Shed at Berths F204–205[b]	1967	Extant

[a] Disposition dates are based primarily on previously cited newspapers sources, maps, and/or aerial imagery.
[b] This building was also designed to function as dockside warehouse space.

5.4.1 The Moderne Style in Transit Sheds

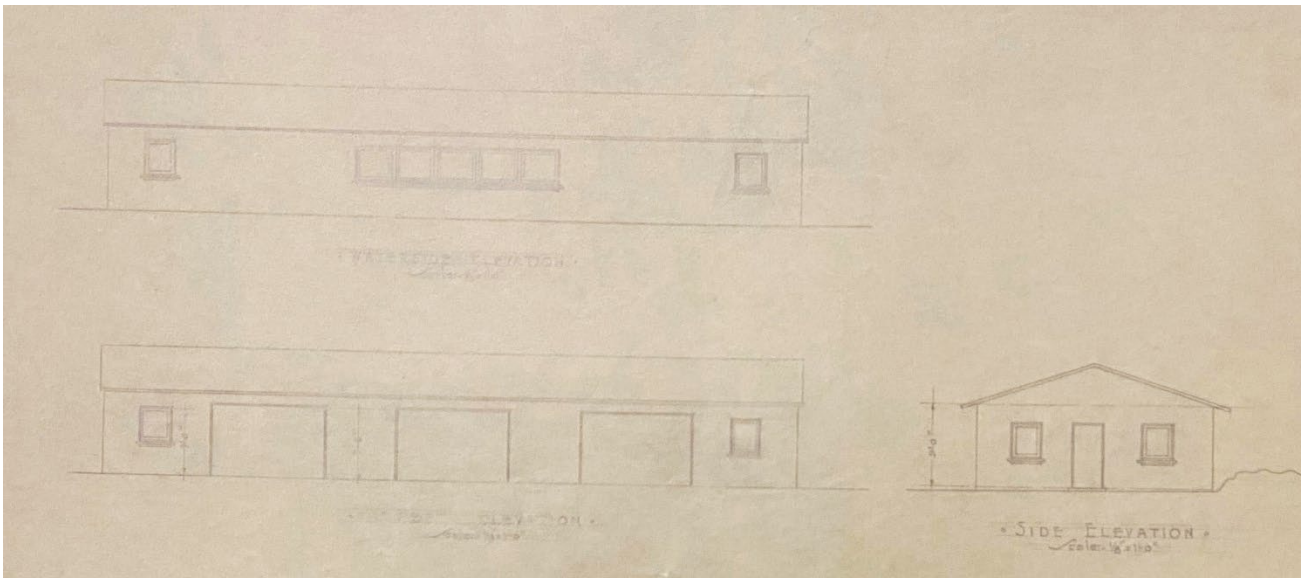
The transit sheds constructed at the Port between 1946 and 1963 were late examples of the Streamline Moderne (Moderne or Art Moderne) architectural style. Most popular from the 1920s to 1940s, Streamline Moderne often incorporated the streamlined features of ships, trains, planes, and automobiles into buildings such as train stations, airport terminals, and commercial and residential buildings. The style's character-defining features are smooth wall surfaces, flat roofs

often with coping or parapets, and a strong sense of horizontality. The Streamline Moderne style and related modernistic Art Deco, which emphasized verticality and zigzags, emerged when Eliel Saarinen's 1922 design won second place in a widely publicized *Chicago Tribune* architecture competition (McAlester 2014:580–582). The Port's first Streamline Moderne transit shed was completed in 1939 at Pier A, Berths 1–2. Except for the Warehouse/Transit Sheds at Berths F204–205, the Port transit sheds dating to 1946 and later displayed features of the Streamline Moderne design. The Transit Shed at Berths 206–207 also incorporates classically inspired features, with a Contemporary design for its original attached offices.

5.4.2 Storage and Repair Sheds

Storage and repair sheds apparently functioned as auxiliary buildings, often situated adjacent to transit sheds. Little information was uncovered about these small buildings, which were likely used by longshore carpenters and coopers who repaired crates and barrels damaged during transit (Levinson 2016:28). Figure 5-13 is a portion of the drawing for the "Pier D Storage & Repair Shed for the Crescent Wharf & Warehouse Co." The drawing depicts a 25- by 75-foot building featuring three symmetrically spaced bays along the façade. During field survey on February 25, 2025, no storage and repair sheds were observed adjacent to any of the Port's five remaining transit sheds.

Figure 5-13. Drawing of the "Pier D Storage & Repair Shed for the Crescent Wharf & Warehouse Co" Dated May 15, 1945



Source: City of Long Beach 1945

5.5 Dockside Warehouses

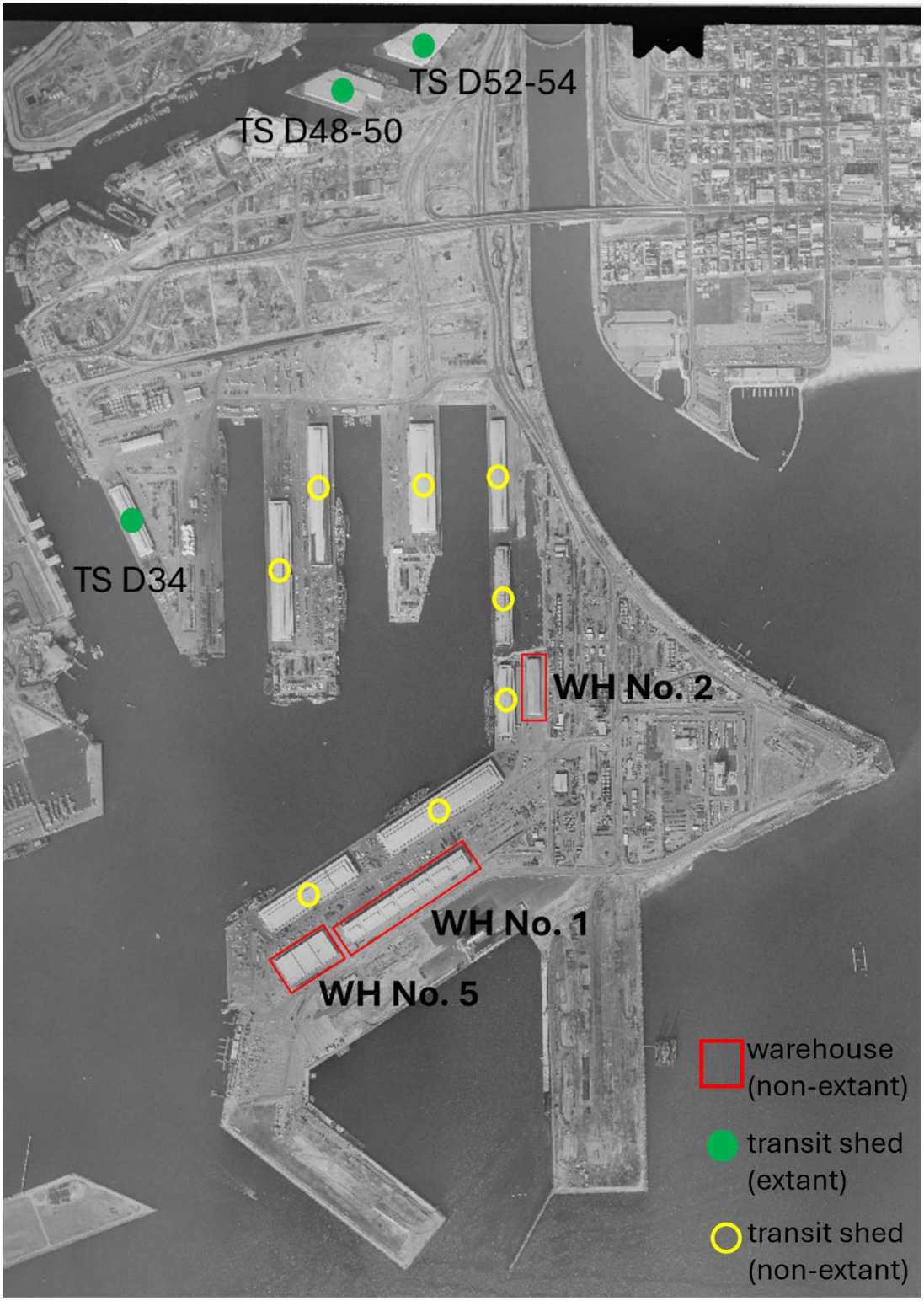
Warehouse storage facilities in Long Beach included buildings adjacent to transit sheds on the docks, in proximity to the docks, and in the general Port vicinity. Dockside warehouses, like transit sheds, belong to the longshoreman era of manual cargo handling and became functionally

obsolete by the late 1960s. As the Port developed container terminals, buildings such as dockside warehouses, which would have interfered with efficient container handling, were removed. Postwar dockside warehouses typically provided longer-term cargo storage than transit sheds and, like transit sheds, were served by rail tracks. While other storage warehouses operated at the Port and its vicinity, the dockside warehouses are more closely associated with pre-containerization cargo-handling processes.

Storage warehouses were used at the Port before World War II; however, the Port's major dockside warehouses were developed in conjunction with its large postwar transit sheds. According to the 1941 Port Series report, "there [were] no warehouses on the water front of Long Beach" (USACE 1941:90). The subsequent 1947 Port Series report identified three one-story warehouse buildings located at 1276 Water Street (now West Pier D Street) and operated by the West Coast Warehouse Corporation (Sanborn Map Company 1950). The three buildings, across the street from Pier 1, were close but not adjacent to the docks. Constructed of reinforced concrete, the buildings provided 30,000 square feet of storage space for general cargo and were served by the Pacific Electric Railway. Their proximity to Pier 1 enabled cargo transfer between vessels and the warehouses via rail, truck, and handling equipment (USACE and USMC 1947:177). These three warehouse buildings and other buildings and structures in the industrial area north of Ocean Boulevard were removed before construction of SR-710 during the 1960s (Sanborn Map Company 1950).

As the postwar Port was remade with larger concrete piers and transit sheds, dockside warehouses nearly as large as the transit sheds were placed at the rear of wharves, directly behind the sheds. During the 1950s and 1960s, these warehouses, operated primarily by the Harbor Department, had either steel or timber frame construction with composition or metal siding, or were of reinforced concrete construction. The warehouses connected to the Harbor Beltline and had convenient access to arterial highways (USACE 1968:114–115; USACE and USMC 1957:264). Figure 5-14, a 1962 aerial image of the Port, shows the proximity and configuration of the Port's three dockside warehouses—Warehouse Nos. 1, 2, and 5—in relation to their associated transit sheds at Berth 5, Berths 6–7, and Berths 9–10, respectively.

Figure 5-14. Aerial Image Showing Three Dockside Warehouses (Non-Extant) Behind Transit Sheds at Former Pier A, January 25, 1962



Source: University of California Santa Barbara FrameFinder 1962

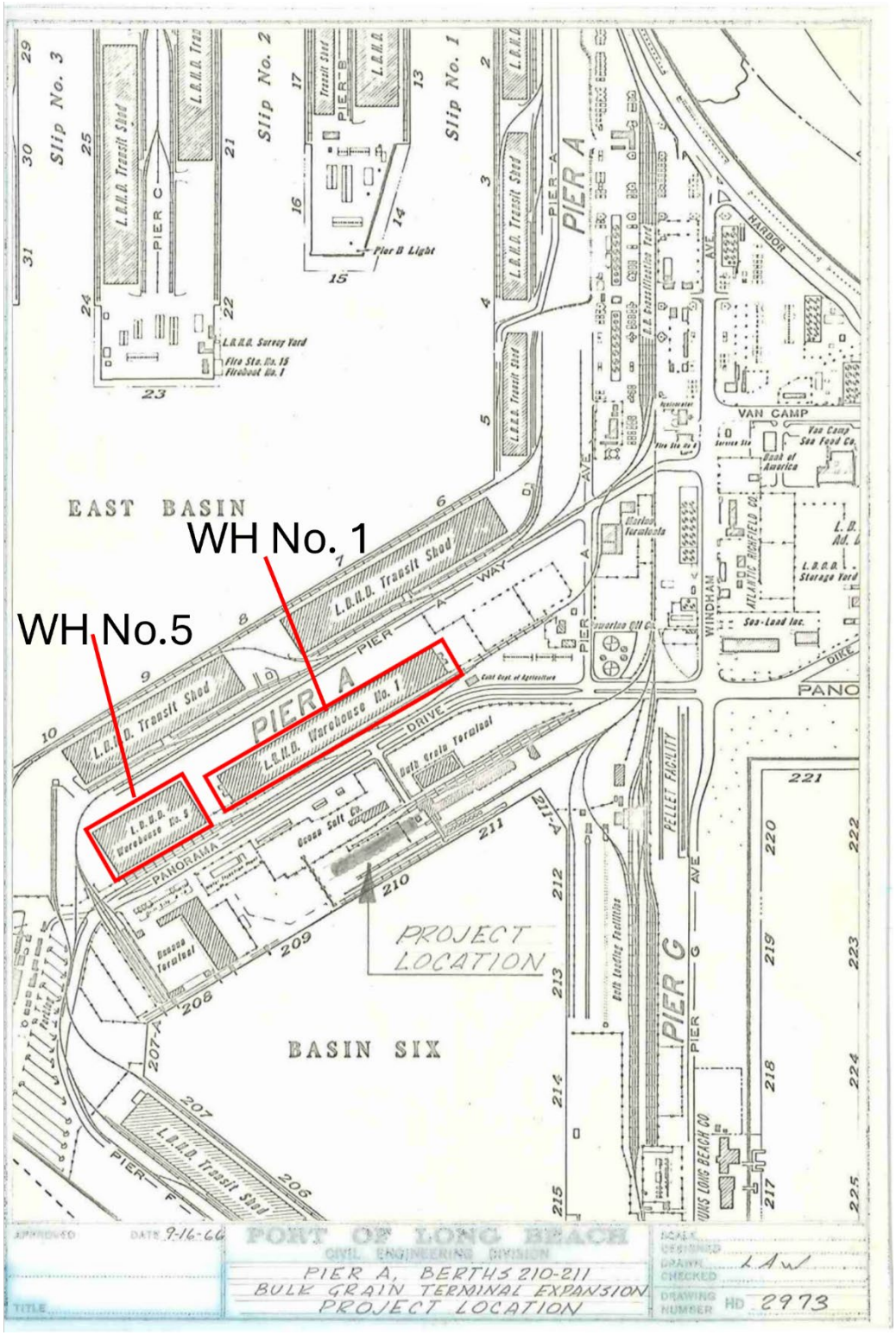
Warehouse No. 1 and Warehouse No. 5 were constructed on former Pier A in an area that was consolidated into Pier F (Figure 5-15 and Figure 5-16). Warehouse No. 1 was operated by the West Coast Warehouse Corporation and, based on aerial imagery and historic photographs, was constructed ca. 1950 (NETR 2025) (Figure 5-15). The warehouse measured 200 by 150 feet, had concrete construction with precast concrete roof girders and panels, was divided by six firewalls into seven sections, and held cotton and general merchandise. The warehouse was removed in the 1980s for construction of a container terminal (NETR 2025; USACE 1968:114–115). Warehouse No. 5 was operated by the City's Harbor Department and, based on aerial imagery and historic photographs, was constructed ca. 1960 (NETR 2025). The warehouse measured 483 by 241 feet, had concrete construction with a steel truss roof, was divided by two firewalls into three sections, and held cotton and general merchandise. Like Warehouse No. 1, Warehouse No. 5 was removed in the 1980s for construction of a container terminal (NETR 2025; USACE 1968:114–115).

Figure 5-15. Warehouse No. 1 and Warehouse No. 5 Behind Transit Sheds at Former Pier A, 1964



Source: POLB Records Department 1964a

Figure 5-16. Plan Showing Warehouse No. 1 and Warehouse No. 5 (Both Now Non-extant) at Former Pier A, September 16, 1966

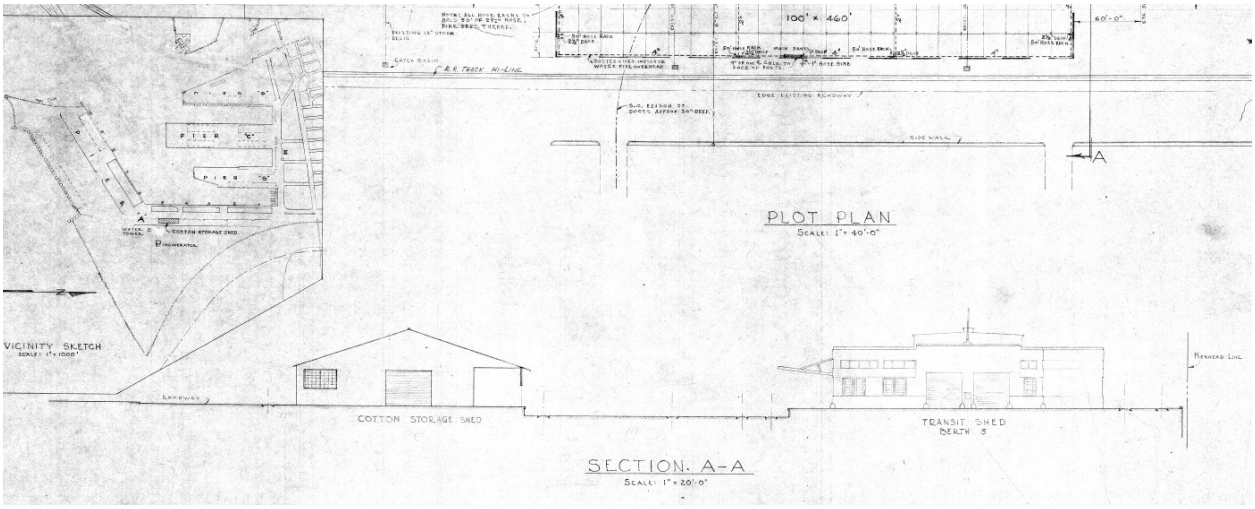


Source: POLB Civil Engineering Division 1966

Transit shed and dockside warehouse buildings often had similar designs and construction materials, enabling the Port to relocate them and use them interchangeably in four known instances: the temporary transit shed at Pier D, Berth 33 was moved 1,000 feet north and repurposed as Warehouse No. 3; Warehouse No. 2 was moved from Pier A, Berth 5, and repurposed as the transit shed at Pier B, Berth 17; the transit shed at Pier 1, Berth 50, was moved to West Eighth Street and repurposed as Warehouse No. 4; and the transit shed at Pier 1, Berth 48, was moved to West Eighth Street and repurposed as Warehouse No. 6.

Warehouse No. 2, a gable-roofed cotton storage shed at former Pier A, Berth 5, was another example of a 1950s dockside warehouse. The reinforced concrete warehouse was completed ca. 1950, measured 90 by 750 feet, and cost approximately $400,000 to build (*Press-Telegram* 1948). As shown above in Figure 5-14 and below in Figure 5-17, Warehouse No. 2 was originally situated directly behind the transit shed at former Pier A, Berth 5, with rail tracks extending between the two buildings. In 1963, Warehouse No. 2 was relocated from former Pier A, Berth 5, to former Pier B, Berth 17, to function as a transit shed (NETR 2025; POLB Civil Engineering Division 1966; Riffenburgh 2012).

Figure 5-17. Portion of Plot Plan for Warehouse No. 2, Showing Warehouse Across Tracks from Transit Shed at Former Pier A, Berth 5, August 9, 1950



Source: City of Long Beach 1950

Before Warehouse No. 2 was moved from former Pier A to former Pier B and repurposed as a transit shed, the Port had a reported total of five public storage warehouses, including one for cold storage.[6] In addition to Warehouse No. 1 and Warehouse No. 5, discussed above, the Harbor Department operated Warehouse No. 4 and Warehouse No. 6, two attached warehouses. Warehouse No. 4 and Warehouse No. 6 were the original transit sheds at Pier 1, Berths 48 and

[6] The five-story cold storage warehouse, still located at 625 W. Anaheim Street, was constructed ca. 1927, away from the waterfront, and is outside of the Port boundary (USACE 1968:114–115; LBPL Digital Archive 1927).

50. In 1953, during reconstruction of Pier 1, the transit sheds were relocated and repurposed as warehouses, which are no longer extant (Figure 5-18). Warehouse No. 4 (original transit shed at Pier 1, Berth 50) and Warehouse No. 6 (original transit shed at Pier 1, Berth 48) were relocated to West Eighth Street, west of Pico Avenue and just northeast of Channel No. 2 (NETR 2025; Riffenburgh 2012; Sanborn Map Company 1950; USACE 1968:115). The Port Series report notes that Warehouse No. 4 was constructed with a steel frame and corrugated asbestos siding, measured 930 by 82 feet, was divided by six firewalls into seven sections, held general merchandise, and was connected to Warehouse No. 6 at the east end. Warehouse No. 6 was constructed with concrete walls and a steel truss roof, measured 727 by 150 feet, was divided by two firewalls into three sections, held general merchandise, and was connected to Warehouse No. 4 at the west end (USACE 1968:114–115). Each public storage warehouse had direct rail connections (USACE 1968:114–115).

Figure 5-18. Warehouse No. 4/Original Transit Shed at Pier 1, Berth 50 (Front) and Warehouse No. 6/Original Transit Shed at Pier 1, Berth 48 (Attached at Rear), October 27, 1955



Source: POLB Records Department 1955

Container shipping rendered waterfront warehouses obsolete, and most were removed or demolished for container terminal construction (NETR 2025). The only remaining dockside

warehouse space associated with the pre-containerization era is within the Warehouse/Transit Shed at Berths F204–F205, constructed in 1967 and discussed in Section 6.2.3.

Table 5-2 lists the pier, construction date, and disposition (extant or non-extant) for all known Port storage warehouses ca. 1945 to 1967. The description and NRHP/CRHR evaluation of the single extant warehouse/transit shed is provided in Section 6.2.

Table 5-2. Port Dockside Warehouses, ca. 1945–1967

Warehouse	Construction Date	Disposition[a]
Three warehouses at 1276 Water Street,[b] near Pier 1	Ca. 1945	Non-extant (were in area now part of Pier D); removed ca. 1960
Warehouse No. 1 at former Pier A	Ca. 1950	Non-extant; removed ca. 1980
Warehouse No. 2 at former Pier A	Ca. 1950	Non-extant; relocated to Pier B, Berth 17 by 1963 to function as transit shed; removed ca. 1980
Warehouse No. 3 at Pier D (original temporary transit shed at Pier D, Berth 33)	1945	Non-extant; relocated 1,000 feet north of Pier D, Berth 33 in 1953; removed in 2010-2012
Warehouse No. 4 at West Eighth Street (original transit shed at Pier 1, Berth 50)	1930 (moved 1953)	Non-extant; relocated to West Eighth Street in 1953; removed ca. 1980
Warehouse No. 5 at former Pier A	Ca. 1950	Non-extant; removed ca. 1980
Warehouse No. 6 at West Eighth Street (original transit shed at Pier 1, Berth 48)	1939 (moved 1953)	Non-extant; relocated to West Eighth Street in 1953; removed ca. 1980
Warehouse/Transit Shed at Berths F204–205[c]	1967	Extant at Pier F

[a] Disposition dates are based primarily on previously cited newspaper sources, maps, and/or aerial imagery.
[b] These three warehouse buildings, across the street from Pier 1, were not technically dockside but are included for context.
[c] This building was also designed to function as a transit shed.

5.6 Open Storage Areas

Cargo that does not require cover, such as lumber, salt, and scrap metal, has been historically held in the Port's designated open storage areas. Following World War II, small storage areas were available at the municipal wharves in the inner harbor and at privately operated lumber yards, and additional areas were also under development through paving and ongoing construction throughout the Port. Paved storage areas for lumber had lighting, rail service, loading platforms and ramps, and crane service for cargo handling. Lumber was generally back-piled from the berth to uncovered storage areas by special lumber carriers. In 1946, the Port had 11 designated open storage areas for lumber and general cargo, most of which were paved and

serviced by trucks, rail, forklifts, and cranes (USACE and USMC 1947:177–180, 394–395). By 1957, the number of public open storage facilities had increased to 27 and ranged from 20,000 to 4 million square feet (Figure 5-19) (USACE and USMC 1957:263).

Figure 5-19. Open Storage at Pier B, November 11, 1954



Source: POLB Records Department 1954

In 1968, as the Port was transitioning to container shipping, the number of open storage areas owned and operated by the City's Harbor Department and served by railroad tracks decreased to 20. These areas ranged in size from approximately 26,000 to 45,000 square feet and were mostly located on the wharves behind transit sheds (USACE 1968:116–117). The open storage areas used for breakbulk and bulk cargo during the early- to mid-twentieth century were a feature of the Port's built environment. Those storage areas, and their relatively smaller piers, have given way to expansive container terminals.

5.7 Specialized Cargo Terminals

During the pre-containerization era, the Port's specialized cargo facilities handled products such as bananas and bulk cargo, including grain, salt, and coal/coke, and operated with specialized systems and equipment. Following the transition to containerized shipping, the Port's banana terminal closed, and the original grain facilities were repurposed for bulk coke cargo. The Port continues to handle bulk salt at Pier F and bulk coal/coke at Pier G (Figure 5-20).

Figure 5-20. Aerial Image Showing Former Locations of Specialized Cargo Terminals



Source: Google Earth Pro 2025

5.7.1 Banana Terminal

The Port's banana terminal was constructed in 1964–1965 at former Pier A, in an area later consolidated into Pier F. Operated by the Standard Fruit & Steamship Company, the banana terminal was considered the nation's largest and most technologically advanced (Figure 5-21)

(*Independent Press-Telegram* 1968a). The *Polarlicht*, the first banana ship to call at the Port, brought 110,000 boxes of bananas in December 1964. The ship was one of four vessels that provided a "two-ship-per-week service" transporting bananas that Standard Fruit had purchased from Ecuadorian growers (*Press-Telegram* 1964a).

Figure 5-21. Automated Standard Fruit Banana Terminal, 1965



Source: POLB Records Department 1965

Innovative terminal features included four traveling ship-unloading gantries and 2,000 feet of conveyor belt for direct loading of banana boxes onto rail cars and trucks and into the adjacent processing plant (*Press-Telegram* 1964a). The conveyor and gantry crane system enabled operators to unload up to 100,000 boxes of bananas in less than 8 hours. The traditional manual unloading system, using longshore gangs, would have required over 2 days and 50 additional workers. Mechanization enabled operators to handle approximately 130,000 tons of bananas per year (Jobst 1965). The terminal's adjacent processing and storage plant held and processed bananas on site (*Press-Telegram* 1963, 1968b). The original banana terminal buildings and structures were removed or heavily modified by 1990, indicating that the terminal's specialized banana-related functions had been discontinued (NETR 2025). The shipping industry now

transports bananas in refrigerated containers (*The Produce News* 2017). The Port's original banana terminal area is presently occupied by the Mitsubishi Cement Corporation.

5.7.2 Koppel Grain (Koch Carbon Bulk)

The Koppel Grain Terminal,[7] now operating as the Koch Carbon Bulk Terminal, was constructed at Pier A, in an area now part of Pier F, during the early 1960s (Figure 5-22). Upon completion, the terminal was the West Coast's largest grain-loading facility (Queenan 1986:135). Mile-long freight trains arrived at the terminal with cars carrying approximately 60 tons each. A car unloader that tilted each car upward emptied the contents within minutes. The grain moved via high-speed conveyor belts to silos, and then moved into a "head house" and through a loading gallery, finally reaching the ship's hold at a rate of over 1,000 tons per hour. Incoming cargoes were unloaded by a large suction device (*Press-Telegram* 1968b). Agrex, Inc., a subsidiary of Mitsubishi, assumed operations at the terminal in 1979. In 1987, the grain facility was converted to handle petroleum coke for Koch Carbon (POLB Centennial Forum 2011). While the Koppel Grain Terminal was repurposed for carbon bulk, that change does not appear to be directly related to containerization.

Figure 5-22. Portion of Aerial Image Showing Koppel Grain Terminal at Left and Breakbulk Dockside Warehouses and Transit Sheds at Right, Viewing Southwest, January 23, 1964



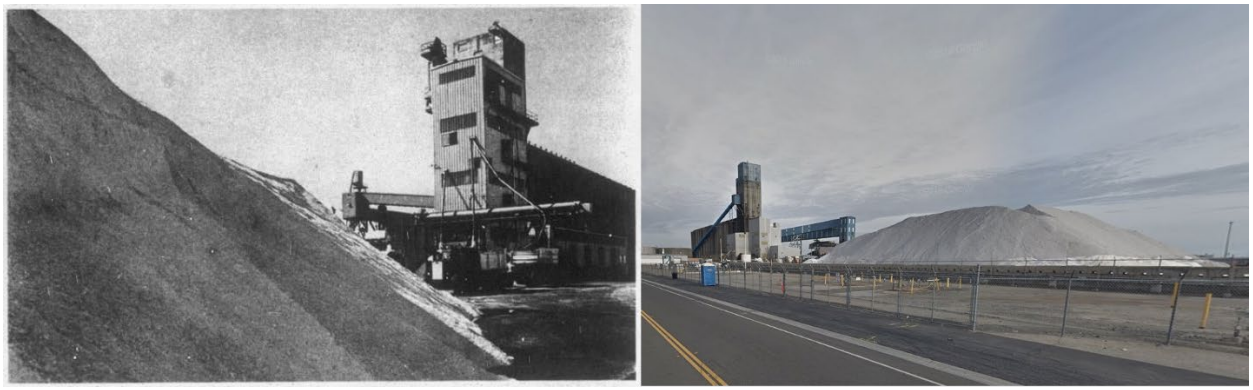
Source: POLB Records Department 1964b

[7] In 2019, Applied Earthworks, Inc., recommended the Koppel Grain Terminal eligible for listing in the CRHR under Criterion 3 for embodying the distinct characteristics of the then-new "slip-form" concrete construction method. Applied Earthworks, Inc., identified the period of significance as 1961–1964, when the terminal was first constructed (Applied Earthworks, Inc. 2019:22).

5.7.3 Salt Terminal (Morton Salt)

In 1962, a new salt terminal was established immediately southwest of the Koppel Grain Terminal at former Pier A, in an area now consolidated into Pier F. The salt terminal was developed to receive salt from the Guerrero Negro Lagoon in Baja California, Mexico. Ocean Salt Company leased a 40,000-square-foot area for installation of terminal conveyor systems and a stockpile to be processed for commercial and industrial uses. An additional 60,000-square-foot area was designated for construction of a future processing plant and office building. The first ship to arrive as part of this major new operation was a British freighter carrying 4,000 tons of salt, and up to 200,000 tons of salt were scheduled to arrive at the Port in 30,000-ton loads (*Independent* 1962a). The salt terminal, now operated by Morton Salt, occupies the same location; its processes and infrastructure do not appear to have been significantly impacted by containerization (Figure 5-23) (NETR 2025).

Figure 5-23. Salt Terminal in 1968 (left) and January 2018 (right)



Source: Press-Telegram 1968b (left) and Google Maps 2018 (right)

5.7.4 Bulk Terminal (Metro Ports)

At Pier G's bulk terminal (now Metro Ports) during the 1960s, rail cars unloaded iron ore, coke, and potash via high-speed conveyor system to stockpiles (Figure 5-24) (*Press-Telegram* 1968b). The Port's $6.5 million bulk loader at Pier G, placed into operation in 1962, handled up to 3,300 long tons per hour and 1 million tons of ore annually (*Independent* 1962b, 1968). As part of "the West's largest dry cargo port," Pier G could receive and unload up to 200 rail cars within 8 hours (*Press-Telegram* 1968b). Bulk coal/coke operations continue at Pier G.

Figure 5-24. Loading Iron Ore onto Ship at Pier G, Viewing Southwest, circa 1965



Source: LBPL Digital Archive ca. 1965

5.8 Transportation

5.8.1 Trucking

Since the Port's first buildings were constructed in the late 1920s and early 1930s, trucks and railcars have been transporting cargo to, from, and around the Port. Prior to containerization, trucks arrived at wharves, transit sheds, and dockside warehouses where goods were handled manually or with equipment such as forklifts. A comparative study of the Port of Long Beach and Port of Los Angeles noted that, in both 1929 and 1979, trucks were the primary means of cargo conveyance. As construction of the highway system, including Interstate 710 and SR-710, progressed during the 1950s and 1960s, truck delivery became faster and more efficient (Miller 1983:370). Trucking operations, such as Trans-Harbor Trucking on Santa Fe Avenue, had truck fleets and warehouses with loading docks at or near the Port (LBPL Digital Archive 1964). In Figure 5-25, a truck is delivering or picking up cargo at the loading dock for the transit shed at

former Pier A, Berths 3–4. Trucks and trains remain critical to intermodal container shipping, which moves freight by two or more modes of transportation.

Figure 5-25. Cargo Handling at Transit Shed at Former Pier A, Berths 3–4 in August 1953



Source: POLB Records Department 1953

5.8.2 Rail

During the early- to mid-twentieth century, rail access was critical to attracting industry and commerce to the waterfront, and it remains an important component of the Port's containerization infrastructure. The first rail line within the area now known as the Port of Long Beach was established in 1882 by the American Colony Railroad, known locally as the Long Beach Railroad. The horse-drawn line connected the City of Long Beach to the Southern Pacific Railroad tracks, through an area in present-day Wilmington, and was replaced by a steam-powered line built by the Long Beach Land and Water Company in 1886. That steam-powered line was sold to the Southern Pacific in 1887, and the Land and Water Company's light rail tracks were replaced with standard rails (ICF 2020:21–22).

The Long Beach Railroad originally bypassed the present-day Port area; however, the railroad and Port were connected by lead lines around 1923. One line extended across the Cerritos Channel to Terminal Island, where it joined a Union Pacific Railroad line. Another lead branched off to the Port of Los Angeles. Neither line remains extant. A third line extending from an area near the Los Angeles River south into the Port, which was realigned before 1975, appears to currently function as a mainline track. The Los Angeles Terminal Railroad, the second railway

company to place tracks within the present Port area, was organized in 1891 and connected Los Angeles to Long Beach through Terminal Island. Portions of the line, which was purchased by Union Pacific in 1921, remain on Terminal Island. In 1902, the Pacific Electric, a long-haul carrier, began operating freight and interurban passenger rail in Long Beach. The company sold its passenger rail franchise to Metropolitan Coach Lines in 1953 but retained ownership of the tracks, which were removed by the mid-1960s (ICF 2020:21–22).

To provide all major railroad lines with equal access to wharves at the San Pedro Bay Ports (Port of Los Angeles and Port of Long Beach), the Harbor Belt Line Railroad was established in 1929 as a neutral carrier (USACE 1979:133). The Harbor Belt Line resulted from an agreement between the City of Los Angeles, the Pacific Electric, and three transcontinental railroads: Southern Pacific; Atchison, Topeka, and Santa Fe Railroad; and Union Pacific. At both the Port of Long Beach and Port of Los Angeles, these carriers served the waterfront facilities either by their own rails or through the Pacific Electric facilities over municipal tracks. Pursuant to the agreement with the City of Los Angeles, the three major railroads supplied labor and equipment for switching services within a designated area encompassing 117 miles of track. During the Harbor Belt Line's early operations, breakbulk cargo was transported in trains consisting of mixed rail car types such as boxcars, flatcars, and tank cars (Figure 5-26) (MARAD 2020:1–6).

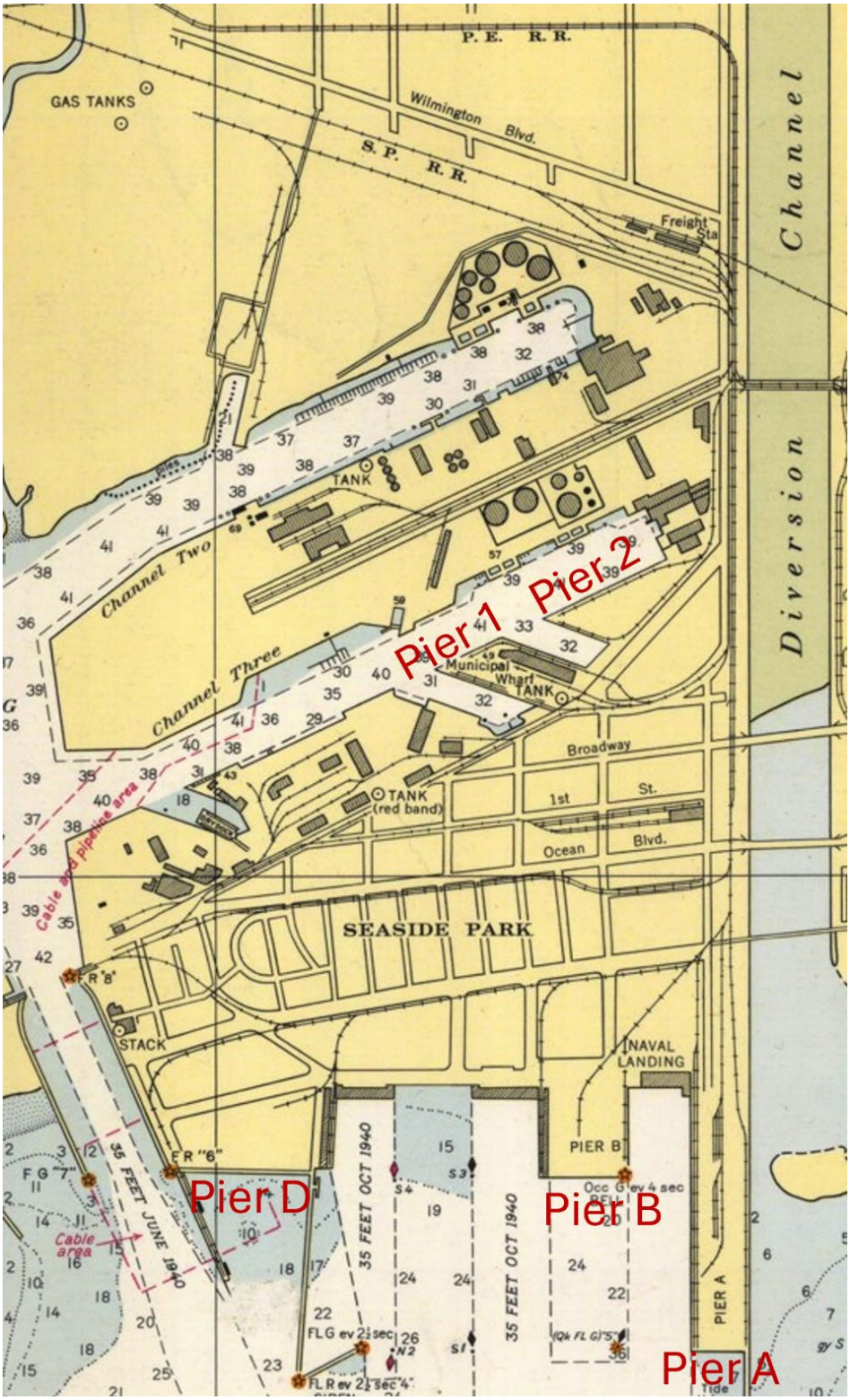
Figure 5-26. Examination of Grain Being Unloaded from Railcars at Port, 1957



Source: LBPL Digital Archives 1957

In 1941, Pier 1 had two transit sheds with tracks extending along the sides of the pier, across the face, and down the center between the transit sheds, “making an efficient arrangement for the receipt and shipment of cargo by rail or water” (USACE 1941:75). Between 1942 and 1968, the Port’s internal rail system developed and expanded to serve newly constructed wharves, transit sheds, and dockside warehouses. A 1942 nautical chart depicts the tracks at Pier 1, as well as two track sections aligned with the perimeter of Pier 2 (now Pier D, Berths D52–54), nearly a decade before the Transit Shed at Berths D52–54 was constructed at that location (Figure 5-27). At that time, tracks also extended south along the portions of Piers A, B, and D that had been completed (National Oceanic and Atmospheric Administration [NOAA] 1942).

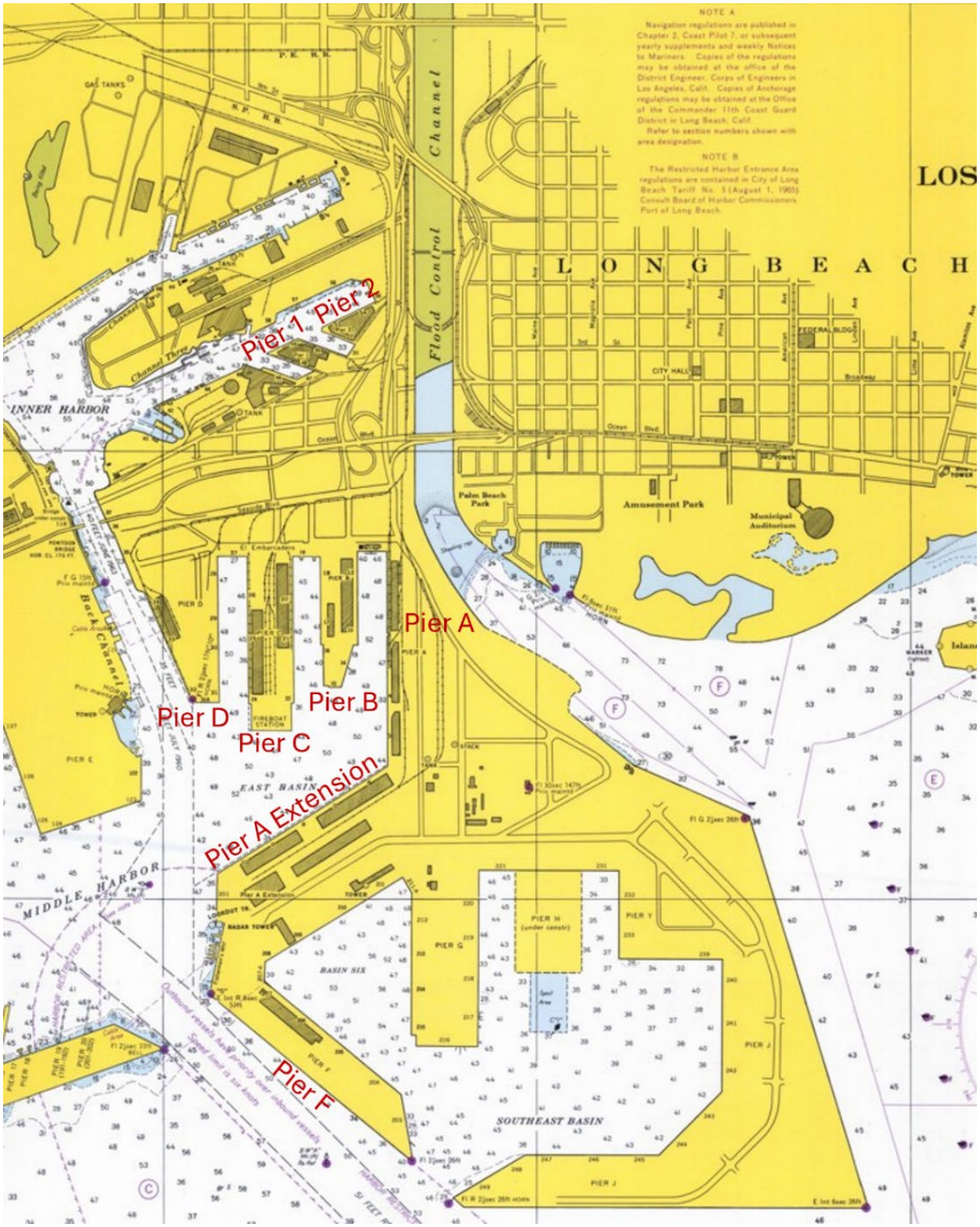
Figure 5-27. Portion of NOAA Nautical Chart Depicting Port Rail Service in 1942, with Tracks Represented by Lines with Perpendicular Cross Hatches



Source: NOAA 1942

By 1948, tracks had been extended south along the waterside and landside of the newly constructed transit shed for cargo and passengers at Pier A, Berths 1–2 (NOAA 1948). Track construction during the 1950s and 1960s included service to the new transit shed at Pier 1 (Transit Shed at Berths D48–50), which was completed in 1956 and replaced two older sheds. The tracks ran adjacent to the new shed and into the shed interior via the building's south side. Tracks were also configured around the transit shed at Pier 2 (Transit Shed at Berths D52–54), which was completed initially in 1951 and then substantially enlarged in 1954. In addition, tracks connected to five former Pier A transit sheds, two former Pier C transit sheds, and one former Pier D transit shed. Tracks extending southwest along the Pier A "Victory Extension" served two more transit sheds (Figure 5-28) (NOAA 1966, 1968).

Figure 5-28. Portion of NOAA Nautical Chart Depicting Port Rail Service in 1968, with Tracks Represented by Lines with Perpendicular Crosshatches



Source: NOAA 1968

Rail transport at the Port ultimately evolved to include standardized container unit trains (MARAD 2020:1–6). Following a series of post-1965 railroad mergers, the Union Pacific and Burlington Northern Santa Fe became the Harbor Beltline's only two remaining railroads (Trains and Railroads 2025; USACE and USMC 1957:276). In 1994, the Port of Long Beach and Port of Los Angeles jointly purchased the Southern Pacific San Pedro Branch railroad line to create the Alameda Corridor, which was completed from both ports to downtown Los Angeles in 2002. The Alameda Corridor is a dedicated 20-mile-long consolidated main line designed to move Class I trains from the transcontinental rail network east of downtown Los Angeles into and out of the San Pedro Bay Ports (MARAD 2020:1–6). As the Port's development and operations remain focused primarily on container shipping, the tracks that previously served transit sheds have either been removed or rendered non-functional. The photographs in Figure 5-29 show that the tracks serving the Transit Shed at Berths D48–50 have been removed and the tracks serving the Transit Shed at Berths F206–207 have been rendered non-functional. The Port rail system is now dedicated primarily to container transportation.

Figure 5-29. The Tracks Serving the Transit Shed at Berths D48–50 Have Been Removed (left), While Those Serving the Transit Shed at Berths F206–207 (on Pier F) Remain in Place but Are Non-functional (right)



Source: HDR 2025

5.9 Labor

At the Port of Long Beach and major ports around the world, increasing automation and containerization led to enduring changes for cargo-handling processes and a steep decline in the historically large waterfront labor force. Before longshore unions became more effectively organized on the West Coast, waterfront labor at the Port was difficult, dangerous, and low paying. Longshoremen working in gangs, overseen by a boss or foreman, moved heavy loads and labored both day and night. Dangers included being struck by draft on the hook, tripping over loads, or getting injured by heavy lifting. Employment was also highly irregular because longshoremen worked only when cargo needed moving. The shipping industry demanded that dock workers be available on short notice, and ports needed a large labor force to handle peak periods. When a ship arrived with perishable cargo, there was full employment for the time it took

to unload. However, the demand for labor was usually much less, and sometimes there was no work at all. Historically, the hiring process involved the foreman selecting workers during the morning "shape-up" or "call" at the docks, where longshoremen would gather for temporary assignments. The shape-up to compete for work involved begging, flattery, and kickbacks for pier foremen. Longshoremen received no pay while waiting for the ship to arrive, even if already assigned to a gang (Levinson 2016:28–29).

5.9.1 International Longshore and Warehouse Union

The first longshore unions on the West Coast were organized during the late nineteenth century. By 1902, longshoremen were loosely affiliated with the American Federation of Labor's International Longshoremen's Association (ILA), but local unions were divided and weakly linked to the national headquarters (ILWU 2025). The lack of coordination between the locals enabled shipowners to undermine West Coast longshore unions during the late 1910s to early 1920s (Bonthius 1977). Until 1934, employer-run (or "blue book") unions continued to dominate the shape-up at West Coast waterfronts. That year, the ILA organized the West Coast waterfront strike, which began in May and led to several months of violent labor struggles along the West Coast, including in Long Beach. The strike culminated in San Francisco on July 5, 1934, with "Bloody Thursday," which resulted in the deaths of a striking longshoreman and a member of another union. Following the strike, unions assumed control of the hiring process from West Coast employers. The morning shape-up was replaced with a daily public drawing of longshoremen badge numbers at a union-controlled hiring hall (Levinson 2016:29).

In 1937, the International Longshore and Warehouse Union (ILWU) formed with Harry Bridges as its first president, a role in which he served for 40 years. The ILWU still represents most dockworkers at the Port (ILWU 2025). As described by Herb Mills, an officer with Local 10, the ILWU labor hierarchy was based on respect and seniority. Gangs of holdmen (working in the ship's hold), winchmen (operating the winch), and dockmen (working on the dock) functioned as teams supervised by a "gang boss." The boss, who was usually an experienced holdman and winchman, was elected by other longshoremen. "Walking bosses" supervised all gangs in an operation, while "stewards" administered ILWU policy to ensure enforcement of labor rules and regulations and to resolve issues between union members and employers. For issues that stewards were unable to resolve, a union "business agent" would intervene (Mills 1978).

Following formation of the ILWU, nearly all labor at the Port of Long Beach, Port of Los Angeles, and adjacent area was organized into ILWU "locals," which operated under the master agreement between the ILWU and Waterfront Employer's Association for the Pacific Coast Ports. The agreement's rules and regulations regarding wages, hours, and working conditions basically applied to both ports. Cargo handling, pier handling, and car loading/unloading were performed by stevedoring contractors or terminal operators. Waterfront labor was coordinated with gangs dispatched from a central hiring or dispatching hall to either port "without discrimination." The central hiring or dispatching hall was operated by a Port Labor Relations Committee consisting of three ILWU representatives and three Waterfront Employer's Association representatives

(USACE and USMC 1947:374, 394). The Longshoremen's Dispatch Hall is located at 343 North Broad Avenue in Wilmington, California.

During the 1950s, as waterfront labor grew into a larger percentage of operator shipping costs, the trend towards increased automation in cargo handling was continuing to gain momentum. In May 1955, Clarence G. Morse, chair of the Federal Maritime Board, addressed 800 people at a World Trade Week event in the newly completed Transit Shed at Berth D34, noting that waterfront labor was a major cost factor. He urged greater mechanization of cargo handling "to increase productivity and decrease the cost of handling cargo, so that more cargo will move by water, more longshoremen will be employed, and more vessels operated in the coastwise and intercoastal trades" (*Press-Telegram* 1955a). To further reduce labor costs, shipping companies not only increased mechanization but also reorganized their negotiating associations to enhance effectiveness during collective bargaining. On the West Coast, the Pacific Maritime Association (representing employers) and the ILWU, led by Harry Bridges, jointly promoted cost-saving measures such as larger sling loads, palletization, and mechanical conveyor belts. Bridges was willing to accept a smaller longshore workforce to guarantee higher pay and better benefits for union members (Donovan 1999:70–71).

As automation and, ultimately, containerization prevailed, the negotiations continued between operators and labor to establish the parameters and nature of longshore work. In 1968, longshore clerks and foremen defied a federal court order by refusing to handle containers aboard a Sea-Land vessel berthed at the Port. The dispute related to an earlier agreement designating teamsters for packing and unpacking containers. Longshoremen who handled containers during loading claimed that packing and unpacking was under their jurisdiction (*Press-Telegram* 1969). In 1969, ILWU entered into an agreement with the Pacific Maritime Association for training longshoremen in the operation of container-handling equipment such as container cranes, straddle lifts, and mobile land cranes (Baldwin 1969).

5.9.2 Comfort Stations: Smokehouses, Shelters, and Showers

Efforts to improve waterfront working conditions resulted in the construction of small waterfront buildings and structures for the benefit and comfort of dockworkers. The Port's earliest portable office buildings, known as "smokehouses" or Port rest buildings, were constructed in 1929 and placed on skids, moving throughout the Port to facilitate financial transactions such as shipping tariffs. Port staff designed a group of larger smokehouses in 1952 (Figure 5-30). According to previous documentation,[8] the 1952 smokehouses were likely constructed pursuant to Assembly Bill 2737 (1951), which required that port facilities provide "clean, ventilated, wash room facilities with hot water provided" to improve working conditions and establish employee safety standards (Parsons 2012:14, 21).

[8] See Section 6.2.4 for summary of previous documentation.

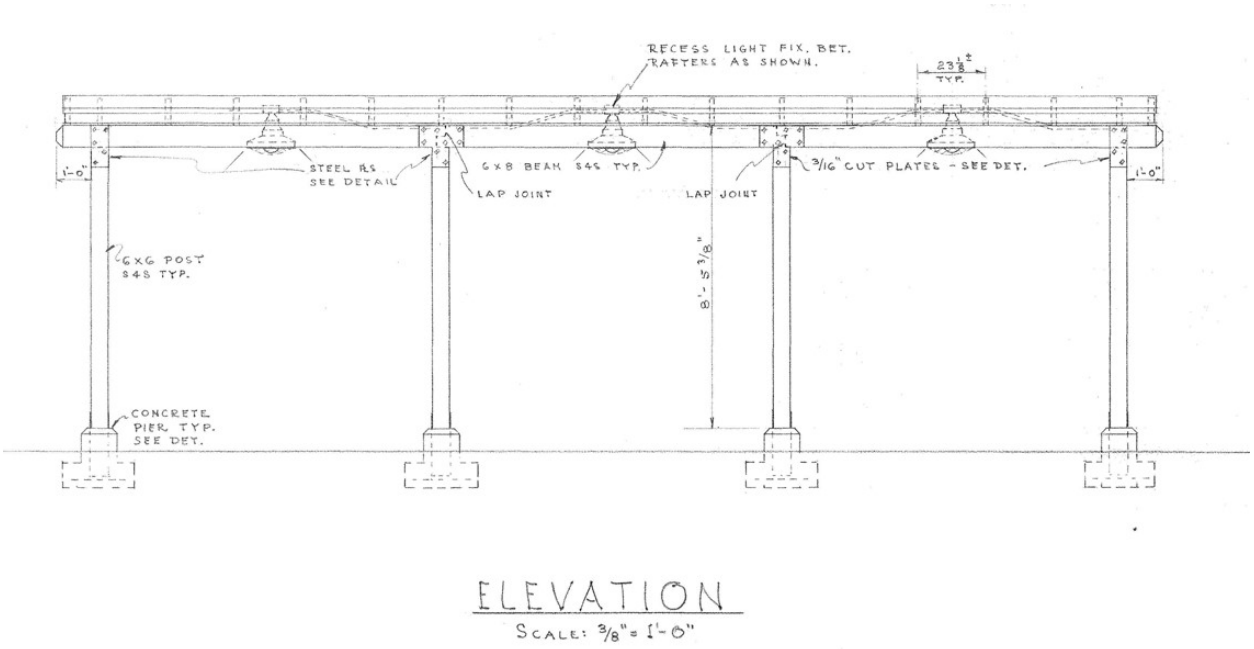
Figure 5-30. Three 1952 Smokehouses at 555 Pico Avenue, December 2020



Source: Google Earth Pro 2025

Other comfort facilities during the 1950s included dockside shelters such as the “Shelter for Longshoremen” at Pier D, Berth 29. The shelter had open post-and-beam construction equipped with pendant lighting and a telephone (Figure 5-31). HDR staff did not observe any extant shelters during field survey on February 25, 2025.

Figure 5-31. Plan Elevation of "Shelter for Longshoremen" at Pier D, Berth 29, Dated December 20, 1951

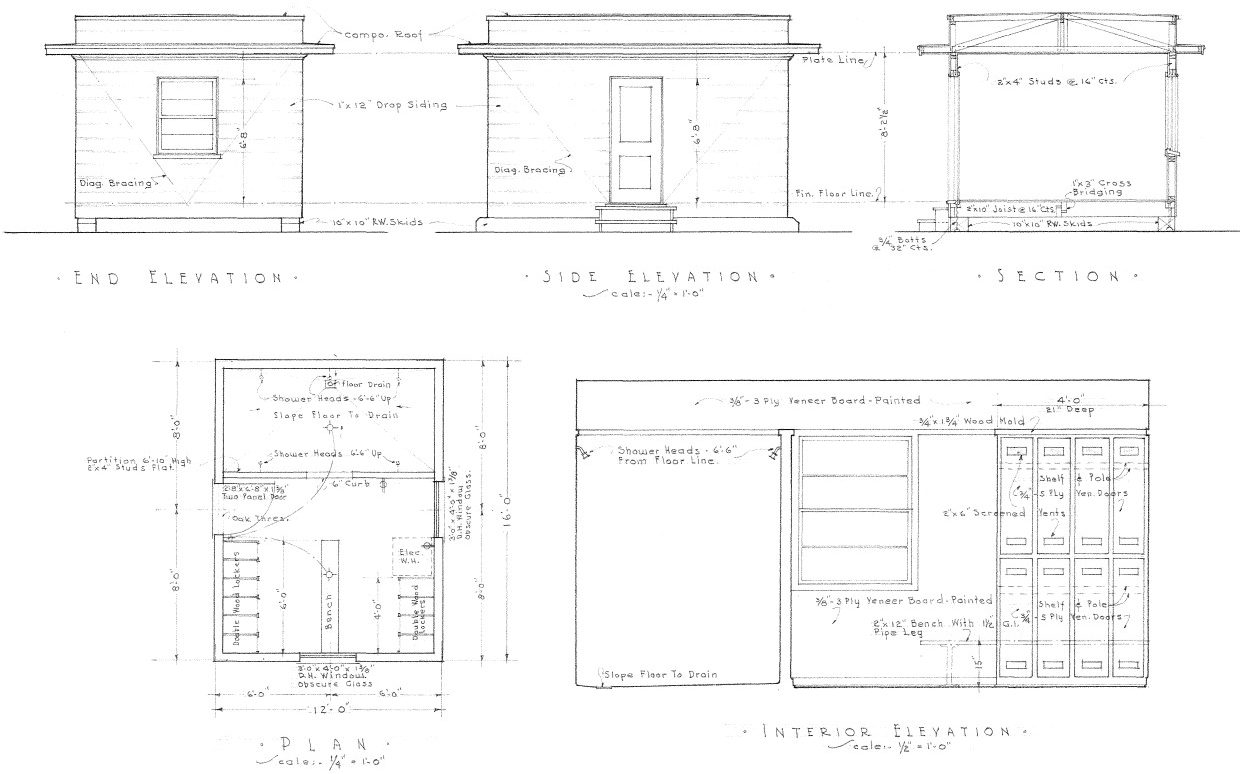


Source: City of Long Beach 1951

Another facility, the "Shower Building" at Pier D, Berths 33–34, was equipped with showers and lockers based on undated plans, likely drafted ca. 1950 (City of Long Beach ca. 1950) (Figure 5-32). The shower building may have been part of the smokehouse construction. HDR staff did not observe any extant shower buildings during field survey on February 25, 2025.

Advanced automation and containerization ultimately eliminated the longshore gang model of cargo handling and substantially reduced the need for and use of comfort facilities such as smokehouses, shelters, and showers.

Figure 5-32. Plan Elevation of "Shower Building" for Pier D, Berths 33–34, circa 1950



Source: City of Long Beach ca. 1950

5.10 Transition to Container Shipping

Beginning in the late 1950s, containerization began revolutionizing the shipping industry. Ships, wharves and equipment at ports, and rail and truck transportation facilities were built or adapted specifically for container processing and handling. Fleets of large new container ships were built, while slips were infilled and wharves demolished and redesigned to accommodate the fully loaded steel boxes and multiple gantry cranes. The modular, waterproof steel containers could be mechanically handled by gantry cranes and provide storage for the variety of cargo types within (MARAD 2020:3.13-4–3.13-5; Queenan 1986:131–135). Purpose-built container vessels increased capacity from 15,000 tons in the 1950s to over 60,000 tons in the 1970s, while standardization resulted in simple transportation and handling equipment and proper tracking and tracing during the entire trip (van Ham et al. 2012:3).

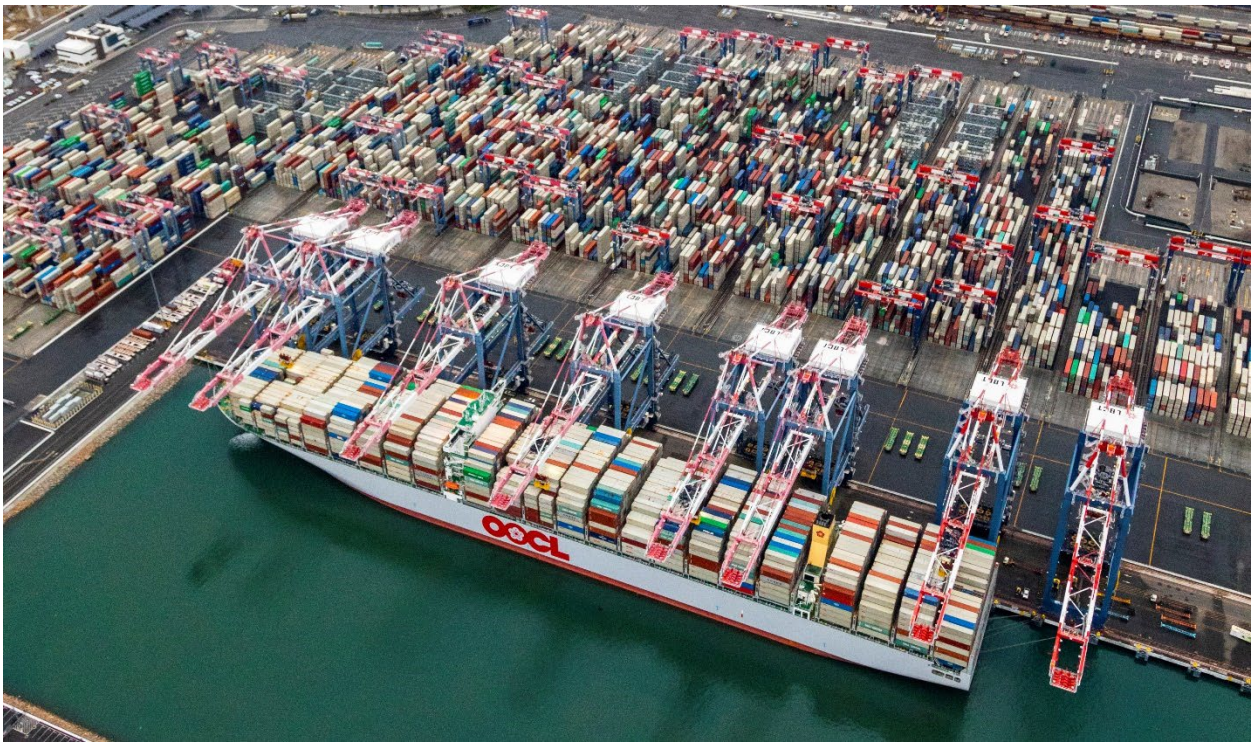
When a container ship arrives at the Port, containers are loaded and unloaded with specialized cranes. Outbound containers are placed on the ship, while inbound containers are simultaneously placed onto trucks or automated guided vehicles. The vehicles transport containers from the terminal to the storage yard where container-handling equipment sorts containers within the yard. The heavy, waterproof steel containers are temporarily stacked in designated uncovered areas before being loaded onto trucks or trains for delivery to their next destination. The highly automated process requires relatively few workers, as thousands of containers can be

mechanically loaded on and unloaded from a single ship in just hours. Containerization eliminated most waterfront jobs and rendered transit sheds and dockside warehouses virtually obsolete.

The Port was a pioneer in containerized shipping during the 1960s, when construction began on Piers J and F, and SeaLand Services initiated container terminal service at Pier G. In 1965, Piers J and F were completed as part of the world's largest landfill project at the time (Queenan 1986:135). During the early 1970s, the Port began a construction program for three new container terminals and a container freight station to enlarge existing container operations. Dredging deepened the harbor to 60 feet, the deepest in the nation. Fill from the dredging created landfill for extensive pier expansion, and the Port's new wharves and storage space made its container operations the busiest on the West Coast (Queenan 1986:143, 148–150).

In a 1969 article titled "A Decade of Growth," the *Independent* reported that the Port had about 2 million square feet of transit shed space, over 6 million square feet of open storage, 61 deep-water berths, and 50 miles of Port-owned rail trackage with a capacity for 800 railcars and direct access to the Santa Fe, Southern Pacific, and Union Pacific railroad system. By then, the Port had reached a milestone of 21 million tons handled in 12 months, double the tonnage of a decade earlier, and the Port's economic value to Long Beach had reached $180 million annually. The primary factors contributing to this growth were reportedly the Port's location, flexibility of Port management in implementing the master plan, and the designing of expanding and versatile facilities to address the evolution in shipping industry needs (*Independent* 1969). The complete transition from breakbulk cargo handling to intermodal container shipping and the construction of massive container terminals since 1969 transformed the Port's built environment (Figure 5-33).

Figure 5-33. Cargo Handling at the Long Beach Container Terminal, Completed in 2021



Source: POLB 2024

6.0 Survey Results

Based on archival research and field survey, five primary resource types, described in Section 6.1, were identified in association with the pre-containerization historic context. Of these resource types, the survey identified a total of six resources within the Port boundaries: four previously recorded resources, including three individual resources and one resource grouping, and two newly identified individual resources (Table 6-1). The survey did not identify any potential historic districts related to pre-containerization. Figure 6-1 to Figure 6-5 illustrate the survey results, excluding the smokehouses, which were previously evaluated not eligible for the NRHP or CRHR.

Table 6-1. Survey Results

Resource (Date Built)	Previous Evaluation	Current Recommendation
Transit Shed at Berths D52–54 (1951/1954)	Eligible for the NRHP, with SHPO concurrence; automatically listed in the CRHR	No longer eligible for the NRHP or CRHR as a result of the Project
Transit Shed at Berths F206–-207 (1963)	Eligible for the CRHR	Eligible for the NRHP; retain previous CRHR evaluation of “Eligible”
Warehouse/Transit Shed at Berths F204–205 (1967)	Not Eligible for the CRHR	Eligible for the NRHP and CRHR
Grouping of 28 smokehouses (1929 and 1952)	Not Eligible for the NRHP, with SHPO concurrence; not eligible for the CRHR	Retain previous NRHP determination and CRHR evaluation of “Not Eligible”
Transit Shed at Berth D34 (1955)	N/A	Eligible for the NRHP and CRHR
Transit Shed at Berths D48–50 (1956)	N/A	Eligible for the NRHP and CRHR

Notes: N/A = not applicable.

Figure 6-1. Survey Results, Aerial Image, 2024



Figure 6-2. Survey Results, U.S. Geological Survey, 2021–2022

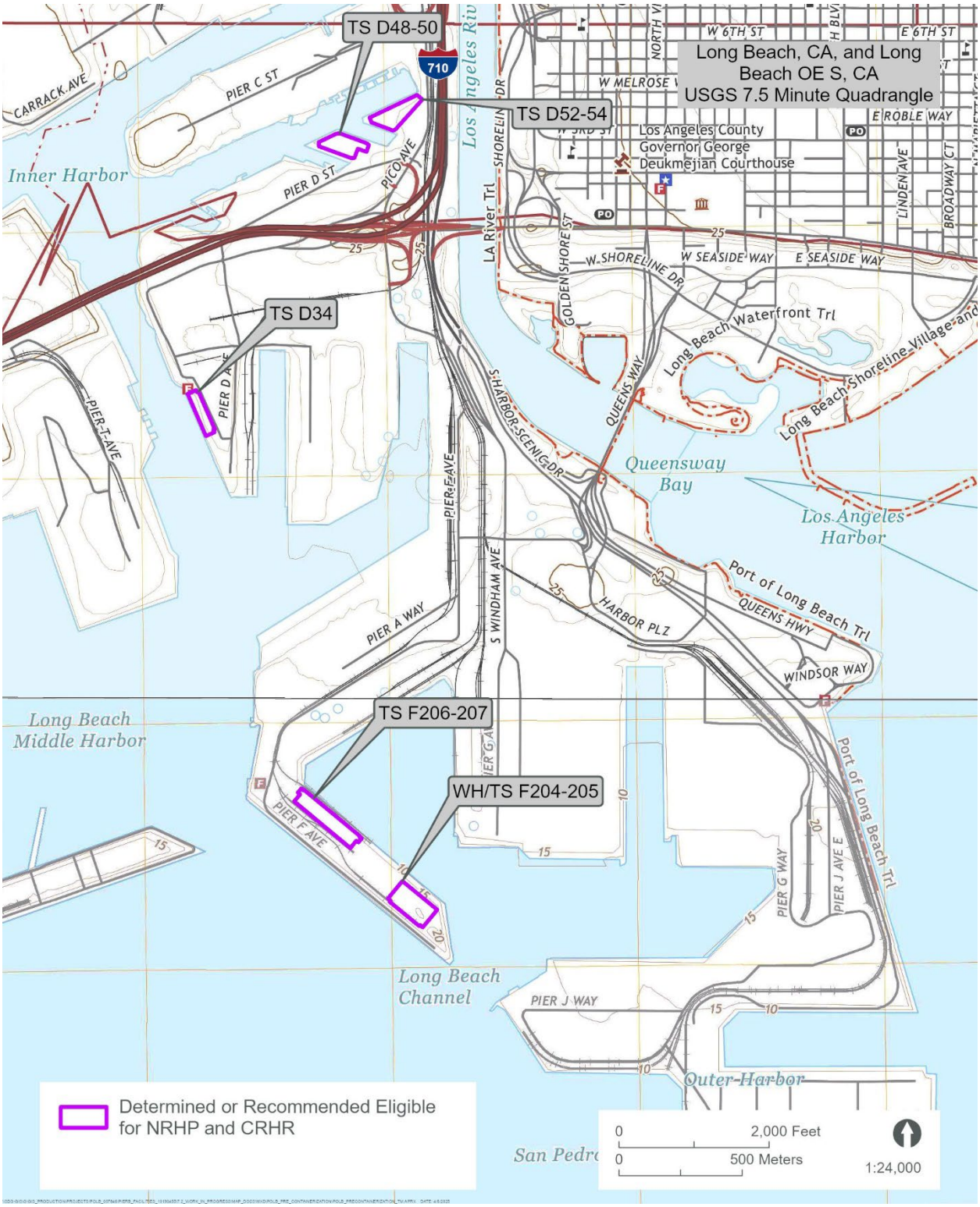


Figure 6-3. Survey Results, Aerial Image, 1972

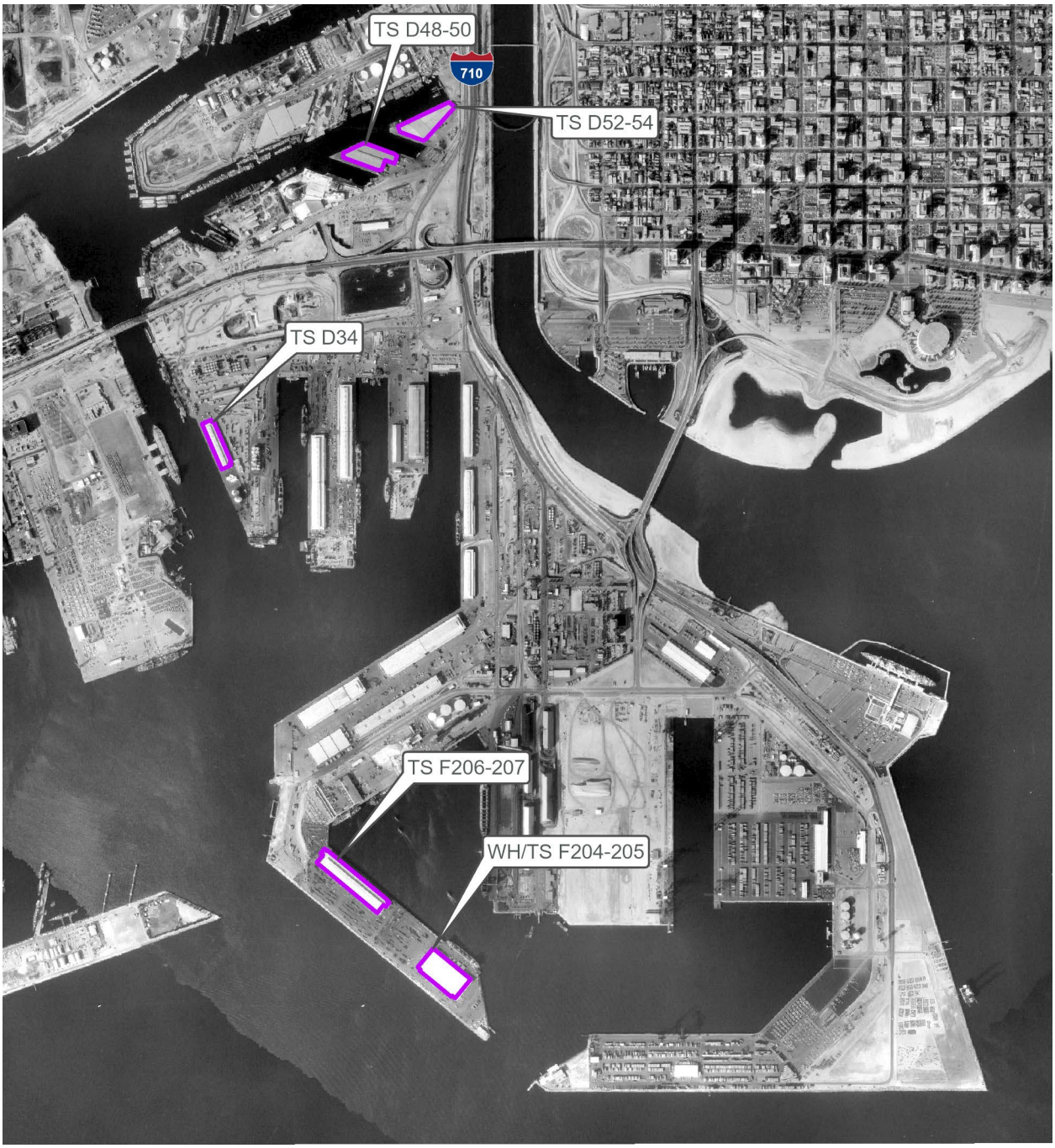


Figure 6-4. Survey Results, NOAA Chart, 1969

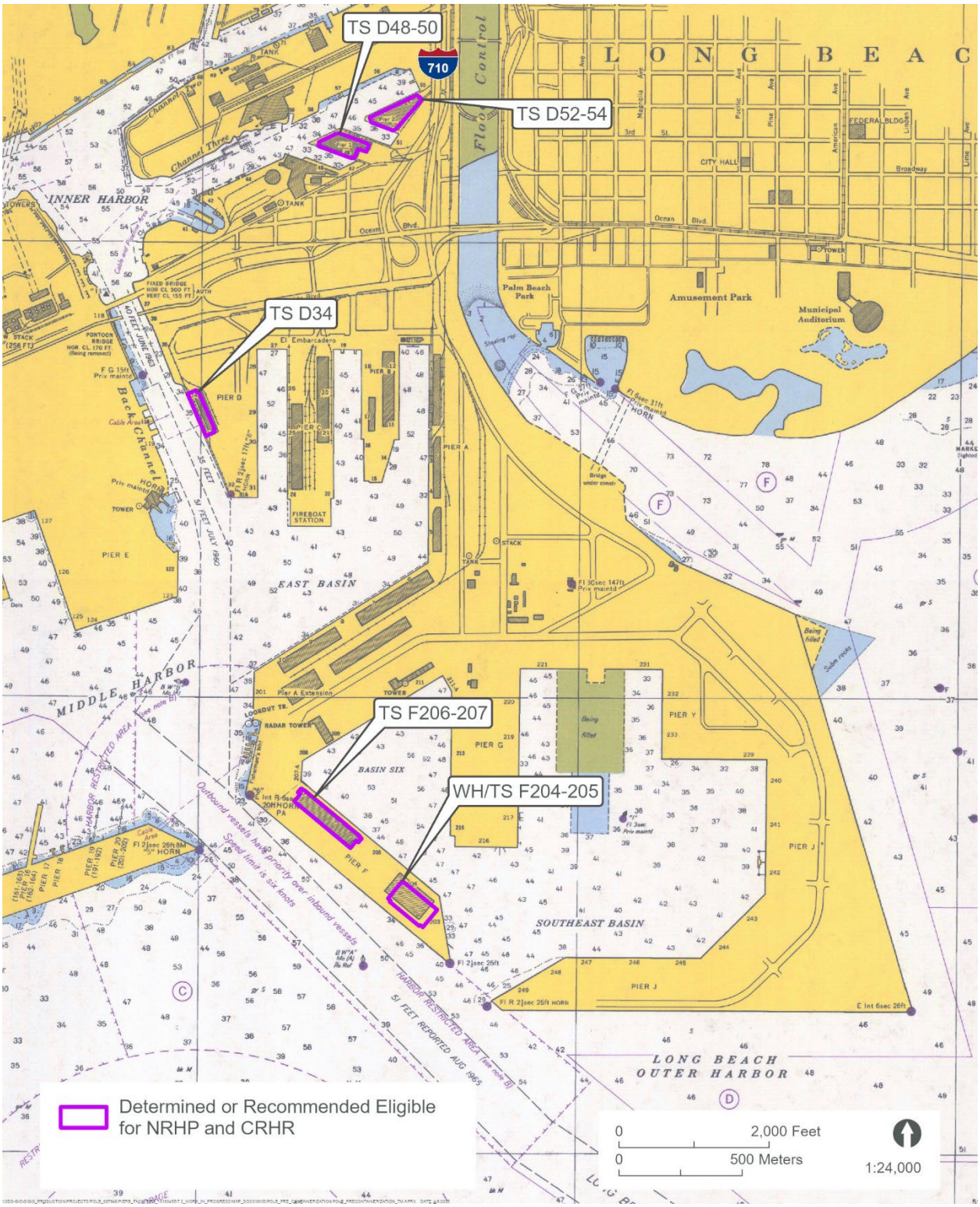
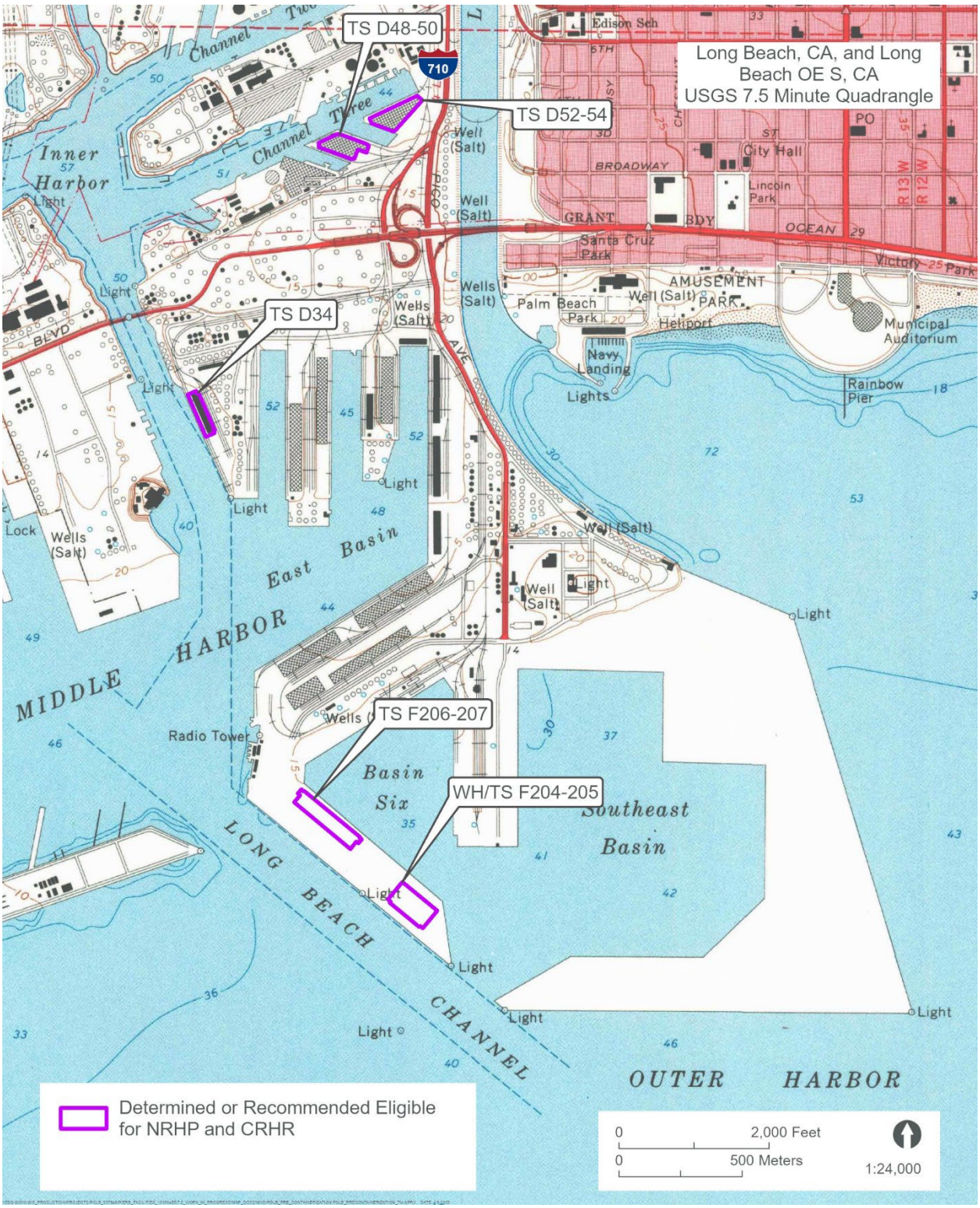


Figure 6-5. Survey Results, U.S. Geological Survey, 1964



6.1 Pre-containerization: Associated Resource Types

Research and survey identified five resource types associated with the Port's pre-containerization era and the historic themes of commerce and industrial architecture. These resource types include transit sheds,[9] storage and repair sheds, dockside warehouses, certain specialized terminals, and comfort stations such as smokehouses, shelters, and shower buildings. Four transit sheds and one combined transit shed/dockside warehouse, completed during the 1950s and 1960s, remain extant at the Port. However, all storage and repair sheds appear to have been removed. The specialized cargo terminal (banana terminal) associated specifically with the pre-containerization context has been removed. Additionally, except for the smokehouses, all comfort stations appear to have been removed.

The character-defining features of the transit shed resource type are provided in Section 6.1.1. The character-defining features of storage and repair sheds, dockside warehouses, the specialized terminal, shelters, and shower buildings associated with pre-containerization are not provided because those resource types are no longer extant, and their characteristics could not be assessed. The character-defining features of smokehouses are not provided because the Port's smokehouses have already been evaluated as not eligible for listing in the NRHP and CRHR. Furthermore, as no potential historic district was identified, the smokehouses were not reevaluated as contributing resources to a potential pre-containerization historic district.

6.1.1 Transit Shed Character-Defining Features

The mid-twentieth century transit shed is the primary extant resource type associated with the pre-containerization era at the Port. Transit sheds enabled the rapid loading, unloading, protection, assembly, sorting, and short-term storage of general breakbulk cargo (MacElwee 1918:820; *Press-Telegram* 1968a). During the 1950s and 1960s, the number of transit sheds at the Port, including a former dockside warehouse functioning as a transit shed and excluding a small transit shed at the former Long Beach Naval Complex, peaked at 14; however, by the 1980s, many had been removed to accommodate construction of container terminals (NETR 2025).

The character-defining features of the mid-twentieth century transit shed are:

- Location on wharf directly adjacent to berth(s) for access to vessels;
- Oriented towards berth with shed length corresponding to length of berth(s) and vessel(s) to accommodate entire cargo of largest vessel using wharf;
- Numerous large cargo bays with roll-up metal (steel or aluminum) doors at waterside and landside to facilitate expeditious loading and unloading;
- Usually steel framing and concrete construction;

[9] For purposes of this survey, pre-1969 rail track segments adjacent to transit sheds and dockside warehouses constitute wharf features; the track segments are not evaluated as individual resources or components of a larger linear rail resource.

- Clear-span design without interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment;
- Monitor roof, skylights, and/or large multi-pane clerestory windows to enhance natural illumination; and
- Direct rail and truck access; tracks usually extend along both long sides of shed and loading docks present for truck access.

Transit sheds at the Port typically display a rectangular plan; however, the Transit Shed at Berths D48–50 (constructed in 1955 on former Pier 1) and the Transit Shed at Berths D52–54 (constructed in 1951/1954 on former Pier 2) have irregular plans that conform to their smaller, irregularly shaped wharves.

As discussed in Section 5.4.1, the Port's surviving transit sheds generally represent late examples of the Streamline Moderne architectural style, as applied to an industrial form and as reflected by smooth wall surfaces, flat roofs with coping or parapets, and strong sense of horizontality.

6.1.2 Transit Shed Integrity Considerations

Integrity is the ability of a resource to convey its significance. According to National Register Bulletin 15, "Determining *which* of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (NPS 1997:44). Transit sheds at the Port are mid-twentieth century commercial waterfront resources with specific integrity considerations related to their cargo-handling function.

Location

Location is a key aspect of integrity for evaluating the eligibility of a transit shed, a resource type that is inextricably linked to commercial shipping and ports of call. To retain integrity of location, a transit shed must be in its original location at the Port and maintain its original alignment in relationship to the berth(s) it was constructed to serve.

Design

Design is another key aspect of integrity, as transit sheds have designs developed specifically for early- to mid-twentieth century shipping processes, namely the clear-span design without interior columns. The transit shed design generally involves a long, narrow, rectangular plan with one long side oriented towards the berth(s) to facilitate loading and unloading from moored vessels. Transit sheds with irregular plans must still have long waterside elevations oriented towards the berth(s). To retain integrity of design, transit sheds must display their original rows of cargo bays.

Setting

Setting, specifically immediate setting, is a key aspect of integrity for transit sheds. Setting features such as the wharf, adjacent channel, and nearby historic-age buildings are more important than the overall Port setting, which has been substantially altered to adapt to

containerized shipping processes. The presence of historic-age tracks along the shed's waterside and landside elevations contributes to integrity of setting.

Materials

Retention of primary construction materials, such as steel framing and concrete walls, is more important than retention of, for example, original window materials or pedestrian doors. Replacement of original steel rollup cargo doors with similar materials such as aluminum does not substantially diminish integrity of materials.

Workmanship

Integrity of workmanship is reflected by the original incised channel lettering corresponding with the particular shed and berth(s).

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time (NPS 1997:45). Transit sheds that retain their original location, overall design, primary materials, and immediate historic setting convey the historic character of the mid-twentieth century commercial waterfront.

Association

Association is the direct link between an important historic event or person and a historic property (NPS 1997:45). Transit sheds that retain their original location and basic design and material features maintain their integrity of association with cargo-handling activities during the pre-1969 pre-containerization era.

Additional Considerations for Integrity Under NRHP Criterion C/CRHR Criterion 3 and Criteria Consideration B (Moved Properties)

According to National Register Bulletin 15, a property that is significant under Criterion C "must retain the physical features that characterize the type, period, or method of construction that the property represents" (NPS 1997:48). Integrity of design, materials, and workmanship are generally key aspects of integrity of under Criterion C/3; however, for resources such as transit sheds, whose "design is a reflection of their immediate environment," the location and setting gain importance (NPS 1997:48). Thus, relatively minor design and materials alterations should be assessed relative to the importance of the transit shed's location and setting.

Furthermore, transit sheds were designed for certain areas of specific wharves. Under the pre-containerization context, a transit shed that has been moved away from the waterfront would lose its architectural value and would not be eligible under Criterion C/3 even if the Criteria Consideration B analysis for moved properties is applied.

6.2 Previously Recorded Resources

This section summarizes the previous documentation for three individual resources (two transit sheds and one transit shed/dockside warehouse) and one resource grouping (28 smokehouses) constructed at the Port before 1969 and associated with the pre-containerization context.

Table 6-2 provides the resource name, construction date, previous NRHP/CRHR evaluation, and current NRHP/CRHR recommendation for the Port's four previously recorded pre-containerization resources.

Table 6-2. Previously Recorded Resources

Resource (Built Date)	Previous Evaluation	Current Recommendation
Transit Shed at Berths D52–54 (1951/1954)	Eligible for the NRHP, with SHPO concurrence; automatically listed in the CRHR.	No longer eligible for the NRHP or CRHR as a result of the Project
Transit Shed at Berths F206–207 (1963)	Eligible for the CRHR	Eligible for the NRHP; retain previous CRHR evaluation of "Eligible"
Warehouse/Transit Shed at Berths F204–205 (1967)	Not Eligible for the CRHR	Eligible for the NRHP and CRHR
Grouping of 28 smokehouses (1929 and 1952)	Not Eligible for the NRHP or CRHR	Retain previous NRHP determination and CRHR evaluation of "Not Eligible"

6.2.1 Transit Shed at Berths D52–54 (1951/1954)

Previous Documentation

In February 2020, ICF conducted a built-environment survey for the *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Rail Support Facility Project* (ICF 2020). As a result of the survey, MARAD determined the Transit Shed at Berths D52–54, constructed in 1951/1954, individually eligible for the NRHP. SHPO concurred on March 26, 2020. The determination of NRHP eligibility resulted in the transit shed being automatically listed in the CRHR.

The Transit Shed at Berths D52–54 has significance under Criterion A as "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" (ICF 2020:32). The transit shed also has significance under Criterion C "as an excellent example of an industrial use interpreted in a Moderne architectural style" (ICF 2020:34). The level of significance, which is not specified in the reporting, appears to be local. The period of significance for Criterion A is 1951–1969, and the period of significance for Criterion C is 1951–

1954. The transit shed is currently leased by Crescent Warehouse, Ltd. During field survey on February 25, 2025, shipping containers were situated in and around the transit shed (Figure 6-6).

The Transit Shed at Berths D52–54 was field verified on February 25, 2025, but not reevaluated as part of this reporting as MARAD determined this historic property to be subject to adverse effects by the Project. As a result of the planned partial demolition and construction for the Project, the resource will no longer be eligible for the NRHP or CRHR.

Figure 6-6. Transit Shed at Berths D52–54, West and Southwest Elevations, Viewing East-Northeast from Berth D50



Source: HDR 2025

6.2.2 Transit Shed at Berths F206–207 (1963)

Previous Documentation

In May 2019, Applied EarthWorks, Inc., conducted a *Historic Resources Evaluation for the Port of Long Beach Master Plan Update* (Applied Earthworks, Inc. 2019). As a result of the survey, Applied EarthWorks, Inc., evaluated the "Transit Shed – 1480 Pier F Ave. / Berths F206-F207," constructed in 1963, as individually eligible for the CRHR. The Applied EarthWorks, Inc., study agreed with a 2006 study by CH2M Hill that evaluated the transit shed as eligible for the CRHR under Criterion 1. Applied EarthWorks, Inc., noted that the transit shed represents "the old cargo

handling system before containerization in the late 1960s and 1970s." Applied Earthworks, Inc., also evaluated the transit shed as eligible under CRHR Criterion 3 for embodying "the distinctive characteristic of clearspan construction as well as the Moderne architectural style." The level of significance, which is not specified in the reporting, appears to be local, and the areas of significance appear to be commerce (Criterion 1) and architecture (Criterion 3) (Applied EarthWorks, Inc. 2019:38). The period of significance for Criterion 1 was identified as "1963, when the transit shed was constructed, through its continuing use." The period of significance for Criterion 3 was identified as 1963, the year of construction. Applied EarthWorks, Inc., also recommended the transit shed as a local historical resource under City of Long Beach Cultural Heritage Commission Criterion K as one of the few of its kind remaining at the Port and under Criterion D for "portraying an era of history characterized by a distinctive architectural style" (Applied Earthworks, Inc. 2019:37–38).

The Transit Shed at Berths F206–207, which was evaluated as eligible for listing in the CRHR over 5 years ago, was resurveyed as part of this reporting to include an evaluation under the NRHP. A California DPR 523 Form set is provided in Appendix A.

Updated Resource Description

The Transit Shed at Berths F206–207, completed at Pier F in 1963, is owned and maintained by the Port. The transit shed is located at 1480 Pier F Avenue and situated near the center of a long, irregularly shaped parcel (Los Angeles County Assessor Identification Number [AIN] 7436-025-907). To the west is an open storage area and the Main Channel, to the south is an open storage area and the Warehouse/Transit Shed at Berths F204–205, to the east is Basin 6, and to the north is an open storage area.

The transit shed is a two-story reinforced concrete industrial building with clear-span design that incorporates simplified elements of the Moderne, Classical, and Contemporary architectural styles. The rectangular plan measures 200 by 970 feet with a northwest-southeast alignment, and the building provides approximately 194,000 square feet of covered storage (*Press-Telegram* 1964b). According to the plans, the walls are pre-cast, tilt-up concrete panels positioned in a poured-in-place concrete foundation (POLB Civil Engineering Division 1963a). The roof has a nearly full-length monitor with multiple metal louvers for ventilation and original fixed steel ribbon skylights. The narrow north and south elevations display similar symmetrical designs, as do the wide west (landside) and east (waterside) elevations. Prominent centered cargo bays along each elevation display original signage which, based on the plans, consists of metal lettering in the "Californian" style (POLB Civil Engineering Division 1963b). The original rail tracks that remain adjacent to the shed are no longer in use.

The building's exterior walls generally display smooth concrete surfaces, except for areas of damage and spalling. Metal panel cladding is present above pedestrian entrances at the east elevation. Fenestration consists primarily of bands (north and south elevations) and ribbons (east and west elevations) of fixed metal clerestory windows. Bays for loading and unloading cargo generally contain original steel rollup doors. Pedestrian entrances along the main building section

are single-leaf and steel-clad with divided inset panes. Additional windows near pedestrian entrances are fixed metal with partial hopper operation. The transit shed interior is divided in half by a concrete partition/firewall with a single 16- by 18-foot cargo bay connecting the two halves; the south half serves Berth F206, and the north half serves Berth F207 (POLB Civil Engineering Division 1963c). At the north and south sides of the building are original, mirror-image one-story offices.

The narrow south elevation of the main building section has a symmetrical design characterized by the prominent centered cargo bay. The bay, which measures 18 feet by 19 feet 8 inches, is framed by a classically inspired form that evokes wide pilasters supporting a simplified entablature (POLB Civil Engineering Division 1963d). The centered bay is flanked on either side by four identical bays articulated with simple, narrow pilasters. Each of the four bays contains a large expanse of uninterrupted exterior wall surface below a band of five fixed metal clerestory windows. At the south elevation's east side is a one-story office that reflects elements of the Contemporary architectural style with its rectangular plan, concrete construction, flat roof, tall fixed aluminum window groupings, and recessed pedestrian entrance (Figure 6-7).

Figure 6-7. Transit Shed at Berths F206–207, South Elevation, Viewing Northwest



Source: HDR 2025

The narrow north elevation, including the office section, has the same design and materials as the south elevation (Figure 6-8).

Figure 6-8. Transit Shed at Berths F206–207, East Elevation (left) and North Elevation (center), Viewing West



Source: HDR 2025

The long east (waterside) elevation has a symmetrical design characterized by the prominent centered double-cargo-bay framed wide pilasters and a simplified “entablature.” Metal channel lettering centered within the “entablature” reads “PORT OF LONG BEACH.” Additional channel lettering on the south “pilaster” reads “BERTH 206” and on the north “pilaster” reads “BERTH 207.” The central double bay is flanked on either side by 10 cargo bays with metal rollup doors, for a total of 22 cargo bays on the elevation. The central bays measure 19 by 24 feet. The flanking bays, each of which measures 18 by 18 feet, are fronted by concrete loading docks and sheltered by metal-framed canopies covered by corrugated metal panels (POLB Civil Engineering Division 1963e). Two pedestrian entrances are located along this elevation, one associated with Berth F206 and one with Berth F207. Each entrance contains a pair of single-leaf, steel-clad doors beneath metal panels (Figure 6-9).

Figure 6-9. Transit Shed at Berths F206–207, East Elevation, Viewing Northwest



Source: HDR 2025

The long west (landside) elevation, including the office section, has the same design and materials as the east elevation, except that the total number of cargo bays is 20 instead of 22 and there are only two single pedestrian doors instead of two pairs. In addition, the two central bays are 23 by 24 feet instead of 19 by 24 feet (POLB Civil Engineering Division 1963e). During field survey on February 25, 2025, steel shipping containers sitting on the loading docks obscured some views of the elevation (Figure 6-10).

Figure 6-10. Transit Shed at Berths F206–207, West Elevation, Viewing Southeast



Source: HDR 2025

Updated Resource History

The Port began the $12 million Pier F and Pier G construction program in 1958 by dumping over 1,000 tons of rock in Long Beach Harbor. The Port planned Pier F as an extension of Pier A with two additional transit sheds, one scheduled for completion in 1963 at Berths F206–F207 and another planned for completion at a later time at Berths F204–F205 (*Independent* 1958b).

The Transit Shed at Berths F206–207 cost $2 million to build. It provided 194,000 square feet of covered storage and 280,000 of adjacent open storage. The general contractor was Fred A. Arnold, Inc. Construction involved 1,916 tons of structural steel fabricated at the Bethlehem Steel Plant in Torrance, California. The clear-span design was based on 36-ton rigid frames with 200-foot spans (*Press-Telegram* 1964b, 1964c). Completion of the transit shed brought the Port's total transit shed storage capacity to over 2.6 million square feet (*San Pedro News-Pilot* 1964).

During field survey on February 25, 2025, imported automobiles were parked in and around the transit shed. The shed also contained stacks of reels.

NRHP Evaluation

The Transit Shed at Berths F206–207 was previously evaluated as eligible for the CRHR under Criteria 1 and 3. HDR recommends that the transit shed retain the previous CRHR evaluation. HDR also recommends the transit shed as eligible for the NRHP under Criterion A for its local significance in the area of commerce and under Criterion C for its local significance in the area of architecture. The transit shed continues to retain historic integrity. The California DPR 523 Form set is provided in Appendix A.

Significance

Criterion A

The Transit Shed at Berths F206–207 possesses local significance under Criterion A in the area of commerce for its association with the pre-containerization era of cargo handling at the Port of Long Beach, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1963 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berths F206–207 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berths F206–207, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A begins in 1963, the year that the Transit Shed at Berths F206–207 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

Criterion B

The Transit Shed at Berths F206–207 is recommended not eligible for listing under NRHP Criterion B as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

Criterion C

The Transit Shed at Berths F206–207 is recommended eligible for listing under NRHP Criterion C for embodying the distinctive characteristics of the transit shed resource type.

The Transit Shed at Berths F206–207 possesses virtually all the transit shed resource type's character-defining features (Section 6.1.1). The transit shed is located on the wharf at Pier F, directly adjacent to Berths F206 and F207, and its long, waterside elevation is oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. The transit shed displays the typical rectangular plan and a monitor roof with ribbon skylights to enhance natural illumination. Numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. The clear-span design omits interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides and landside loading docks for truck access. The transit shed also reflects classically inspired influences in the main building section and contemporary architectural influences in the office sections.

The proposed period of significance for Criterion C is 1963, the year that the Transit Shed at Berths F206–207 was completed.

Criterion D

The Transit Shed at Berths F206–207 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berths F206–207 retains overall integrity. The transit shed remains at its original location on Pier F, adjacent to Berths F206 and F207, and therefore retains *integrity of location*. The building has undergone only minimal changes since 1963, such as boarding of some windows, and retains *integrity of design, materials, and workmanship*. The shed generally retains *integrity of setting* as characterized by the paved wharf and adjacent channel and basin. While no longer in use, the rail tracks contribute to integrity of setting. The integrity of design, setting, and materials supports the building's *integrity of feeling* as a mid-twentieth century cargo-handling facility and *integrity of association* with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

6.2.3 Warehouse/Transit Shed at Berths F204–205 (1967)

In May 2019, Applied Earthworks, Inc., conducted a *Historic Resources Evaluation for the Port of Long Beach Master Plan Update* (Applied Earthworks, Inc. 2019). As a result of the survey, Applied Earthworks, Inc., evaluated the "Warehouse – Pier F Ave. / Berths F204-F205," constructed in 1967, as not eligible for the CRHR or City of Long Beach listing. Applied Earthworks, Inc., identified the building as a "Warehouse" but noted that, based on several revised architectural plans, the building was a "clear-span warehouse/transit shed . . . Ultimately adapted to play both the parts of transit shed and warehouse" (Applied Earthworks 2019:40–43). As

detailed in the Updated Resource Description below, HDR has classified the building as both transit shed and warehouse.

The Warehouse/Transit Shed at Berths F204–205, which has been previously evaluated as not eligible for listing in the CRHR, was resurveyed as part of this reporting to include an evaluation under the NRHP and a reevaluation under the CRHR based on the pre-containerization historic context.

Updated Resource Description

The Warehouse/Transit Shed at Berths F204–205, completed at Pier F in 1967, is owned and maintained by the Port. The transit shed is situated at the south end of a long, irregularly shaped parcel (Los Angeles County AIN 7436-025-907). To the west is the Main Channel, to the south is a small open storage area and the tip of Pier F, to the east is Basin 6, and to the north is an open storage area and the Transit Shed at Berths F206–207.

The building is a tall, one-story, utilitarian-style industrial building with steel-frame and concrete construction and a symmetrical design. The building was designed to serve as both a transit shed and warehouse, and thus the dimensions are relatively wider than the Port's typical transit sheds. The rectangular plan measures 300 by 600 feet with a northwest-southeast alignment, and the building provides approximately 180,000 square feet of covered storage. The gable roof has a very low pitch, no eave overhang, and corrugated metal covering. Wall cladding is corrugated metal panel siding installed above the concrete bulkhead that wraps around the building (Figure 6-11).

Figure 6-11. Warehouse/Transit Shed at Berths F204–205, North Elevation, Viewing Southeast



Source: HDR 2025

The narrow north and south elevations display similar symmetrical designs, as do the wide west (landside) and east (waterside) elevations. The north and south elevations are characterized by two symmetrically spaced cargo bays with original metal rollup doors and no other fenestration or distinctive architectural features. The west and east elevations each consist of seven cargo bays with original metal rollup doors, some of which appear to be damaged. The west (landside) elevation also has a nearly full-length concrete loading dock sheltered by a metal-framed canopy with corrugated metal covering. The original tracks adjacent to the shed are no longer in use (Figure 6-12).

Figure 6-12. Warehouse/Transit Shed at Berths F204–205, Southwest (left) and Southeast (right) Elevations, Viewing North



Source: HDR 2025

A sign mounted near the building's eastern corner reads "Cooper/T.Smith Stevedoring." Sections of corrugated metal paneling indicate that small original windows may have been covered (Figure 6-13).

Figure 6-13. Warehouse/Transit Shed at Berths F204–205, South Corner, Viewing Southeast



Source: HDR 2025

Updated Resource History

The building was ultimately designed as a combination transit shed and warehouse for the use of Evans Products and South Bay Warehouse, importers of steel and plywood products (*Independent Press-Telegram* 1967). The general contractor was BCI Construction Company of Santa Fe Springs, California, a joint venture, and the building cost $556,000 to complete. A chain-link fence was installed within the building interior to separate the transit shed and warehouse spaces (Baldwin 1966; *Independent* 1967). The Retla Steamship Company of Long Beach served as shipping agents for Evans Products by handling the warehousing and storage of imported plywood in the building (*Independent Press-Telegram* 1968b). In 1968, the year following the building's completion, half of the building was functioning as a transit shed, and an additional 72,000 square feet of interior space in the other half was being used for private storage (USACE 1968:94).

During field survey on February 25, 2025, shipping containers were situated in and around the transit shed.

NRHP and CRHR Evaluation

The Warehouse/Transit Shed at Berths F204–205 was previously evaluated as not eligible for the CRHR. In light of the building's association with pre-containerization, HDR disagrees with the previous CRHR evaluation. HDR recommends the transit shed as eligible for the NRHP/CRHR under Criterion A/1 for its local significance in the area of commerce. The transit shed continues to retain historic integrity. The California DPR 523 Form set is provided in Appendix A.

Significance

Criterion A

The Warehouse/Transit Shed at Berths F204–205 possesses local significance under Criterion A in the area of commerce for its association with the pre-containerization era of cargo handling at the Port of Long Beach, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1967 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. Additionally, the building is the Port's only combination warehouse and transit shed, a dual-function design that was developed as containerized shipping was already reducing the need for facilities such as transit sheds and dockside warehouses. As such, the building represents the final stage of the pre-containerization era at the Port.

As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Warehouse/Transit Shed at Berths F204–205 is one of only five remaining transit sheds at POLB, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Warehouse/Transit Shed at Berths F204–205, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A begins in 1967, the year that the Warehouse/Transit Shed at Berths F204–205 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

Criterion B

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion B as the building does not appear to be significantly associated with any individuals important in local, state, or national history.

Criterion C

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion C. The utilitarian-style building, constructed to function as both a transit shed and warehouse, displays certain features associated with the transit shed resource type (Section 6.1.1). For instance, the building is located on the wharf at Pier F, adjacent to Berths F204 and F205 and its waterside elevation is oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. However, to provide separate warehouse storage space, the building was constructed much wider than the typical transit shed and without the clear-span design. The building also lacks the standard monitor roof for enhancing natural illumination.

Criterion D

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion D. The current recording of the building encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Warehouse/ Transit Shed at Berths F204–205 retains overall integrity. The building remains at its original location on Pier F, adjacent to Berths F204 and F205, and therefore retains *integrity of location*. The building has undergone only minimal changes since 1955, such as covering of some windows, and retains *integrity of design*, *materials*, *and workmanship*. The building generally retains *integrity of setting* as characterized by the paved wharf and adjacent channel and basin. The integrity of design, setting, and materials supports the building's *integrity of feeling* as a mid- to late-twentieth century cargo handling facility and *integrity of association* with pre-containerized cargo processes at the Port and along the West Coast during the period of significance.

6.2.4 Smokehouses (ca. 1929 and 1952)

In 2012, Parsons prepared the *Identification and Evaluation of Smokehouses, Port of Long Beach*, a cultural resources study that inventoried and evaluated 28 portable office/multi-use buildings, referred to as smokehouses, spread across numerous parcels within the Port and vicinity (Figure 6-14). The 2012 study evaluated buildings constructed in 1929 and 1952. Parson's 2012 study noted that CH2M Hill had conducted a 2006 reconnaissance-level survey at the Port to support the final *Environmental Impact Statement/Environmental Impact Report of the Middle Harbor Redevelopment Project*. As a result of the 2006 study, CH2M Hill recommended the smokehouses as eligible for listing in the NRHP and CRHR based on limited research. The 2012 Parsons study, involving an intensive-level survey, disagreed with the 2006 CH2M Hill study and evaluated the smokehouses as not eligible for listing in the NRHP or CRHR. In 2019, ICF resurveyed the smokehouses and also evaluated them as not eligible for listing in the NHRP or CRHR (ICF 2020). On December 24, 2019, SHPO concurred with MARAD's determination that the smokehouses are not eligible for listing in the NRHP.

The grouping of 28 smokehouses, which has been previously determined not eligible for listing in the NRHP and evaluated as not eligible for the CRHR, was not resurveyed as part of this reporting. The smokehouses were not evaluated as potential contributors to a historic district, as this study identified no such district.

Figure 6-14. Single Smokehouse from 1929 (left) and Two Smokehouses from 1952 (right) Placed on Site at 1335 West 11th Street between 2007 and 2011, Viewing North, 2019



Source: ICF 2020

6.3 Newly Identified Resources

This section provides descriptions, property histories, and NRHP/CRHR evaluations for two newly identified individual resources—both transit sheds—constructed at the Port before 1969 and associated with the pre-containerization context.

Table 6-3 provides the resource name, construction date, and NRHP/CRHR recommendation for both newly identified pre-containerization resources.

Table 6-3. Newly Identified Pre-containerization Resources

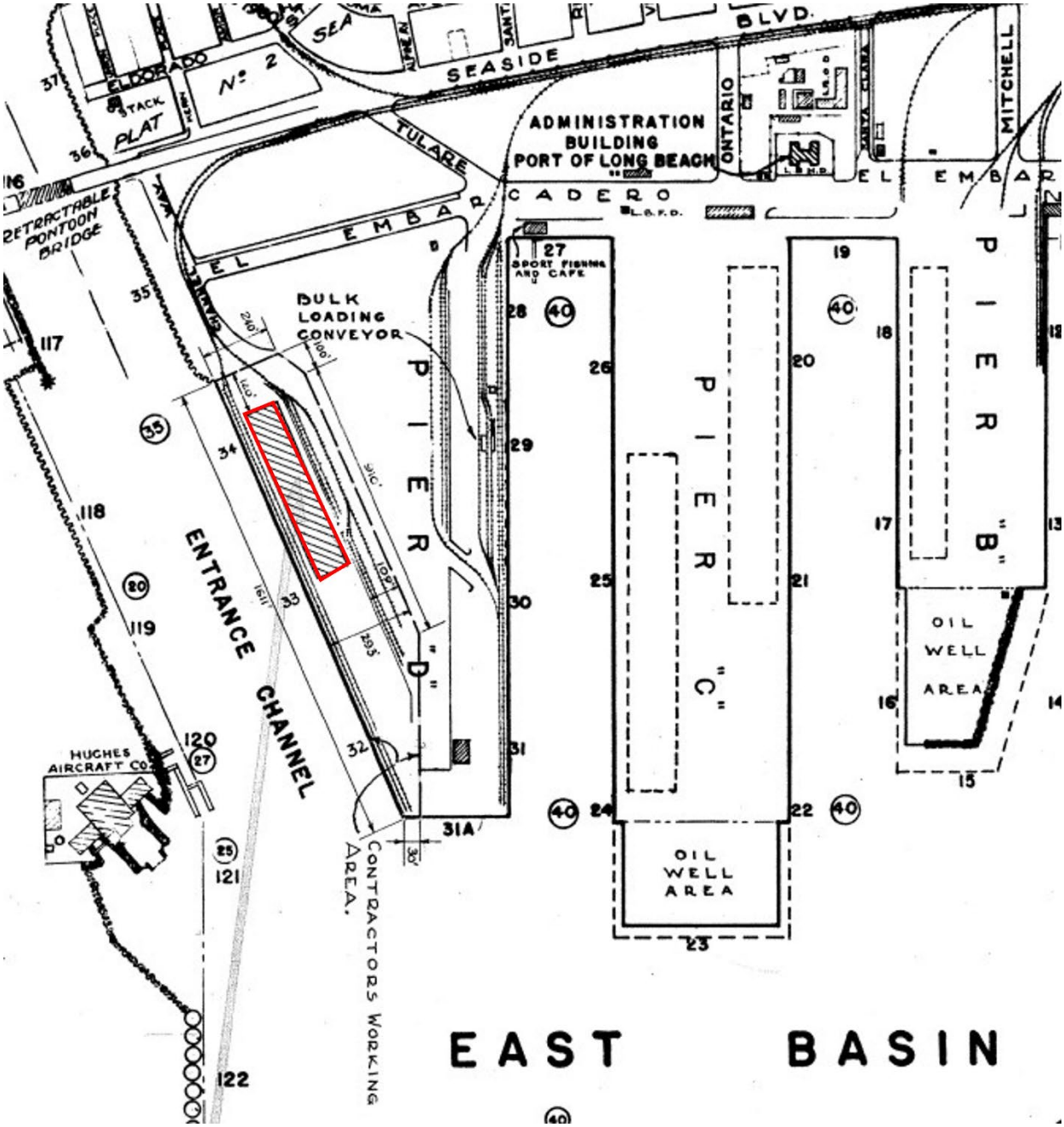
Resource (Built Date)	Recommendation
Transit Shed at Berth D34 (1955)	Eligible for the NRHP and CRHR
Transit Shed at Berths D48–50 (1956)	Eligible for the NRHP and CRHR

6.3.1 Transit Shed at Berth D34 (1955)

Resource Description

The Transit Shed at Berth D34, completed in 1955, is located at the triangular-shaped portion of Pier D and is owned and maintained by the Port (Figure 6-15). The transit shed is located at 601 Pier D Avenue West and situated on the southwest portion of a large U-shaped parcel (Los Angeles County AIN 7436-017-910). To the transit shed's west is the Back Channel (former "Entrance Channel"), to the south is the CEMEX Long Beach Cement Terminal, and to the east and north is Pier D Avenue West. Adjacent to the transit shed's north side are two manufactured buildings and a canvas vehicle port, which were all placed there between 2012 and 2015 (Google Earth Pro 2025). During HDR's field survey on February 25, 2025, the transit shed was vacant and non-operational, and the interior was not accessed.

Figure 6-15. Project Location Sheet from "Pier D Berth 34 Transit Shed" Plans, with Shed Outlined in Red, August 17, 1953



Source: City of Long Beach 1953a

The transit shed is a two-story, reinforced concrete industrial building constructed in the Moderne architectural style. The rectangular plan measures 120 by 608 feet with a north-south alignment, and the building occupies approximately 73,000 square feet with 66,715 square feet for cargo (USACE 1968:101; USACE and USMC 1957:247). The entire building and adjacent areas are situated atop a concrete foundation elevated several feet above grade; the foundation creates an

approximately 4-foot-high loading dock at the east (landside) elevation. The narrow north and south elevations have the same symmetrical design, as do the wide west (waterside) and east (landside) elevations. The roof is supported by purlin trusses and, according to the architectural plans, the monitor has seven evenly spaced ventilators and skylights consisting of commercial fixed steel windows (City of Long Beach 1953b). The area below the prominent parapet wall section centered along each elevation has original incised channel lettering that reads “1955 / PORT OF LONG BEACH / PIER D BERTH 34.” Views of the parapet at the east elevation were mostly blocked by the canopy during field survey.

Above the signage at the north and south elevations is a single flagpole seated on a stepped concrete roof base. Based on the fenestration arrangement, the second-story interior appears to contain office space at the north and south ends. The second-story windows are accented by simplified concrete “belt courses” above and below. The exterior walls are clad in smooth stucco. The building’s lower exterior wall section is reinforced by an approximately 4-foot-high, simple concrete bulkhead. Windows are primarily fixed multi-pane steel with an operable awning sash. Bays for loading and unloading cargo contain original metal rollup doors. All pedestrian entrances consist of original single-leaf, steel-clad door with inset panes, some situated beneath transom windows.

The narrow south elevation has a symmetrical design consisting of a pair of 16- by 16-foot cargo bays with original aluminum rollup doors (Figure 6-16) (City of Long Beach 1953c). A set of six yellow concrete bollards protects both sides of the rollup doors and the central divider between them. The bays are beneath the elevation’s prominent centered parapet. Between the bays is an original single-leaf, steel-clad door with inset pane. On the first story, the rollup doors are flanked on each side by two pairs of original multi-pane, fixed steel windows with operable awning sashes. On the second story, the central incised signage is flanked on each side by two window arrays, one with three windows and one with four windows. Two roof-mounted metal light fixtures appear to be original.

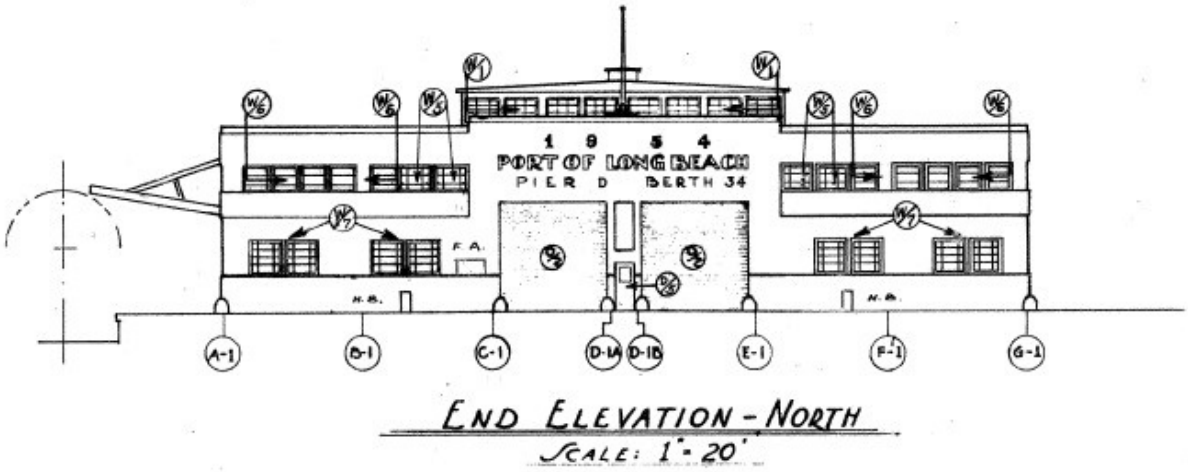
Figure 6-16. Transit Shed at Berth D34, South Elevation, Viewing North



Source: HDR 2025

During field survey, north elevation views were mostly obscured by a fence installed in 2013 (Google Earth Pro 2025). Based on building plans and survey observations, the north elevation is virtually identical to the south (Figure 6-17 and Figure 6-18) (City of Long Beach 1953d).

Figure 6-17. Transit Shed at Berth D34, Drawing of North Elevation, 1953



Source: City of Long Beach 1953d

Figure 6-18. Transit Shed at Berth D34, East (landside) Elevation at Left and North Elevation at Right, Viewing Southwest



Source: HDR 2025

The long west (waterside) elevation has a row of 17 cargo bays measuring 18 by 14 feet, each with an original aluminum rollup door (Figure 6-19) (City of Long Beach 1953c). The central section with signage and prominent parapet contains three bays, flanked by an additional seven bays on each side. The original numbers above each cargo door have been mostly removed. At the first-story level, the elevation's south section contains a recessed pedestrian entrance for the cargo checker's room, consisting of an original single-leaf, steel-clad door with inset pane beneath a steel-framed transom window. The entrance is flanked on either side by a pair of original multi-pane steel windows with a total of two boarded panes. A second pedestrian entrance, with the inset pane boarded, is to the immediate north, and a third pedestrian entrance beneath a transom window is just south of the elevation's center. The elevation's north side was not accessible due to fencing installed in 2013 (Google Earth Pro 2025). At the second story are bands of original multi-pane steel windows, several of which have boarded panes.

Figure 6-19. Transit Shed at Berth D34, West (waterside) Elevation at Left and Portion of South Elevation at Right, Viewing North-Northeast



Source: HDR 2025

The long east (landside) elevation has a row of 12 cargo bays measuring 18 by 14 feet, each with an aluminum rollup door and numbered 18 through 29 above the doors (Figure 6-20) (City of Long Beach 1953c, 1953d). The full-length concrete loading dock is sheltered by a steel-framed canopy with corrugated metal covering. At the first-story level of the elevation's north and south ends is a recessed pedestrian entrance for another cargo checker's room consisting of an original single-leaf, steel-clad door with inset pane beneath a steel-framed transom window. Each entrance is flanked on either side by a pair of original multi-pane steel windows with a total of two boarded panes. At the second-story level, above each entrance, is a row of six original multi-pane steel windows. Four additional pedestrian entrances at this elevation are single-leaf doors with inset panes, two beneath transom windows. During field survey, the canopy mostly obscured views of the second-story windows, which appear similar to the windows at the west elevation.

Figure 6-20. Transit Shed at Berth D34, South Elevation at Left and East (landside) Elevation at Right, Viewing Northwest



Source: HDR 2025

Resource History

In 1953, Connolly-Pacific Company constructed a quay on the west side of Pier D, along Berths D32–D34. The following year, in 1954, the Port hired John L. Meek of Los Angeles to move a small ca. 1945 transit shed from its location at Berth 33 to a location approximately 1,000 feet north, at the foot of the pier, for use as a warehouse. The small shed remained at that location until 2010–2012 (Brackenbury 1955; *Independent* 1953). After the pier was leveled at 24 feet above mean lower low tide, the Port began planning for construction of the new $800,000 clear-span transit shed at Berth 34 (Brackenbury 1953b, 1954a). Struction Company of Wilmington was the general contractor (*Independent* 1953; *Press-Telegram* 1953). In May 1954, the Board of Harbor Commissioners approved plans for construction of railroad tracks along Seaside Boulevard, Berths 32–34, and the small transit shed-turned-warehouse (*Independent* 1954a). The Transit Shed at Berth D34 was completed on July 12, 1955, and contained over 73,000 square feet. The first cargo that passed through the shed consisted of nearly 3,000 tons of newsprint from Canada, unloaded from the State Steamship Company freighter *Utsira* (*Press-Telegram* 1955b).

The Transit Shed at Berth D34 is situated on the original triangular-shaped portion of Pier D, which is now part of the larger Pier D. When the transit shed began operations in 1955, the triangular portion of Pier D was known as the Bulk Commodity Pier and encompassed Berths 28–34. Berths 28–31, at the pier's east side, were generally reserved for handling bulk commodities. Berth 35, on Pier D's west side, north of the transit shed, functioned as a base for mooring contractors' floating equipment (USACE and USMC 1957:236). Within 2 years of the transit shed's completion, Berths 32–34 were connected to the Pacific Electric Railway/Long Beach municipal tracks by two surface tracks on the wharf apron totaling 3,140 feet and two platform-level tracks along the rear of the transit shed and open storage area totaling 1,950 feet. The transit shed was equipped with a sprinkler system and other fire protection equipment. Trucks had access to the transit shed interior, wharf apron, and open storage area. Open storage areas adjacent to north and south sides of the transit shed totaled 2 acres (USACE and USMC 1957:247).

In 1968, Berths 32–34 were operated by Baker Commodities, Inc., and Metropolitan Stevedore Company. The berths' functions were receipt of coconut and cottonseed oil, copra, lumber, and paper products; shipment of tallow; and bunkering of vessels. Baker Commodities, Inc., used two 6-inch pipelines extending from Berth 32 to five coconut oil storage tanks with a nearly 8-million-pound capacity and to 11 tallow storage tanks with a 20-million-pound capacity. Powerline Oil Company operated one 8-inch and one 6-inch pipeline for bunkering vessels at Berths 32–34 (USACE 1968:101).The tracks surrounding the Transit Shed at Berth D34 have been removed, and the transit shed is no longer in use (Figure 6-21).

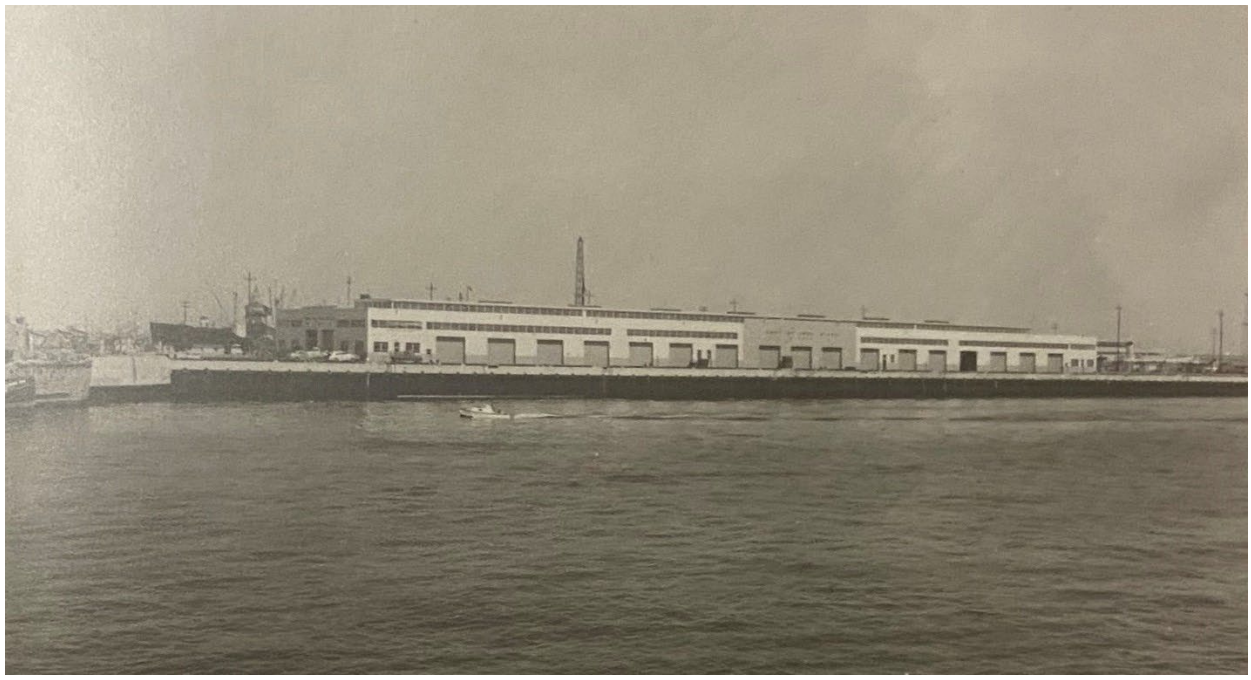
Figure 6-21. Transit Shed at Berth D34, West (waterside) Elevation, Viewing South (rail tracks have been removed)



Source: HDR 2025

The transit shed is shown below in 1955 (Figure 6-22) and 1961 (Figure 6-23).

Figure 6-22. Transit Shed at Berth D34, Viewing East from Former Pier E, August 19, 1955



Source: POLB Records Department 1955

Figure 6-23. Transit Shed at Berth D34, Identified by Red Arrow, 1961



Source: White 2009:91

NRHP and CRHR Evaluation

The Transit Shed at Berth D34 is recommended eligible for the NRHP and CRHR under Criterion A/1 for its local significance in the area of commerce and under Criterion C/3 for its local significance in the area of architecture. The transit shed retains historic integrity. The California DPR 523 Form set is provided in Appendix A.

Significance

Criterion A/1

The Transit Shed at Berth D34 possesses local significance under Criterion A/1 in the area of commerce for its association with the pre-containerization era of cargo handling at the Port, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1955 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berth D34 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berth D34, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A/1 begins in 1955, the year that the Transit Shed at Berth D34 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

Criterion B/2

The Transit Shed at Berth D34 is recommended not eligible for listing under NRHP/CRHR Criterion B/2 as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

Criterion C/3

The Transit Shed at Berth D34 is recommended eligible for listing under NRHP/CRHR Criterion C/3 for embodying the distinctive characteristics of the transit shed resource type and representing a late industrial interpretation of the Streamline Moderne architectural style.

The Transit Shed at Berth D34 possesses virtually all of the transit shed resource type's character-defining features (Section 6.1.1). The transit shed is located on the wharf at Pier D, directly

adjacent to Berth 34, and its long waterside elevation is oriented towards the berth to facilitate expeditious loading and unloading of cargo from vessels. The transit shed displays the typical rectangular plan and a monitor roof with skylights to enhance natural illumination. Numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. The clear-span design omits interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides of the shed and loading docks for truck access.

The transit shed also embodies the distinctive characteristics of a Streamline Moderne building adapted to industrial uses (Section 5.4.1). These building features include smooth concrete wall surfaces and prominent parapets. In addition, features that incorporate a strong sense of horizontality, characteristic of the Streamline Moderne style, are the concrete bulkhead that wraps around the entire building and the bands of second-story windows between concrete "belt courses" on the waterside and landside elevations.

The proposed period of significance for Criterion C/3 is 1955, the year that the Transit Shed at Berth D34 was completed.

Criterion D/4

The Transit Shed at Berth D34 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berth D34 retains overall integrity. The transit shed remains at its original location on Pier D, adjacent to Berth 34, and therefore retains *integrity of location*. The building has undergone minimal changes since 1955, such as boarding of some windows and a 1993 reroof (Riffenburgh 2012), and retains *integrity of design, materials, and workmanship*. The shed generally retains *integrity of setting* as characterized by the paved wharf and adjacent Back Channel (Entrance Channel); however, removal of the tracks and construction of the nearby CEMEX terminal during the 1980s has somewhat diminished integrity of setting. The integrity of design, setting, and materials supports the building's *integrity of feeling* as a mid-twentieth century cargo handling facility and its *integrity of association* with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

6.3.2 Transit Shed at Berths D48–50 (1956)

Resource Description

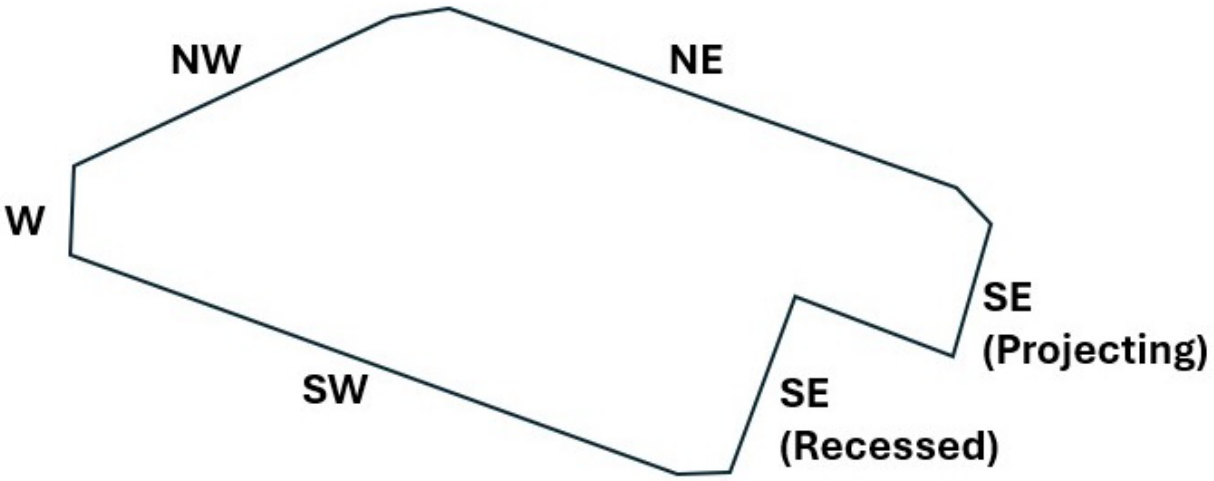
The Transit Shed at Berths D48–50, completed in 1956, is located at Pier D and was constructed for general cargo. The transit shed is located on a parcel at 47 West Pier D Street (formerly Water

Street), on a northwest projection of a large, irregularly shaped parcel (Los Angeles County AIN 7436-015-913). To the transit shed's west is Slip No. 4, to the north is Channel No. 3, to the east is Slip No. 5, and to the south is West Pier D Street. Adjacent to the building's west elevation is the two-story Harbor Marine Section building (1281 Pier D Street), constructed between 1980 and 1987 (NETR 2025).

The Transit Shed at Berths D48–50 occupies nearly the entire 6-acre wharf and serves three berths (D48–D50) (Brackenbury 1953a; USACE and USMC 1957:237). The two-story reinforced concrete industrial building was constructed in the Moderne architectural style. The irregular plan measures approximately 510 by 430 by 258 feet, with an east-southeast/west-northwest alignment. The clear-span design has an interior height of 20 feet, and the floor has an asphalt surface (USACE 1968:104; USACE and USMC 1957:250). The 150,000-square-foot transit shed has steel frame and concrete construction. Bethlehem H-pilings were driven to depths between 30 and 60 feet, and the 32-foot-high building walls were fabricated using pre-cast concrete panels (*Press-Telegram* 1955c). The roof is mostly flat with a parapet and monitor. The monitor extends approximately 340 feet northwest-southeast, directly above the original interior track alignment, and contains a full-length band of skylights on each side (City of Long Beach 1953e). The interior was constructed with office space and restrooms. Non-historic alterations include a skim coat on the concrete exterior and seismic retrofitting.

The southeast elevation (recessed) serves Berths D48 and D49; the southwest elevation serves Berth D48; the narrow west elevation faces the Harbor Marine Section building; the northwest elevation serves Berth D49; and the northeast elevation and southeast elevation (projecting) serve Berth D50 (Figure 6-24). Each of the four canted corners contains a cargo bay with metal rollup door.

Figure 6-24. Elevation Labeling Convention for Transit Shed at Berths D48–50



At each elevation and corner between the parapet and second-story windows is incised channel lettering identifying the associated berth or the pier name (“PIER D”). The original incised “PIER 1” channel letters have been removed. The transit shed was originally served by the Long Beach municipal tracks with surface tracks on the wharf aprons and depressed tracks inside the transit shed. Features depicted in the original plans, such as the wharf track, depressed interior tracks, and two forklift crossover bridges that spanned the interior tracks, have been removed (City of Long Beach 1953f; USACE and USMC 1957:250). Trucks still have access to two loading docks at the southeast elevation.

The southeast elevation has a projecting north section serving Berth 50 and a recessed south section serving Berths 48 and 49. Both sections face West Pier D Street (Figure 6-25). The projecting north section contains three cargo bays with metal rollup doors fronted by a concrete loading dock. A single-leaf, steel-clad pedestrian door adjacent to the loading dock is flanked on the south side by a metal sash window. Two additional sash windows are on the second story. Around the corner is a row of five south-facing metal sash windows and one louvered window on the first story and a row of four south-facing sash windows on the second story.

Figure 6-25. Transit Shed at Berths D48–50, Southeast Elevation’s Recessed South Section at Left and Projecting North Section at Right, Viewing North



Source: HDR 2025

The recessed center of the southeast elevation contains the original railcar entrance. The entrance is now accessed by a paved ramp that leads into the large single cargo bay. The bay contains a metal rollup door beneath a prominent parapet. The parapet's incised channel lettering reads "BERTH 49." Adjacent to the south is a set of three symmetrically spaced cargo bays with metal rollup doors. Centered above the bays is incised channel lettering that reads "BERTH 48." The bays are accessed by a concrete loading dock. The building's canted south corner contains a cargo bay with metal rollup door beneath "BERTH 48" channel lettering (Figure 6-26).

Figure 6-26. Transit Shed at Berths D48–50, with Southwest Elevation at Left and Recessed Southeast Elevation in Center, Viewing North



Source: HDR 2025

The southwest elevation is characterized by 11 symmetrically spaced cargo bays with metal rollup doors and 23 sets of symmetrically spaced triple-window arrays. An array sits above each cargo bay and above the wall space on either side of the bay. Above the center cargo bay is channel lettering that reads "BERTH 48." Adjacent to the center cargo bay's north side is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane and multi-pane fixed steel window with partial awning operation (Figure 6-27 and Figure 6-28).

Figure 6-27. Transit Shed at Berths D48–50, Viewing Northeast from SR-710



Source: HDR 2025

Figure 6-28. Transit Shed at Berths D48–50, Southwest Elevation, Viewing Northwest



Source: HDR 2025

The canted west elevation contains a centered cargo bay with metal rollup door beneath channel lettering that reads “PORT OF LONG BEACH/ PIER D.” Adjacent to the cargo bay’s south side is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane (Figure 6-29).

Figure 6-29. Transit Shed at Berths D48–50, Canted West Corner, Viewing Southeast



Source: HDR 2025

The northwest elevation is characterized by six cargo bays with metal rollup doors and “BERTH 49” channel lettering (Figure 6-30). Between two of the cargo bays is a multi-pane steel window flanked on each side by a single-leaf, steel-clad door with tall, narrow inset pane. One of the doors is accessed by a non-historic concrete ramp. A third pedestrian door is to the east. The building’s canted south corner has channel lettering that reads “PORT OF LONG BEACH / PIER D,” and there are no cargo bays, doors, windows, or other distinctive architectural features.

Figure 6-30. Northwest Elevation, Viewing East



Source: HDR 2025

The northeast elevation is characterized by nine symmetrically spaced cargo bays with metal rollup doors and 19 sets of symmetrically spaced triple-window arrays. An array sits above each cargo bay and above the wall space on either side of the bay. Above an off-center cargo bay is channel lettering that reads “BERTH 50.” Adjacent to the center cargo bay is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane and multi-pane, fixed steel window with partial awning operation. The building’s canted northeast corner has channel lettering that reads “BERTH 50,” and there are no cargo bays, doors, windows, or other distinctive architectural features.

Resource History

The Transit Shed at Berths D48–50, constructed in 1956, replaced two earlier transit sheds on what was then known as Pier 1, the Port’s original municipal pier. Pier 1 formally opened on June 24, 1911, and was reconstructed in 1929. The following year, 1930, Pier 1’s first transit shed—a steel clear-span structure—was completed (Brackenbury 1953a; Craig 1956). A second steel transit shed was completed at Pier 1 in 1938, bringing the pier’s combined total shed capacity to 77,500 square feet (Craig 1956) (Figure 6-31). Dedicated apron wharf tracks and low line tracks extended along the west and east sides of each transit shed. By 1953, the Port had demolished

both sheds to make room for the Transit Shed at Berths D48–50 (Brackenbury 1953a; USACE and USMC 1957:237).

Figure 6-31. The Transit Sheds at Former Pier 1, Berth 50 (left) and Berth 48 (right), Viewing East-Southeast, 1950



Source: POLB Records Department 1950

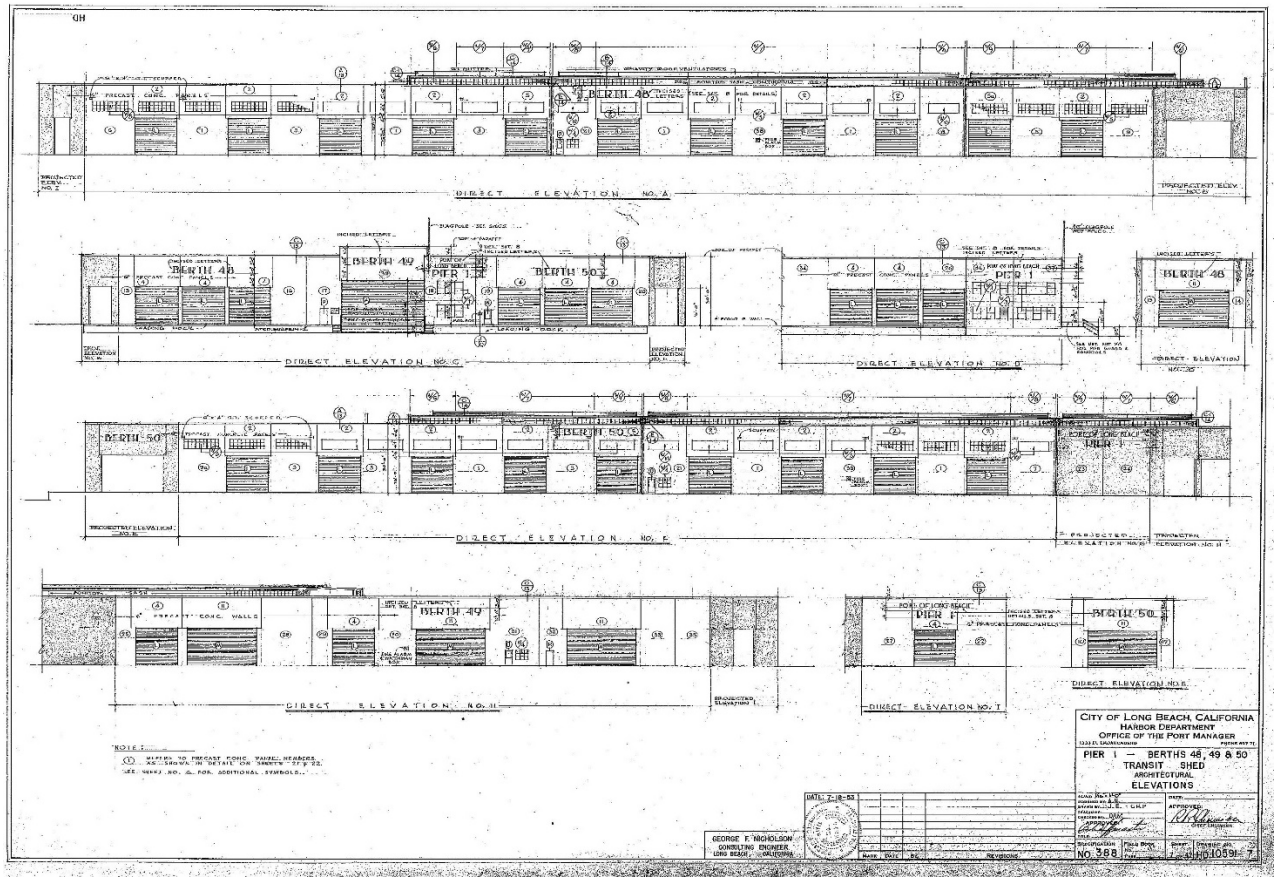
The Transit Shed at Berths D48–50 was completed on November 19, 1956, for $900,000 (Brackenbury 1953b; *Press-Telegram* 1957). The shed was designed by George F. Nicholson, the general contractor was J. C. Boespflug Construction Company, and the shed was fabricated and erected by Bethlehem Pacific Coast Steel Corporation (*Press-Telegram* 1955c) (Figure 6-32 and Figure 6-33).

Figure 6-32. Transit Shed at Berths D48–50 (center), Viewing Northwest, May 27, 1956



Source: LBPL Digital Archive 1956a

Figure 6-33. Elevations for Transit Shed at Berths D48–50



Source: City of Long Beach 1953g

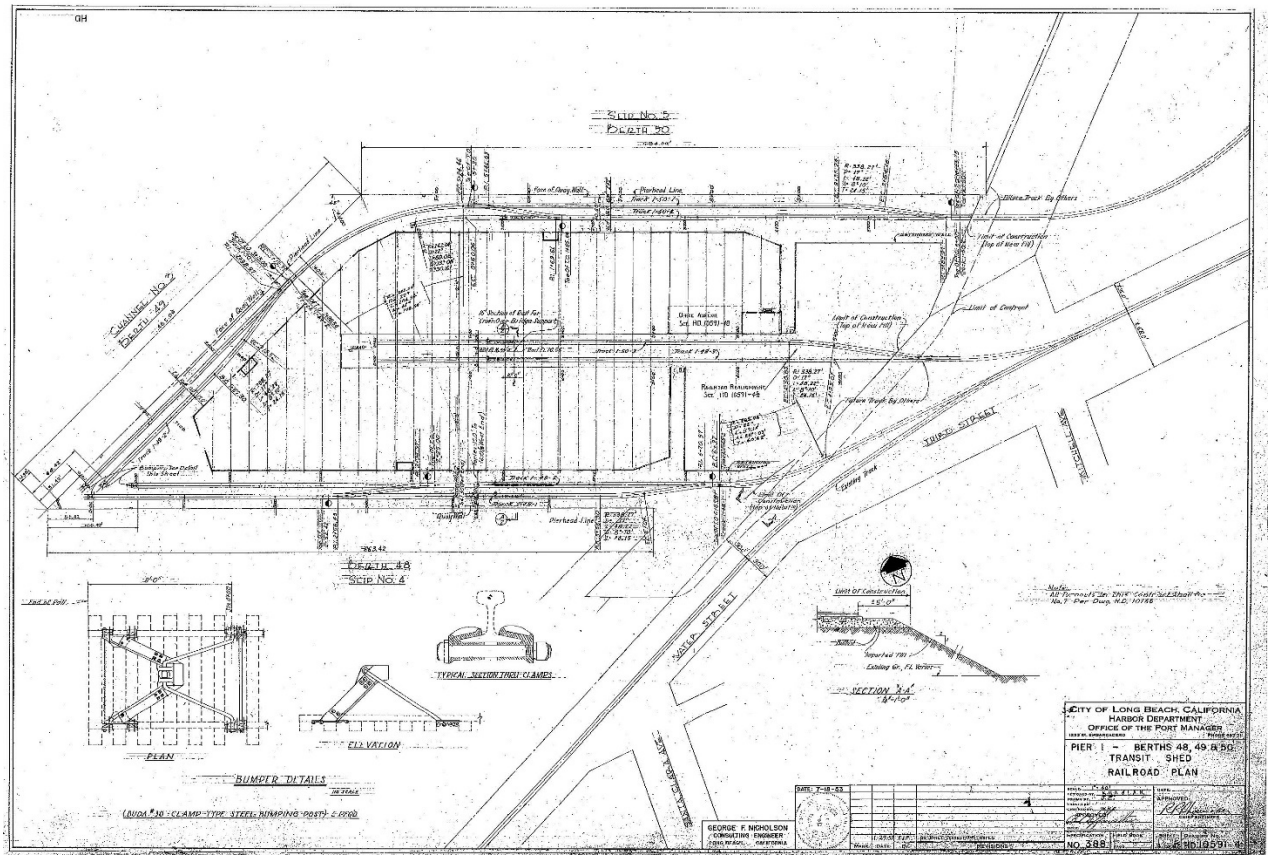
The transit shed was originally serviced by double tracks on both sides, allowing cargo to be loaded and unloaded in rail cars from either side of the building. In addition, two sets of tracks served the interior, an innovation not incorporated into the Port's other transit sheds (Brackenbury 1954b; Craig 1956) (Figure 6-34 and Figure 6-35). Interior loading platforms were constructed along each side of the center tracks, and two "crossover bridges" spanned the tracks to facilitate cargo movement from one half of the shed to the other. When the tracks were in use, the bridges could be lifted. The shed was also constructed with two stories of offices totaling approximately 880 square feet (Brackenbury 1954b).

Figure 6-34. Transit Shed at Berths D48–50, Viewing Northwest, circa 1956



Source: LBPL Digital Archives 1956b

Figure 6-35. Railroad Plan for Transit Shed at Berths D48–50



Source: City of Long Beach 1953h

Construction of the new transit shed rendered the adjacent 100,000-gallon water tank and tower obsolete. The tank, constructed in 1931–1932, supplied water to the original transit shed sprinkler system and was sold and removed by the Board of Harbor Commissioners in 1954 (*Independent* 1954b).

During field survey on February 25, 2025, the transit shed did not appear to be in use.

NRHP and CRHR Evaluation

The Transit Shed at Berths D48–50 is recommended eligible for the NRHP and CRHR under Criterion A/1 for its local significance in the area of commerce and under Criterion C/3 for its local significance in the area of architecture. The transit shed retains historic integrity. The California DPR 523 Form set is provided in Appendix A.

Significance

Criterion A/1

The Transit Shed at Berths D48–50 possesses local significance under Criterion A/1 in the area of commerce for its association with the pre-containerization era of cargo handling at the Port, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1956 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berths D48–50 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berths D48–50, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A/1 begins in 1956, the year that the Transit Shed at Berths D48–50 was completed. The period of significance ends in 1968, when the Port's transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

Criterion B/2

The Transit Shed at Berths D48–50 is recommended not eligible for listing under NRHP/CRHR Criterion B/2 as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

Criterion C/3

The Transit Shed at Berths D48–50 is recommended eligible for listing under NRHP/CRHR Criterion C/3 for embodying the distinctive characteristics of the transit shed resource type and representing a late industrial interpretation of the Streamline Moderne architectural style.

The Transit Shed at Berths D48–50 possesses virtually all the transit shed resource type's character-defining features (Section 6.1.1). The transit shed is located on the wharf at Pier D, directly adjacent to Berths D48–50, and its long, waterside elevations are oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. While the transit shed displays a monitor roof with skylights to enhance natural illumination, numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides of the shed and within the interior. All tracks have been removed.

The transit shed also embodies some distinctive characteristics of a Streamline Moderne building adapted to industrial uses (Section 5.4.1). These building features include smooth concrete wall surfaces and bands of second-story windows.

The proposed period of significance for Criterion C/3 is 1956, the year that the Transit Shed at Berths D48–50 was completed.

Criterion D/4

The Transit Shed at Berths D48–50 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berths D48–50 retains overall integrity. The transit shed remains at its original location on Pier D, adjacent to Berth D34, and therefore retains *integrity of location*. The building has undergone a variety of changes since 1956. These changes include removal of the interior tracks, alteration of some incised channel lettering, application of a skim coat, and seismic retrofitting, which has somewhat diminished *integrity of design, materials, and workmanship*. The shed generally retains *integrity of setting* as characterized by the wharf, the nearby Transit Shed at Berth D52–54, and Channel No. 3; however, removal of the adjacent tracks has somewhat diminished integrity of setting. The remaining integrity of design, setting, and materials supports the building's *integrity of feeling* as a mid-twentieth century cargo handling facility and its *integrity of association* with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

According to National Register Bulletin 15, a property that is significant under Criterion C "must retain the physical features that characterize the type, period, or method of construction that the property represents" (NPS 1997:48). While design, materials, and workmanship are generally key aspects of integrity under Criterion C/3, for resources whose "design is a reflection of their immediate environment," such as the transit shed, location and setting gain importance (NPS 1997:48). The Transit Shed at Berths D48–50 is an example of a distinctive property type inextricably bound to its particular location and setting—the Port's mid-twentieth century commercial waterfront—and therefore retains sufficient integrity under both Criterion A/1 and Criterion C/3.

6.4 Historic Districts

Based on research and survey, the Port does not contain any historic districts associated with the pre-containerization era. National Register Bulletin 15 defines a "district" as "possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically by plan or physical development" (NPS 1997:5). The Port contains hundreds of built-environment resources within its boundaries, only five of which are determined or recommended eligible for the NRHP/CRHR for their significant association with the pre-containerization historic

context. The five resources are pre-1969 transit sheds located at present Pier D (three resources) and Pier F (two resources). The distance between the transit sheds at Pier D and the transit sheds at Pier F is between approximately 1 and 2 miles. The area between and around those sheds has been substantially developed during the containerization era (post-1969), particularly by construction of new and/or enlarged wharves with massive amounts of fill. Furthermore, the majority of the Port's mid-twentieth century transit sheds and all of its dockside warehouses have been removed, diminishing the Port's ability to convey its significant association with the pre-containerization period.

7.0 Conclusions and Summary of Findings

This *Pre-containerization Resources Technical Report* was prepared to satisfy mitigation requirements of the POLB Pier B On-Dock Rail Support Facility Program. HDR prepared a Port of Long Beach pre-containerization context focused on the historic themes of commerce and industrial architecture. In addition, HDR surveyed built-environment resources within the Port's boundaries that are associated with those historic themes and evaluated them for NRHP and CRHR eligibility, both as individual resources and as part of a potential pre-containerization historic district. Research and survey identified a total of six built-environment resources associated with the pre-containerization context: four transit sheds, one warehouse/transit shed, and one grouping of 28 smokehouses. Four of the six resources (two transit sheds, the warehouse/transit shed, and the grouping of smokehouses) had been previously recorded, and two additional transit sheds were newly recorded.

Based on research, survey, and review of the previous documentation, this report's recommendations are as follows:

- The Transit Shed at Berths D52–54 (1951/1954) will no longer be eligible for NRHP or CRHR listing as a result of the Project. Preparation of this *Pre-containerization Resources Technical Report* partially satisfies mitigation for this adverse effect, as stipulated in the MOA.
- The Transit Shed at Berths F206–207 (1963) is recommended "Eligible" for the NRHP and should retain its previous evaluation of "Eligible" for the CRHR.
- The Warehouse/Transit Shed at Berths F204–205 (1967) was reevaluated and is recommended "Eligible" for the NRHP and CRHR.
- The Transit Shed at Berth D34 (1955), which has not been previously recorded, is recommended "Eligible" for the NRHP and CRHR.
- The Transit Shed at Berths D48–50 (1956), which has not been previously recorded, is recommended "Eligible" for the NRHP and CRHR.
- The grouping of 28 smokehouses (1929 and 1952) should retain the previous NRHP determination and CRHR evaluation of "Not Eligible."

While the four transit sheds and the warehouse/transit shed appear to possess individual significance, they do not constitute a significant concentration of resources forming a potential historic district.

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——— 1952. Flight AJX-1952, Frame 13K-210, Scale 1:20,000. November 3, 1952.

White, Michael D. 2009. *The Port of Long Beach*. Arcadia Publishing. Charlotte, South Carolina.

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Appendix A.
California Department of Parks and Recreation 523 Form Sets

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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) Transit Shed at Berths F206-207
P1. Other Identifier: N/A
*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2021
c. Address 1480 Pier F Avenue City Long Beach Zip 90802
d. UTM: (Give more than one for large and/or linear resources) Zone 11N, 387741 mE/ 3734612 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Los Angeles County Assessor Information Number (AIN) 7436-025-907

***P3a. Description:**
The Transit Shed at Berths F206–207, completed at Pier F in 1963, is owned and maintained by the Port of Long Beach (Port). The transit shed is located at 1480 Pier F Avenue and situated near the center of a long, irregularly shaped parcel (Los Angeles County AIN 7436-025-907). To the west is an open storage area and the Main Channel, to the south is an open storage area and the Warehouse/Transit Shed at Berths F204–205, to the east is Basin 6, and to the north is an open storage area. The transit shed is a two-story reinforced concrete industrial building with clear-span design that incorporates simplified elements of the Moderne, Classical, and Contemporary architectural styles.

(see Continuation Sheet page 3)

***P3b. Resource Attributes:** HP 8 (Industrial Building)

P5a. Photograph or Drawing



***P4. Resources Present:**
☒ Building ☐ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other
P5b. Description of Photo: Transit Shed at Berths F206-207, east elevation at left and north elevation at right, viewing west. Digital image taken 02/25/2025.
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
1963 (*Press-Telegram* 1964a, 1964b)
***P7. Owner and Address:** Port of Long Beach, 415 W. Ocean Boulevard, Long Beach, CA 90802

***P8. Recorded by:** Shoshana Jones, HDR Engineering, Inc. (HDR), 591 Camino de la Reina, Suite 300, San Diego, CA 92108

***P9. Date Recorded:** 02/25/2025

***P10. Survey Type:** Cultural Resources Inventory and Evaluation

***P11. Report Citation**:
Jones, Shoshana. 2026. *Pre-containerization Resources Technical Report, Pier B On-Dock Rail Support Facility Program*. Prepared by HDR, Inc. San Diego, California. On file at the Port of Long Beach.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Transit Shed at Berths F206-207 ***NRHP Status Code**
Page 2 **of** 26
B1. Historic Name: Transit Shed at Pier F, Berths 206-207 B2. Common Name: Transit Shed at Berths F206-207
B3. Original Use: transit shed B4. Present Use: storage
***B5. Architectural Style:** Moderne, Classical, Contemporary
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The transit shed was constructed in 1963 (*Press-Telegram* 1964a, 1964b). See **P3a. Description** for information about alterations.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

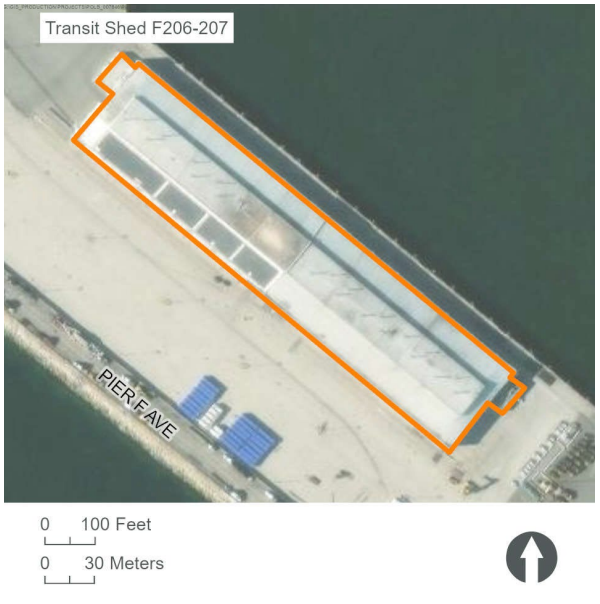
B9a. Architect: N/A b. Builder: Fred A. Arnold, Inc. (*Press-Telegram* 1964a, 1964b)
***B10. Significance: Theme** Commerce and Architecture **Area** Long Beach, CA
Period of Significance 1963-1968 ((National Register of Historic Places (NRHP)/ California Register of Historical Resources (CRHR) Criterion A/1) and 1963 (NRHP/ CRHR Criterion C/3)
Property Type Transit Shed **Applicable Criteria** NRHP/CRHR A/1 and C/3

The Transit Shed at Berths F206-207 is recommended eligible for listing in the NRHP and CRHR and, therefore, is considered a historic property under the National Historic Preservation Act of 1966, Section 106. In accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, the resource is a historical resource for purposes of CEQA.
(See continuation sheet, page 4).

B11. Additional Resource Attributes: _____
***B12. References:**
(See continuation sheet, page 20).

B13. Remarks:

***B14. Evaluator:** Shoshana Jones, HDR
***Date of Evaluation:** 02/25/2025



(This space reserved for official comments.)

P3a. Description (continued from page 1)

Transit Shed at Berths F206-207

The rectangular plan measures 200 by 970 feet with a northwest-southeast alignment, and the building provides approximately 194,000 square feet of covered storage (*Press-Telegram* 1964b). According to the plans, the walls are pre-cast, tilt-up concrete panels positioned in a poured-in-place concrete foundation (POLB Civil Engineering Division 1963a). The roof has a nearly full-length monitor with multiple metal louvers for ventilation and original fixed steel ribbon skylights. The narrow north and south elevations display similar symmetrical designs, as do the wide west (landside) and east (waterside) elevations. Prominent centered cargo bays along each elevation display original signage which, based on the plans, consists of metal lettering in the "Californian" style (POLB Civil Engineering Division 1963b). The original rail tracks that remain adjacent to the shed are no longer in use.

The building's exterior walls generally display smooth concrete surfaces, except for areas of damage and spalling. Metal panel cladding is present above pedestrian entrances at the east elevation. Fenestration consists primarily of bands (north and south elevations) and ribbons (east and west elevations) of fixed metal clerestory windows. Bays for loading and unloading cargo generally contain original steel rollup doors. Pedestrian entrances along the main building section are single-leaf and steel-clad with divided inset panes. Additional windows near pedestrian entrances are fixed metal with partial hopper operation. The transit shed interior is divided in half by a concrete partition/firewall with a single 16- by 18-foot cargo bay connecting the two halves; the south half serves Berth F206, and the north half serves Berth F207 (POLB Civil Engineering Division 1963c). At the north and south sides of the building are original, mirror-image one-story offices.

The narrow south elevation of the main building section has a symmetrical design characterized by the prominent centered cargo bay. The bay, which measures 18 feet by 19 feet 8 inches, is framed by a classically inspired form that evokes wide pilasters supporting a simplified entablature (POLB Civil Engineering Division 1963d). The centered bay is flanked on either side by four identical bays articulated with simple, narrow pilasters. Each of the four bays contains a large expanse of uninterrupted exterior wall surface below a band of five fixed metal clerestory windows. At the south elevation's east side is a one-story office that reflects elements of the Contemporary architectural style with its rectangular plan, concrete construction, flat roof, tall fixed aluminum window groupings, and recessed pedestrian entrance.

The long east (waterside) elevation has a symmetrical design characterized by the prominent centered double-cargo-bay framed wide pilasters and a simplified "entablature." Metal channel lettering centered within the "entablature" reads "PORT OF LONG BEACH." Additional channel lettering on the south "pilaster" reads "BERTH 206" and on the north "pilaster" reads "BERTH 207." The central double bay is flanked on either side by 10 cargo bays with metal rollup doors, for a total of 22 cargo bays on the elevation. The central bays measure 19 by 24 feet. The flanking bays, each of which measures 18 by 18 feet, are fronted by concrete loading docks and sheltered by metal-framed canopies covered by corrugated metal panels (POLB Civil Engineering Division 1963e). Two pedestrian entrances are located along this elevation, one associated with Berth F206 and one with Berth F207. Each entrance contains a pair of single-leaf, steel-clad doors beneath metal panels.

The long west (landside) elevation, including the office section, has the same design and materials as the east elevation, except that the total number of cargo bays is 20 instead of 22 and there are only two single pedestrian doors instead of two pairs. In addition, the two central bays are 23 by 24 feet instead of 19 by 24 feet (POLB Civil Engineering Division 1963e). During field survey on February 25, 2025, steel shipping containers sitting on the loading docks obscured some views of the elevation.

(Continued on next page)

P3a. Description (continued from previous page)

Setting

The Port of Long Beach is located in the City of Long Beach in southern Los Angeles County and is part of the San Pedro Bay Port Complex, which consists of both the Port of Long Beach and the Port of Los Angeles. Terminal Island, a predominantly industrial and artificial island, is roughly split between the two adjacent ports. The Port's general area and adjacent portions of the City of Long Beach and City of Los Angeles are characterized by diverse, high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations. Nearby residential areas include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach (MARAD 2020:3.14-5).

The Port comprises 3,520 acres of land, 4,600 acres of water, 12 piers, 80 berths, and 73 post-Panamax gantry cranes. Shipping terminals include five for break bulk (automobiles, lumber, steel, iron ore), six for containers, six for dry bulk (petroleum, coke, salt, gypsum, and cement), and five for liquid bulk (petroleum). The Port handles one-third of all loaded containers moving through California ports, one-quarter of containers moving through all West Coast ports, and nearly one-fifth of containers moving through all U.S. ports, with East Asian trade accounting for more than 90 percent of shipments through the Port. The container cargo amounts to over 9 million 20-foot containers and 2,000 vessel calls per year (POLB 2024).

The Los Angeles Basin is notable for its prolific oil production, and subsidence due to oil extraction has been a major problem in the Long Beach and Los Angeles harbor areas. Between 1926 and 1967, as much as 35 feet of total subsidence was recorded near the eastern end of Terminal Island in Long Beach. A maximum annual rate of subsidence of 2.4 feet was recorded between 1951 and 1952, which coincided with the area's period of maximum oil production and substantially damaged Port buildings and structures, such as wharves and transit sheds. POLB's postwar remediation program elevated wharves and buildings, heightened seawalls, installed dikes, and reconstructed street and railroad tracks. In 1958, injection of water into oil-depleted zones resulted in a reduction of subsidence and partial rebound of the subsided area (MARAD 2020:3.2-1).

B10. Significance (continued from page 2)

Historic Context

The Port of Long Beach's built environment reflects the monumental evolution that cargo shipping processes have undergone since the late 1950s. Throughout the late twentieth century, those changes transformed the Port's size, configuration, labor force, buildings, equipment, and transportation infrastructure. The transition to containerization on the West Coast, of which the Port was a pioneer, has resulted in the massive construction and expansion of container terminals and the removal of most Port resources associated with the historic shipping era, such as transit sheds and dockside warehouses.

Port of Long Beach

Circa 1900, the Long Beach Harbor was developed from 800 acres of San Pedro Bay swampland at the mouth of the Los Angeles River. During that period, the federal government designated San Pedro as the Port of Los Angeles site. In 1909, the City of Long Beach sold developed oceanfront to the Long Beach Land and Navigation Company to establish industrial sites. Local developers, who had created the Los Angeles Dock and Terminal Company, ultimately purchased the entire parcel. Dredging created entry and inner channels, a turning basin, and water frontage. Craig Shipbuilding, which had been located at the site since 1906, became the only ship repair yard south of San Francisco and won the contract to dredge a channel from open ocean to an inner harbor (ICF International, Inc. [ICF] 2020:14).

(Continued on next page)

B10. Significance (continued from previous page)

Circa 1910, the City of Long Beach approved a bond to purchase water frontage in the inner harbor and fund construction of new piers and wharves. The State of California also granted the City possession of tideland areas for development of port operations, allowing the City to dredge for deep water and use the fill to build more land and piers. The Port of Long Beach was officially dedicated in June 1911. The Port initially occupied the area now known as the inner harbor, and original facilities included 500-foot-long Pier 1 (the municipal pier), an entry channel, three inner channels, a 1,400-foot turning basin, and limited water frontage (Queenan 1986:63–68).

In 1917, the City of Long Beach assumed port operations from the Los Angeles Dock and Terminal Company. The City's newly established Board of Harbor Commissioners focused on establishing a flood control channel, and the City and U.S. Army Corps of Engineers (USACE) enlarged the Cerritos Channel to open navigation between the inner harbors of Long Beach and Los Angeles. By 1918, 9,000 workers were employed at the Port. During World War I, industry expanded beyond importing lumber to shipbuilding and repair, canneries, and war material production. The discovery of oil at Signal Hill in 1921 enabled the creation of a prime harbor and established Long Beach as a major hub for the oil industry. Oil revenues helped fund inner and outer harbor improvements. In 1926, the Port attained deep water status to accommodate larger ships carrying more cargo (ICF 2020:15).

In 1928, construction began in the new outer harbor (ICF 2020:15). By 1929, creation of the Harbor Beltline Railroad had merged operations of the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railroads throughout the harbor (Queenan 1986:92). In 1931, the Long Beach City Charter was amended to create a Harbor District, an independent and more powerful Board of Harbor Commissioners, and a Harbor Department to control and manage the Port (POLB 2025). During the 1930s, the improved Port infrastructure attracted new industries, including Ford Motor Company and Procter and Gamble, which opened factories that provided thousands of jobs. In 1932, the U.S. Navy also located its headquarters for the Pacific Fleet at the Port, which led to the construction of a new Navy landing and facilities. By 1930, the Port was processing 1 million tons of cargo annually (ICF 2020:15).

In 1936, an oil strike at the Wilmington Oil Field near the Long Beach Harbor provided the City of Long Beach with revenue to revitalize the local Depression-era economy. A combination passenger and freight terminal was completed in 1939 for $400,000 at what was then Pier A, Berths 1–2 in the outer harbor. The terminal building had 115,000 feet of cargo space and 5,000 square feet of passenger space on the ground floor, with an additional 19,000 square feet of passenger space on the mezzanine. Double tracks connected the building to the Harbor Belt Line. At the building's waterside was a full-length passenger loading platform and at the landside was trackage space for 50 rail cars (*Pacific Ports and Marine News* 1939:19).

In 1940, the Navy acquired nearly 400 acres on Terminal Island to construct the Long Beach Naval Shipyard. Following the bombing of Pearl Harbor in December 1941, the Navy assumed control of the Port and Port activities. The Terminal Island Naval Base was commissioned in 1942, and defense industries such as shipbuilding expanded. After World War II ended, the booming postwar economy facilitated Long Beach's entrance into international markets and prompted ongoing Port upgrades. The City of Long Beach also used oil profits to substantially expand the harbor and, during the 1950s, wharf replacement and modern dock construction using fireproof concrete effectively replaced the old harbor. These projects enhanced the Port's competitive advantage over the adjacent Port of Los Angeles, which was still using outdated wooden wharves (ICF 2020:16).

As the Port continued to expand, the City of Long Beach's Harbor Department had to confront the growing problem of subsidence, which had been exacerbated by development of the Wilmington Oil Field in 1936. The City was slowly sinking over an area of approximately 20 square miles, encompassing the harbor, the shoreline, and downtown. The subsidence ranged from a 29-foot sinkage at the core to a 3-foot sinkage at the Villa Riviera in the area's periphery. The Port's wharves and buildings, such as transit sheds, suffered extensive damage. The situation improved through a $90 million tidelands restoration financed by the State Tidelands Fund from 1953 to 1958, although subsidence remained an issue for the area (Sapphos Environmental, Inc. 2009:50). (Continued on next page)

B10. Significance (continued from previous page)

During the late 1950s, containerized cargo significantly changed the shipping industry and quickly rendered existing commercial fleets and Port facilities obsolete. At the Port of Long Beach, new construction was designed for container terminal service. During the early 1970s, the Port began constructing three new container terminals and a container freight station, enlarging its existing container operations, and dredging to deepen the harbor to 60 feet, making it the nation's deepest. Fill was used for extensive pier expansion, with additional wharves and storage space. These improvements expanded the Port's container trade, which became the busiest on the West Coast (ICF 2020:17).

In 1981, the Ports of Long Beach and Los Angeles agreed to the joint construction of an Intermodal Container Transfer Facility in partnership with the Southern Pacific Transportation Company. The facility opened in 1987 approximately 4 miles from the Ports and provided loading and unloading tracks handling up to 250 container cars and parking for 1,600 wheeled containers. As trade shifted to emerging markets along the Pacific Rim in the 1980s and 1990s, POLB expanded further, dredging to deepen the harbor while building new container terminals and using fill to create space for movement and storage of containers and trucks. Additional rail facilities served a new land bridge system that allowed goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port's new mega-piers and terminals serve ever-larger container vessels and the continually expanding volume of cargo (ICF 2020:17–18).

Pre-containerization Cargo Handling

During the late nineteenth and early twentieth centuries, the shipping industry benefited from technological developments that increased the cargo capacity and speed of ocean-going vessels and from the completion of waterways, such as the Panama Canal (1914), which substantially reduced sailing distances. However, the transportation process and costs remained onerous: vessels generally called at numerous ports, remaining at each port from several days to several weeks because of slow, labor-intensive cargo loading and unloading processes. Ships' handling gear was inefficient, bundling cargo in the hold was time-consuming, and cargo damage and pilferage were widespread (van Ham et al. 2012:3).

Docks were central to most of the world's important commercial centers, with millions of workers involved in freight transportation. Manufacturing facilities were typically situated near docks to facilitate the delivery of raw materials and expedite the shipment of finished goods. Before World War II, breakbulk[1] operations consisted of general cargo packed in bags, bales, crates, or casks manually stowed in the holds of ships by dockworkers called longshoremen (Levinson 2016:21).

The Port of Long Beach, which opened in 1911, and other ports worldwide followed similar processes for handling breakbulk cargo. In most cases, the transportation process began at a shipper's factory or warehouse, where units of freight, such as sacks of flour, were individually loaded onto a truck or railcar. Each truck or train would deliver up to thousands of mixed cargo items to the waterfront. These items of varying sizes and weights were then unloaded individually, recorded on a tally sheet, and loaded either directly onto the ship or, if the ship was not ready, into a dockside transit shed (Levinson 2016:22).

(Continued on next page)

[1] Breakbulk cargo refers to individually counted units of goods that must be loaded, unloaded, and transported individually due to their size, weight, or shape. These items are handled using cranes, forklifts, or other specialized equipment (Ram International Shipping 2025). In contrast, bulk cargo such as grain is loaded directly, unpackaged and in large quantities, into the ship's hold and is measured by volume or weight rather than recorded as individually counted units

B10. Significance (continued from previous page)

When the ship was ready to load, longshoremen would remove each item from the transit shed, recount it, then carry or drag it to the dock. The shipping industry eventually incorporated palletized loads and wooden boxes, making cargo easier and more efficient to handle. As cargo sat in the transit shed or on the dock, a longshore gang assembled a "draft" of boxes and barrels atop a wooden pallet, also called a sling board. Sling loads were usually secured with mesh or rope or consisted of loose boxes and bags. Longshoremen on the dock ("dock men") then secured the sling board with cables. After receiving a signal, the winch driver ("winch man" or "deck man") moved the hook of the shipboard crane over the sling. Dock men hooked the cables, and then the winch lifted the draft from the dock and lowered it into the hold. Inside the ship's hold, "hold men" removed each item from the sling board and stowed the items by hand, cart, or forklift. A basic tool that all longshoremen carried was a steel cargo hook, typically with a wooden handle; the cargo hook protected their hands, extended their reach, and enabled them to snag, lift, or position cargo in the hold. Each hold was covered by its own hatch, and cargo destined for the first port of call was loaded last. Cargo in a variety of sizes, shapes, and weights had to be stowed tightly to prevent damage. Breakbulk longshoring required specialized skills to achieve a "tight stow." Improperly stowed cargo that shifted during the voyage could endanger the ship's crew (Levinson 2016:22-23).

At the final port of call, all cargo had to be removed before loading began for the next voyage. Items were loaded onto the pallet, lifted out of the hold by the winch, and then unloaded from the pallet onto the dock. Deck men hand-carried certain items, such as bags of coffee, and dragged other items, such as heavy metal bars, which were then stacked into piles. Limited automation developed during World War II led to the prevalence of forklifts to move cargo on the dock. Deck men then sorted through the piles of cargo on the dock to determine which items would be placed into a transit shed and which would be retrieved and transported directly from the dock. Meanwhile, customs inspectors assessed cargo on the dock to calculate duties (Levinson 2016:26).

After buyers' representatives examined merchandise to discern its condition, carpenters and coopers began repairing broken crates and barrels for the cargo's onward journey by truck or rail. Trucks would then back onto the dock to retrieve their loads as forklifts moved other cargo to transit sheds (Levinson 2016:27). Cargo transfer at the Port of Long Beach between the ship, transit sheds, and other storage areas was usually performed by lift trucks, tractors, and trailers (USACE and USMC 1947:394–395). Dockside tracks typically ran adjacent to berths and transit sheds for adjacent loading and unloading of railcars.

Following World War II, new Port of Long Beach facilities included large fireproof transit sheds for interior operation of mechanical handling equipment; wide aprons served directly by railway trackage; depressed rail tracks at the rear of transit sheds served by wide loading platforms; and large paved open areas in the rear of wharves for handling and storing lumber and other cargo not requiring cover (USACE and USMC 1947:394–395). While some transit sheds remain, virtually all pre-1969 cargo handling equipment was removed from the Port to make room for container operations and equipment.

Transit Sheds

At POLB, large waterfront wharf buildings known as transit sheds are the primary surviving resource type from the pre-containerization era of cargo shipping and handling. Transit sheds were designed for rapid loading and unloading, protection, assembly, sorting, and short-term storage of general cargo (MacElwee 1918:820; *Press-Telegram* 1968). The Port's first transit shed, and one of its original facilities, was a 40,000-square-foot, clear-span steel building at Pier 1, Berth 50 (in area now known as Pier D) in the inner harbor (Emery 1945:57).

(Continued on next page)

B10. Significance (continued from previous page)

The City of Long Beach first acquired the parcel encompassing Pier 1 in 1909 as part of a 4.7-acre purchase from the Los Angeles Dock and Terminal Company (Brackenbury 1953a). Pier 1 was originally constructed in 1911 and, by 1919, had a small building at its western corner. Municipal tracks ran along its west and east sides, parallel to Slip No. 4 and Slip No. 5 (Los Angeles Dock and Terminal Company 1919). Pier 1 formally opened on June 24, 1911 (Craig 1956). In 1928, a $2.7 million bond issue was passed to build piers, wharves, and other facilities, leading to reconstruction of Pier 1 and construction of the Port's first transit shed by 1930 (Brackenbury 1953a). According to a local newspaper, the newly completed transit shed was "the real start of shipping activity through the local harbor" (Brackenbury 1953a). The first ship to unload cargo at the shed was the American – Hawaiian Steamship Company freighter *Panaman*, which arrived from the East Coast. During its 2 decades of operation, the Pier 1, Berth 50, transit shed processed thousands of tons of cargo, including scrap iron, lumber, potash, wood pulp, and potatoes. The Isbrandtsen Line and Providenza Line also used the shed for banana shipments from Central America (Brackenbury 1953a).

Within a year of beginning operations, the transit shed at Pier 1, Berth 50, was often filled beyond capacity and unable to accommodate the increasing amount of incoming cargo (*Press-Telegram* 1934). In October 1931, the dearth of interior storage capacity caused thousands of pounds of onions, potatoes, beet pulp, sugar, flour, bathtubs, Christmas candy, canned goods, coffee, beans, and teakwood to be left unprotected in piles outside the transit shed. The Harbor Department recognized that construction of additional transit sheds was vital to accommodate increasing commerce through the Port (*Long Beach Sun* 1931). As early as 1931, the Board of Harbor Commissioners and Port Manager began planning to address lack of capacity by relocating lumber shipping facilities to the outer harbor and building a second transit shed at the inner harbor (*Press-Telegram* 1931). However, over 5 years later, no new transit shed had been completed. In July 1937, cargo damaged by sitting outside the transit shed included $1 million worth of raw rubber (*San Pedro News-Pilot* 1937).

On June 20, 1939, following years of delay, a $400,000 passenger terminal/transit shed measuring 120 by 1,000 feet was completed at former Pier A, Berths 1–2 (*Pacific Ports and Marine News* 1939:19). The new transit shed, the Port's first steel and concrete Moderne shed, was constructed with assistance from the Works Progress Administration and was used by both cargo and passenger vessels (Queenan 1986:96). By 1939, the transit shed at Pier 1, Berth 48, had been completed adjacent to the transit shed at Berth 50 (UCSB Library Framefinder 1939). The combined total capacity of both sheds was 77,500 square feet (Craig 1956), and dedicated apron wharf tracks and low-line tracks extended along the west and east sides of each transit shed (Emery 1945:57). The third, notably smaller transit shed at Pier 1, Berth 47, was described as a "cement shed" in its 1940 architectural plans. The shed's façade (north elevation) had six cargo bays, with only one bay at the rear (south elevation). Based on the plans, the small shed displayed features of the Moderne architectural style.

Pier 1's functionality ultimately failed due to subsidence, which was first detected in the harbor before 1940 (*Independent Press-Telegram* 1961). This necessitated the pier's reconstruction and the removal of its three original transit sheds at Berths 47, 48, and 50. In 1952, the Harbor Department began reconstructing Pier 1 as an earth-fill mole retained by a concrete wall. The 683- by 348-foot mole pier was completed by contractor Walter C. Groshong and the Smith-Rice Derrick and Barge Corporation for $2 million. Three new deepwater berths (Berths 48–50) were added. The Coastwise Lines' Seafarer cargo vessel was the first to berth at the newly reconstructed Pier 1 (Craig 1956). During the following year, 1953, the original Pier 1, Berth 50 and Berth 48, transit sheds were relocated within the Port to West Eighth Street and repurposed as Warehouse No. 4 and Warehouse No. 6, respectively (West Eighth Street is no longer extant). In their place, one large transit shed, the present Transit Shed at Berths D48–50, was completed at Pier 1 in 1956. Other new construction at Pier 1 included railroad tracks, utilities, and paving (Brackenbury 1953a; Riffenburgh 2012).

(Continued on next page)

B10. Significance (continued from previous page)

The Port's postwar transit shed designs were heavily influenced by technological advancements in steel-frame construction and cargo-handling equipment such as the "motorized lift truck" (forklift) which, according to *The Log of America's Maritime Industries*, "caused the greatest revolution in cargo handling of any single article of equipment" (Emery 1945:55). Modern equipment increased crowding on the Port's busy docks. A circa (ca.) 1945 photograph of former Pier A, illustrates the insufficient amount of space for motorized cargo-handling equipment and trucks when both apron wharf tracks between the berth and transit shed were occupied by rail cars (Emery 1945:54). The new transit shed designs, which improved upon existing clear-span technology, incorporated massive steel beams to eliminate the need for interior columns (Jobst 1963; *Press-Telegram* 1968). These transit sheds also had higher vertical clearances that enabled forklifts to stack cargo in taller piles. Before 1945, the Port's transit shed doors were generally 10 to 12 feet high and relatively narrow, often resulting in delays and damage to cargo. The new steel roll-up doors generally measured 14 feet high and 18 feet wide, with end doors and ramp doors measuring 16 feet high. Shed framing techniques provided flexibility by allowing door heights to be increased as needed (Emery 1945:56).

Postwar improvements replaced the Port's old wooden structures with wider concrete piers and wharf aprons in conjunction with wider transit sheds to expedite cargo handling. Port transit sheds were redesigned to build rear-loading shed platforms 18–20 feet wide instead of 10–12 feet wide, thereby reducing the need for railcar doors to align directly opposite shed doors. The wider platforms also increased operating room for motorized equipment. Loading docks and platforms at the rear were also equipped with canopies to shelter cargo and workers, and smooth interior concrete floors helped prevent unevenness and settlement under load. The Port's new transit shed designs also incorporated upgraded lighting. Earlier transit sheds were poorly lit, and dust that gathered on light fixtures greatly reduced their efficiency. Newly constructed transit sheds were equipped with twice the amount of lighting, more expensive units that were easier to clean, light-colored interiors, and more roof monitors and skylights/clerestory windows to enhance natural illumination (Emery 1945:55-56).

During the mid-1940s through the 1950s, the Port completed nearly $25 million in improvements, including wharves, piers, bridges, and transit sheds; each new transit shed cost between approximately $500,000 and $2 million (Brackenbury 1954a). Construction of nine massive clear-span transit sheds began in 1946 with the transit shed at former Pier A, Berths 1–2, establishing Long Beach as "America's most modern port" (POLB 2025). Two transit sheds at former Pier A, Berths 3–4 and Berth 5, were completed in 1947. The smaller former Pier A, Berth 5, shed measured 120 by 600 feet and cost approximately $510,000 (*Independent* 1946). Two years later, in 1949, a transit shed measuring 200 by 1,152 feet (230,000 square feet) was completed at former Pier A, Berths 6–7. At the time of its completion, the $1.6 million transit shed was the largest clear-span structure of its type in the world. Pier A was considered the "world's largest finger pier" (*Independent* 1948, 1949; *Press-Telegram* 1952), and the transit shed was regarded as "the first transit shed on the Pacific coast built to dimensions now considered requisite for best handling capacity of modern ships" (Long Beach Chamber of Commerce 1946).

By 1950, the Port had nearly 750,000 square feet of space in transit sheds on Pier A and was seeking to further increase covered space to better handle the diverse cargoes passing through from all over the world (*Press-Telegram* 1951). Since at least the 1930s, the Port permitted shippers to store cargo on the wharves and in transit sheds for extended periods (USACE 1936:204–205). To conform with the 5-day workweek for railroad workers and truckers, inbound and outbound "foreign cargo" passing through the Port during the 1950s could remain in transit sheds for up to 10 business days or 14 calendar days, exclusive of Saturdays and Sundays. Port workers complained that this extended free storage period for international cargo "turns transit sheds into warehouses" (Newton 1950). Workers noted that some cargo shippers used the additional free time to save on transportation costs by disposing of imports before trucking them to warehouses for longer-term storage. This policy also appeared to enrich the shipping industry by eliminating longshore overtime, as there was less urgency to move cargo off the wharves (Newton 1950).

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B10. Significance (continued from previous page)

In 1952, a new 180,000-square-foot transit shed was completed at former Pier A, Berths 9–10, second only in size to the shed at former Pier A, Berths 6–7. The new shed, which brought the Port's covered space to over 1 million square feet, could accommodate 25 standard shiploads and was initially used for inbound Malay rubber and hemp and outbound general cargo (*Press-Telegram* 1952). By 1953, Pier A had five massive transit sheds, and more sheds were under construction. Additional transit sheds were constructed, enlarged, or reconstructed between the mid-1950s and mid-1960s. The Transit Shed at Berths D52–54, originally constructed in 1951, was substantially enlarged in 1954. The Transit Shed at Berth D34, completed in 1955, was the only large transit shed ever constructed on Pier D's triangular wharf section. Before the Transit Shed at Berth D34 was constructed, a small ca. 1945 transit shed at Pier D, Berth 33, was moved 1,000 feet to the north (National Environmental Title Research, LLC [NETR] 2025). Following relocation on Pier D, the small shed functioned as a warehouse until it was removed altogether from Pier D in 2010–2012 (Brackenbury 1955; *Independent* 1953; NETR 2025). The Transit Shed at Berths D48–50 was completed in 1956 on former Pier 1, functionally replacing the two original transit sheds at Berth 50 and Berth 48. Also in 1956, the transit shed at former Pier C, Berths 24–25, was constructed for $1.5 million. During the following year, 1957, the transit shed at former Pier C, Berths 20–21, was under construction for $1.6 million (*Press-Telegram* 1957).

In 1958, the Port's multi-million-dollar construction projects included two new piers—Pier F and Pier G—extending southward from Pier A, which was the world's longest wharf at the time (*Press-Telegram* 1959). That year, Guy F. Atkinson Co. contracted with the Port to construct a new wharf at Pier A, Berths 1–2, which was being inundated at high tide, and to raise and reconstruct the existing transit shed, which had subsided. Work involved shortening the original shed by nearly 100 feet at its north end and removing the passenger walkway and ramps. Pier B's first transit shed was completed in 1959 by Ruane Corporation for $1.7 million at Berths 12–13. The shed measured 200 by 906 feet (181,200 square feet) (*Independent* 1958a).

After a 5-year pause, the Port constructed two additional transit sheds at the newly completed Pier F: the Transit Shed at Berths F206–207 (1963) and the Warehouse/Transit Shed at Berths F204–205 (1967). In 1968, the Port had a total of 14 transit sheds: this transit shed total excludes the original 1945 transit shed at Pier D, Berth 33, which was moved in 1953 and repurposed as Warehouse No. 3. This total also excludes the small transit shed at former Pier E, Berth 124, within the former Long Beach Naval Complex.

As of 2025, five transit sheds remain at the Port. The remaining transit sheds no longer serve their original purpose of facilitating the rapid loading and unloading, protection, assembly, sorting, and short-term storage of breakbulk cargo. During field survey on February 25, 2025, the transit sheds were observed to be either non-operational (Transit Shed at Berth D34 and Transit Shed at Berths D48–50) or being used for cargo that does not require covered storage or manual handling, such as imported automobiles and massive spools (Transit Shed at Berths F206–207) or shipping containers (Transit Shed at Berths D52–54 and Warehouse/Transit Shed at Berths F204–205).

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B10. Significance (continued from previous page)

The table below described all known Port transit sheds built between 1930 and 1967.

Table. Port Transit Sheds, 1930-1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition
Transit shed at former Pier 1, Berth 50	1930	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 4)
Transit shed at former Pier A, Berths 1–2	1939, 1958 (reconstructed)	Non-extant; removed in 1992–1993
Transit shed at former Pier 1, Berth 48	1939	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 6)
Transit shed at former Pier 1, Berth 47	1940	Non-extant (was in area now part of Pier D); removed in 1953
Transit shed at Pier D, Berth 33	1945	Non-extant; relocated 1,000 feet north before construction of Transit Shed at Pier D, Berth 34, to function as Warehouse No. 3; and removed from Pier D in 2010–2012
Transit shed at former Pier A, Berths 3–4	1947	Non-extant; removed ca. 1990
Transit shed at former Pier A, Berth 5	1947	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 6–7	1949	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 9–10	1952	Non-extant; removed ca. 1985
Transit Shed at Berths D52–54	1951/1954	Extant at Pier D (in former Pier 2 area)
Transit Shed at Berth D34	1955	Extant at Pier D
Transit Shed at Berths D48–50	1956	Extant at Pier D (in former Pier 1 area)
Transit shed at former Pier C, Berths 24–25	1956	Non-extant: removed ca. 1980
Transit shed at former Pier C, Berths 20–21	1957	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berths 12–13	1959	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berth 17 (formerly Warehouse No. 2 at former Pier A)	1950 (relocated to former Pier B in 1963)	Non-extant; removed ca. 1980
Transit Shed at former Pier E, Berth 124 (now Pier T/former Long Beach Naval Complex)	1961	Non-extant; removed ca. 2015
Transit Shed at Berths F206–207	**1963**	**Extant**
Warehouse/Transit Shed at Berths F204–205	1967	Extant

The Moderne Style in Transit Sheds

The transit sheds constructed at the Port between 1946 and 1963 were late examples of the Streamline Moderne (Moderne or Art Moderne) architectural style. Most popular from the 1920s to 1940s, Streamline Moderne often incorporated the streamlined features of ships, trains, planes, and automobiles into buildings such as train stations, airport terminals, and commercial and residential buildings. The style's character-defining features are smooth wall surfaces, flat roofs often with coping or parapets, and a strong sense of horizontality. The Streamline Moderne style and related modernistic Art Deco, which emphasized verticality and zigzags, emerged when Eliel Saarinen's 1922 design won second place in a widely publicized *Chicago Tribune* architecture competition (McAlester 2013:580–582). The Port's first Streamline Moderne transit shed was completed in 1939 at Pier A, Berths 1–2. Except for the Warehouse/Transit Sheds at Berths F204–205, the Port transit sheds dating to 1946 and later displayed features of the Streamline Moderne design. The Transit Shed at Berths 206–207 also incorporates classically inspired features, with a Contemporary design for its original attached offices. (Continued on next page)

B10. Significance (continued from previous page)

Port Transportation

Since the Port's first buildings were constructed in the late 1920s and early 1930s, trucks and railcars have been transporting cargo to, from, and around the Port. Prior to containerization, trucks arrived at wharves, transit sheds, and dockside warehouses where goods were handled manually or with equipment such as forklifts. A comparative study of the Port of Long Beach and Port of Los Angeles noted that, in both 1929 and 1979, trucks were the primary means of cargo conveyance. As construction of the highway system, including Interstate 710 and State Route 710, progressed during the 1950s and 1960s, truck delivery became faster and more efficient (Miller 1983:370). Trucking operations, such as Trans-Harbor Trucking on Santa Fe Avenue, had truck fleets and warehouses with loading docks at or near the Port (LBPL Digital Archive 1964). Trucks and trains remain critical to intermodal container shipping, which moves freight by two or more modes of transportation.

During the early- to mid-twentieth century, rail access was critical to attracting industry and commerce to the waterfront, and it remains an important component of the Port's containerization infrastructure. The first rail line within the area now known as the Port of Long Beach was established in 1882 by the American Colony Railroad, known locally as the Long Beach Railroad. The horse-drawn line connected the City of Long Beach to the Southern Pacific Railroad tracks, through an area in present-day Wilmington, and was replaced by a steam-powered line built by the Long Beach Land and Water Company in 1886. That steam-powered line was sold to the Southern Pacific in 1887, and the Land and Water Company's light rail tracks were replaced with standard rails (ICF 2020:21–22).

The Long Beach Railroad originally bypassed the present-day Port area; however, the railroad and Port were connected by lead lines around 1923. One line extended across the Cerritos Channel to Terminal Island, where it joined a Union Pacific Railroad line. Another lead branched off to the Port of Los Angeles. Neither line remains extant. A third line extending from an area near the Los Angeles River south into the Port, which was realigned before 1975, appears to currently function as a mainline track. The Los Angeles Terminal Railroad, the second railway company to place tracks within the present Port area, was organized in 1891 and connected Los Angeles to Long Beach through Terminal Island. Portions of the line, which was purchased by Union Pacific in 1921, remain on Terminal Island. In 1902, the Pacific Electric, a long-haul carrier, began operating freight and interurban passenger rail in Long Beach. The company sold its passenger rail franchise to Metropolitan Coach Lines in 1953 but retained ownership of the tracks, which were removed by the mid-1960s (ICF 2020:21–22).

To provide all major railroad lines with equal access to wharves at the San Pedro Bay Ports (Port of Los Angeles and Port of Long Beach), the Harbor Belt Line Railroad was established in 1929 as a neutral carrier (USACE 1979:133). The Harbor Belt Line resulted from an agreement between the City of Los Angeles, the Pacific Electric, and three transcontinental railroads: Southern Pacific; Atchison, Topeka, and Santa Fe Railroad; and Union Pacific. At both the Port of Long Beach and Port of Los Angeles, these carriers served the waterfront facilities either by their own rails or through the Pacific Electric facilities over municipal tracks. Pursuant to the agreement with the City of Los Angeles, the three major railroads supplied labor and equipment for switching services within a designated area encompassing 117 miles of track. During the Harbor Belt Line's early operations, breakbulk cargo was transported in trains consisting of mixed rail car types such as boxcars, flatcars, and tank cars (MARAD 2020:1–6).

In 1941, Pier 1 had two transit sheds with tracks extending along the sides of the pier, across the face, and down the center between the transit sheds, "making an efficient arrangement for the receipt and shipment of cargo by rail or water" (USACE 1941:75). Between 1942 and 1968, the Port's internal rail system developed and expanded to serve newly constructed wharves, transit sheds, and dockside warehouses. A 1942 nautical chart depicts the tracks at Pier 1, as well as two track sections aligned with the perimeter of Pier 2 (now Pier D, Berths D52–54), nearly a decade before the Transit Shed at Berths D52–54 was constructed at that location. At that time, tracks also extended south along the portions of Piers A, B, and D that had been completed (National Oceanic and Atmospheric Administration [NOAA] 1942). (Continued on next page)

B10. Significance (continued from previous page)

By 1948, tracks had been extended south along the waterside and landside of the newly constructed transit shed for cargo and passengers at Pier A, Berths 1–2 (NOAA 1948). Track construction during the 1950s and 1960s included service to the new transit shed at Pier 1 (Transit Shed at Berths D48–50), which was completed in 1956 and replaced two older sheds. The tracks ran adjacent to the new shed and into the shed interior via the building's south side. Tracks were also configured around the transit shed at Pier 2 (Transit Shed at Berths D52–54), which was completed initially in 1951 and then substantially enlarged in 1954. In addition, tracks connected to five former Pier A transit sheds, two former Pier C transit sheds, and one former Pier D transit shed. Tracks extending southwest along the Pier A "Victory Extension" served two more transit sheds (NOAA 1966, 1968).

Rail transport at the Port ultimately evolved to include standardized container unit trains (MARAD 2020:1–6). Following a series of post-1965 railroad mergers, the Union Pacific and Burlington Northern Santa Fe became the Harbor Beltline's only two remaining railroads (Trains and Railroads 2025; USACE and USMC 1957:276). In 1994, the Port of Long Beach and Port of Los Angeles jointly purchased the Southern Pacific San Pedro Branch railroad line to create the Alameda Corridor, which was completed from both ports to downtown Los Angeles in 2002. The Alameda Corridor is a dedicated 20-mile-long consolidated main line designed to move Class I trains from the transcontinental rail network east of downtown Los Angeles into and out of the San Pedro Bay Ports (MARAD 2020:1–6). As the Port's development and operations remain focused primarily on container shipping, the tracks that previously served transit sheds have either been removed or rendered non-functional. The Port rail system is now dedicated primarily to container transportation.

Labor

At the Port of Long Beach and major ports around the world, increasing automation and containerization led to enduring changes for cargo-handling processes and a steep decline in the historically large waterfront labor force. Before longshore unions became more effectively organized on the West Coast, waterfront labor at the Port was difficult, dangerous, and low paying. Longshoremen working in gangs, overseen by a boss or foreman, moved heavy loads and labored both day and night. Dangers included being struck by draft on the hook, tripping over loads, or getting injured by heavy lifting. Employment was also highly irregular because longshoremen worked only when cargo needed moving. The shipping industry demanded that dock workers be available on short notice, and ports needed a large labor force to handle peak periods. When a ship arrived with perishable cargo, there was full employment for the time it took to unload. However, the demand for labor was usually much less, and sometimes there was no work at all. Historically, the hiring process involved the foreman selecting workers during the morning "shape-up" or "call" at the docks, where longshoremen would gather for temporary assignments. The shape-up to compete for work involved begging, flattery, and kickbacks for pier foremen. Longshoremen received no pay while waiting for the ship to arrive, even if already assigned to a gang (Levinson 2016:28–29).

The first longshore unions on the West Coast were organized during the late nineteenth century. By 1902, longshoremen were loosely affiliated with the American Federation of Labor's International Longshoremen's Association (ILA), but local unions were divided and weakly linked to the national headquarters (ILWU 2025). The lack of coordination between the locals enabled shipowners to undermine West Coast longshore unions during the late 1910s to early 1920s (Bonthius 1977). Until 1934, employer-run (or "blue book") unions continued to dominate the shape-up at West Coast waterfronts. That year, the ILA organized the West Coast waterfront strike, which began in May and led to several months of violent labor struggles along the West Coast, including in Long Beach. The strike culminated in San Francisco on July 5, 1934, with "Bloody Thursday," which resulted in the deaths of a striking longshoreman and a member of another union. Following the strike, unions assumed control of the hiring process from West Coast employers. The morning shape-up was replaced with a daily public drawing of longshoremen badge numbers at a union-controlled hiring hall (Levinson 2016:29).

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B10. Significance (continued from previous page)

In 1937, the International Longshore and Warehouse Union (ILWU) formed with Harry Bridges as its first president, a role in which he served for 40 years. The ILWU still represents most dockworkers at the Port (ILWU 2025). As described by Herb Mills, an officer with Local 10, the ILWU labor hierarchy was based on respect and seniority. Gangs of holdmen (working in the ship's hold), winchmen (operating the winch), and dockmen (working on the dock) functioned as teams supervised by a "gang boss." The boss, who was usually an experienced holdman and winchman, was elected by other longshoremen. "Walking bosses" supervised all gangs in an operation, while "stewards" administered ILWU policy to ensure enforcement of labor rules and regulations and to resolve issues between union members and employers. For issues that stewards were unable to resolve, a union "business agent" would intervene (Mills 1978).

Following formation of the ILWU, nearly all labor at the Port of Long Beach, Port of Los Angeles, and adjacent area was organized into ILWU "locals," which operated under the master agreement between the ILWU and Waterfront Employer's Association for the Pacific Coast Ports. The agreement's rules and regulations regarding wages, hours, and working conditions basically applied to both ports. Cargo handling, pier handling, and car loading/unloading were performed by stevedoring contractors or terminal operators. Waterfront labor was coordinated with gangs dispatched from a central hiring or dispatching hall to either port "without discrimination." The central hiring or dispatching hall was operated by a Port Labor Relations Committee consisting of three ILWU representatives and three Waterfront Employer's Association representatives (USACE and USMC 1947:374, 394). The Longshoremen's Dispatch Hall is located at 343 North Broad Avenue in Wilmington, California.

During the 1950s, as waterfront labor grew into a larger percentage of operator shipping costs, the trend towards increased automation in cargo handling was continuing to gain momentum. In May 1955, Clarence G. Morse, chair of the Federal Maritime Board, addressed 800 people at a World Trade Week event in the newly completed Transit Shed at Berth D34, noting that waterfront labor was a major cost factor. He urged greater mechanization of cargo handling "to increase productivity and decrease the cost of handling cargo, so that more cargo will move by water, more longshoremen will be employed, and more vessels operated in the coastwise and intercoastal trades" (*Press-Telegram* 1955). To further reduce labor costs, shipping companies not only increased mechanization but also reorganized their negotiating associations to enhance effectiveness during collective bargaining. On the West Coast, the Pacific Maritime Association (representing employers) and the ILWU, led by Harry Bridges, jointly promoted cost-saving measures such as larger sling loads, palletization, and mechanical conveyor belts. Bridges was willing to accept a smaller longshore workforce to guarantee higher pay and better benefits for union members (Donovan 1999:70–71).

As automation and, ultimately, containerization prevailed, the negotiations continued between operators and labor to establish the parameters and nature of longshore work. In 1968, longshore clerks and foremen defied a federal court order by refusing to handle containers aboard a Sea-Land vessel berthed at the Port. The dispute related to an earlier agreement designating teamsters for packing and unpacking containers. Longshoremen who handled containers during loading claimed that packing and unpacking was under their jurisdiction (*Press-Telegram* 1969). In 1969, ILWU entered into an agreement with the Pacific Maritime Association for training longshoremen in the operation of container-handling equipment such as container cranes, straddle lifts, and mobile land cranes (Baldwin 1969).

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B10. Significance (continued from previous page)

Transition to Container Shipping

Beginning in the late 1950s, containerization began revolutionizing the shipping industry. Ships, wharves and equipment at ports, and rail and truck transportation facilities were built or adapted specifically for container processing and handling. Fleets of large new container ships were built, while slips were infilled and wharves demolished and redesigned to accommodate the fully loaded steel boxes and multiple gantry cranes. The modular, waterproof steel containers could be mechanically handled by gantry cranes and provide storage for the variety of cargo types within (MARAD 2020:3.13-4–3.13-5; Queenan 1986:131–135). Purpose-built container vessels increased capacity from 15,000 tons in the 1950s to over 60,000 tons in the 1970s, while standardization resulted in simple transportation and handling equipment and proper tracking and tracing during the entire trip (van Ham et al. 2012:3).

When a container ship arrives at the Port, containers are loaded and unloaded with specialized cranes. Outbound containers are placed on the ship, while inbound containers are simultaneously placed onto trucks or automated guided vehicles. The vehicles transport containers from the terminal to the storage yard where container-handling equipment sorts containers within the yard. The heavy, waterproof steel containers are temporarily stacked in designated uncovered areas before being loaded onto trucks or trains for delivery to their next destination. The highly automated process requires relatively few workers, as thousands of containers can be mechanically loaded on and unloaded from a single ship in just hours. Containerization eliminated most waterfront jobs and rendered transit sheds and dockside warehouses virtually obsolete.

The Port was a pioneer in containerized shipping during the 1960s, when construction began on Piers J and F, and SeaLand Services initiated container terminal service at Pier G. In 1965, Piers J and F were completed as part of the world's largest landfill project at the time (Queenan 1986:135). During the early 1970s, the Port began a construction program for three new container terminals and a container freight station to enlarge existing container operations. Dredging deepened the harbor to 60 feet, the deepest in the nation. Fill from the dredging created landfill for extensive pier expansion, and the Port's new wharves and storage space made its container operations the busiest on the West Coast (Queenan 1986:143, 148–150).

In a 1969 article titled "A Decade of Growth," the *Independent* reported that the Port had about 2 million square feet of transit shed space, over 6 million square feet of open storage, 61 deep-water berths, and 50 miles of Port-owned rail trackage with a capacity for 800 railcars and direct access to the Santa Fe, Southern Pacific, and Union Pacific railroad system. By then, the Port had reached a milestone of 21 million tons handled in 12 months, double the tonnage of a decade earlier, and the Port's economic value to Long Beach had reached $180 million annually. The primary factors contributing to this growth were reportedly the Port's location, flexibility of Port management in implementing the master plan, and the designing of expanding and versatile facilities to address the evolution in shipping industry needs (*Independent* 1969). The complete transition from breakbulk cargo handling to intermodal container shipping and the construction of massive container terminals since 1969 transformed the Port's built environment.

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B10. Significance (continued from previous page)

History of Transit Shed at Berths F206-207

The Port began the $12 million Pier F and Pier G construction program in 1958 by dumping over 1,000 tons of rock in Long Beach Harbor. The Port planned Pier F as an extension of Pier A with two additional transit sheds, one scheduled for completion in 1963 at Berths F206–F207 and another planned for completion at a later time at Berths F204–F205 (*Independent* 1958b).

The Transit Shed at Berths F206–207 cost $2 million to build. It provided 194,000 square feet of covered storage and 280,000 of adjacent open storage. The general contractor was Fred A. Arnold, Inc. Construction involved 1,916 tons of structural steel fabricated at the Bethlehem Steel Plant in Torrance, California. The clear-span design was based on 36-ton rigid frames with 200-foot spans (*Press-Telegram* 1964b, 1964c). Completion of the transit shed brought the Port's total transit shed storage capacity to over 2.6 million square feet (*San Pedro News-Pilot* 1964).

During field survey on February 25, 2025, imported automobiles were parked in and around the transit shed. The shed also contained stacks of reels.

Transit Shed Character-Defining Features

The mid-twentieth century transit shed is the primary extant resource type associated with the pre-containerization era at the Port. Transit sheds enabled the rapid loading, unloading, protection, assembly, sorting, and short-term storage of general breakbulk cargo (MacElwee 1918:820; *Press-Telegram* 1968). During the 1950s and 1960s, the number of transit sheds at the Port, including a former dockside warehouse functioning as a transit shed and excluding a small transit shed at the former Long Beach Naval Complex, peaked at 14; however, by the 1980s, many had been removed to accommodate construction of container terminals (NETR 2025).

The character-defining features of the mid-twentieth century transit shed are:
- Location on wharf directly adjacent to berth(s) for access to vessels;
- Oriented towards berth with shed length corresponding to length of berth(s) and vessel(s) to accommodate entire cargo of largest vessel using wharf;
- Numerous large cargo bays with roll-up metal (steel or aluminum) doors at waterside and landside to facilitate expeditious loading and unloading;
- Usually steel framing and concrete construction;
- Clear-span design without interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment;
- Monitor roof, skylights, and/or large multi-pane clerestory windows to enhance natural illumination; and
- Direct rail and truck access; tracks usually extend along both long sides of shed and loading docks present for truck access.

Transit sheds at the Port typically display a rectangular plan; however, some have irregular plans that conform to their smaller, irregularly shaped wharves. As discussed above, the Port's surviving transit sheds generally represent late examples of the Streamline Moderne architectural style, as applied to an industrial form and as reflected by smooth wall surfaces, flat roofs with coping or parapets, and strong sense of horizontality.

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B10. Significance (continued from previous page)

Transit Shed Integrity Considerations

Integrity is the ability of a resource to convey its significance. According to National Register Bulletin 15, "Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (NPS 1997:44). Transit sheds at the Port are mid-twentieth century commercial waterfront resources with specific integrity considerations related to their cargo-handling function.

Location: Location is a key aspect of integrity for evaluating the eligibility of a transit shed, a resource type that is inextricably linked to commercial shipping and ports of call. To retain integrity of location, a transit shed must be in its original location at the Port and maintain its original alignment in relationship to the berth(s) it was constructed to serve.

Design: Design is another key aspect of integrity, as transit sheds have designs developed specifically for early- to mid-twentieth century shipping processes, namely the clear-span design without interior columns. The transit shed design generally involves a long, narrow, rectangular plan with one long side oriented towards the berth(s) to facilitate loading and unloading from moored vessels. Transit sheds with irregular plans must still have long waterside elevations oriented towards the berth(s). To retain integrity of design, transit sheds must display their original rows of cargo bays.

Setting: Setting, specifically immediate setting, is a key aspect of integrity for transit sheds. Setting features such as the wharf, adjacent channel, and nearby historic-age buildings are more important than the overall Port setting, which has been substantially altered to adapt to containerized shipping processes. The presence of historic-age tracks along the shed's waterside and landside elevations contributes to integrity of setting.

Materials: Retention of primary construction materials, such as steel framing and concrete walls, is more important than retention of, for example, original window materials or pedestrian doors. Replacement of original steel rollup cargo doors with similar materials such as aluminum does not substantially diminish integrity of materials.

Workmanship: Integrity of workmanship is reflected by the original incised channel lettering corresponding with the particular shed and berth(s).

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time (NPS 1997:45). Transit sheds that retain their original location, overall design, primary materials, and immediate historic setting convey the historic character of the mid-twentieth century commercial waterfront.

Association: Association is the direct link between an important historic event or person and a historic property (NPS 1997:45). Transit sheds that retain their original location and basic design and material features maintain their integrity of association with cargo-handling activities during the pre-1969 pre-containerization era.

Previous Documentation

In May 2019, Applied EarthWorks, Inc., conducted a *Historic Resources Evaluation for the Port of Long Beach Master Plan Update* (Applied Earthworks, Inc. 2019). As a result of the survey, Applied EarthWorks, Inc., evaluated the "Transit Shed – 1480 Pier F Ave. / Berths F206-F207," constructed in 1963, as individually eligible for the CRHR. The Applied EarthWorks, Inc., study agreed with a 2006 study by CH2M Hill that evaluated the transit shed as eligible for the CRHR under Criterion 1. Applied EarthWorks, Inc., noted that the transit shed represents "the old cargo handling system before containerization in the late 1960s and 1970s." (Continued on next page)

B10. Significance (continued from previous page)

Applied Earthworks, Inc., also evaluated the transit shed as eligible under CRHR Criterion 3 for embodying "the distinctive characteristic of clearspan construction as well as the Moderne architectural style." The level of significance, which is not specified in the reporting, appears to be local, and the areas of significance appear to be commerce (Criterion 1) and architecture (Criterion 3) (Applied EarthWorks, Inc. 2019:38). The period of significance for Criterion 1 was identified as "1963, when the transit shed was constructed, through its continuing use." The period of significance for Criterion 3 was identified as 1963, the year of construction. Applied EarthWorks, Inc., also recommended the transit shed as a local historical resource under City of Long Beach Cultural Heritage Commission Criterion K as one of the few of its kind remaining at the Port and under Criterion D for "portraying an era of history characterized by a distinctive architectural style" (Applied Earthworks, Inc. 2019:37–38).

The Transit Shed at Berths F206–207, which was evaluated as eligible for listing in the CRHR over 5 years ago, was resurveyed as part of this reporting to include an evaluation under the NRHP.

Eligibility for the NRHP and CRHR

The Transit Shed at Berths F206–207 was previously evaluated as eligible for the CRHR under Criteria 1 and 3. HDR recommends that the transit shed retain the previous CRHR evaluation. HDR also recommends the transit shed as eligible for the NRHP under Criterion A for its local significance in the area of commerce and under Criterion C for its local significance in the area of architecture. The transit shed continues to retain historic integrity.

NRHP Criterion A

The Transit Shed at Berths F206–207 possesses local significance under Criterion A in the area of commerce for its association with the pre-containerization era of cargo handling at the Port of Long Beach, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1963 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berths F206–207 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berths F206–207, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A begins in 1963, the year that the Transit Shed at Berths F206–207 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

NRHP Criterion B

The Transit Shed at Berths F206-207 is recommended not eligible for listing under NRHP Criterion B as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

(Continued on next page)

B10. Significance (continued from previous page)

NRHP Criterion C

The Transit Shed at Berths F206–207 is recommended eligible for listing under NRHP Criterion C for embodying the distinctive characteristics of the transit shed resource type.

The Transit Shed at Berths F206–207 possesses virtually all the transit shed resource type's character-defining features (see above). The transit shed is located on the wharf at Pier F, directly adjacent to Berths F206 and F207, and its long, waterside elevation is oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. The transit shed displays the typical rectangular plan and a monitor roof with ribbon skylights to enhance natural illumination. Numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. The clear-span design omits interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides and landside loading docks for truck access. The transit shed also reflects classically inspired influences in the main building section and contemporary architectural influences in the office sections.

The proposed period of significance for Criterion C is 1963, the year that the Transit Shed at Berths F206–207 was completed.

NRHP Criterion D

The Transit Shed at Berths F206-207 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berths F206–207 retains overall integrity. The transit shed remains at its original location on Pier F, adjacent to Berths F206 and F207, and therefore retains integrity of location. The building has undergone only minimal changes since 1963, such as boarding of some windows, and retains integrity of design, materials, and workmanship. The shed generally retains integrity of setting as characterized by the paved wharf and adjacent channel and basin. While no longer in use, the rail tracks contribute to integrity of setting. The integrity of design, setting, and materials supports the building's integrity of feeling as a mid-twentieth century cargo-handling facility and integrity of association with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

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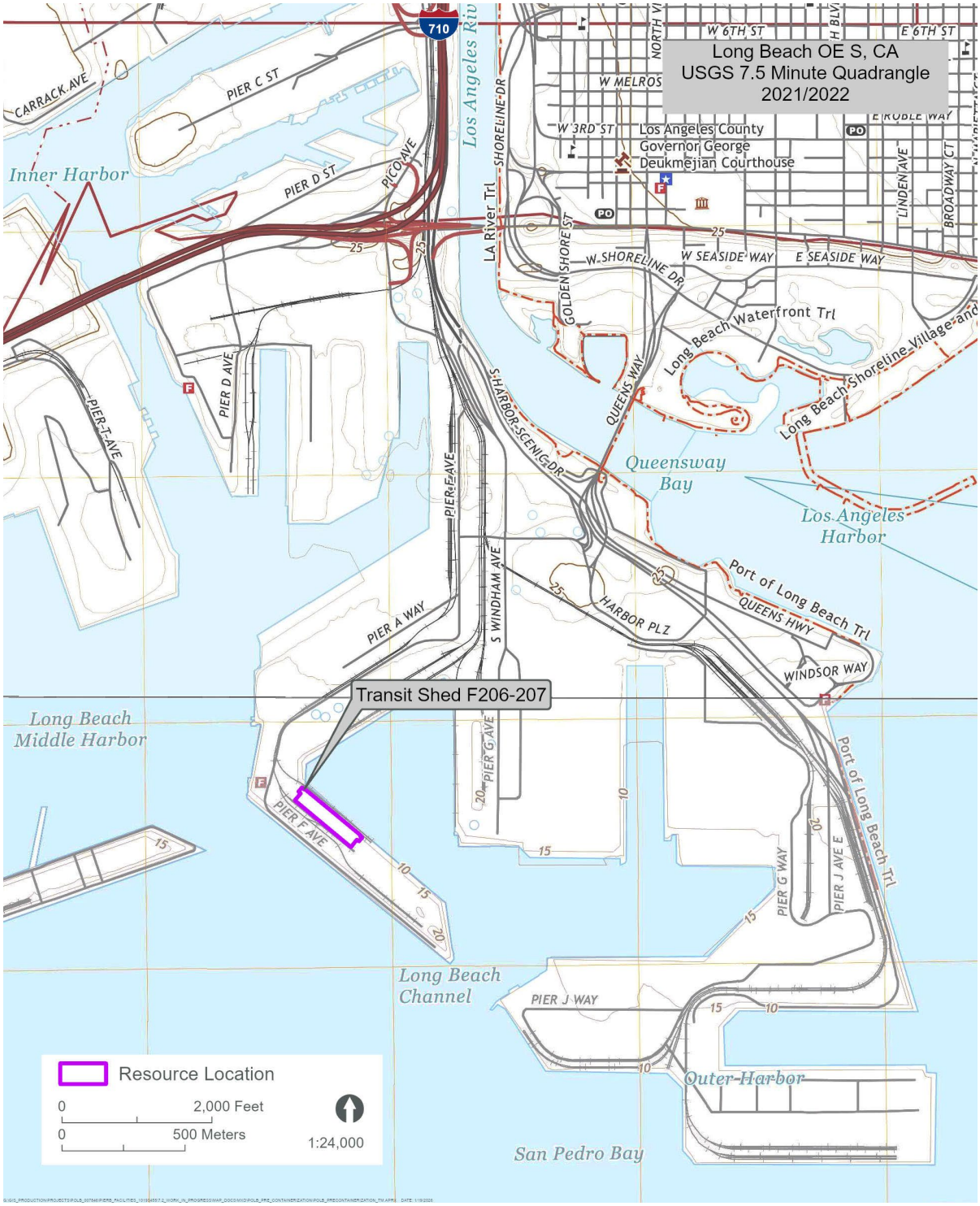
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Location Map



Transit Shed F206-207, South Elevation, View Northwest (HDR 2025)



Transit Shed F206-207, East Elevation, View Northwest (HDR 2025)



Transit Shed F206-207, West Elevation, View Southeast (HDR 2025)



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

Page 1 **of** 27 ***Resource Name or #:** (Assigned by recorder) Warehouse/Transit Shed at Berths F204-205
P1. Other Identifier: N/A
*__P2.__ **Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2021
c. Address Pier F Avenue City Long Beach Zip 90802
d. UTM: (Give more than one for large and/or linear resources) Zone 11N, 388077 mE/ 3734261 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Los Angeles County Assessor Information Number (AIN) 7436-025-907

***P3a. Description:**
The Warehouse/Transit Shed at Berths F204–205, completed at Pier F in 1967, is owned and maintained by the Port of Long Beach (Port). The transit shed is situated at the south end of a long, irregularly shaped parcel (Los Angeles County AIN 7436-025-907). To the west is the Main Channel, to the south is a small open storage area and the tip of Pier F, to the east is Basin 6, and to the north is an open storage area and the Transit Shed at Berths F206–207. The building is a tall, one-story, utilitarian-style industrial building with steel-frame and concrete construction and a symmetrical design. The building was designed to serve as both a transit shed and warehouse, and thus the dimensions are relatively wider than the Port's typical transit sheds.

(see Continuation Sheet page 3)

***P3b. Resource Attributes:** HP 8 (Industrial Building)

P5a. Photograph or Drawing



***P4. Resources Present:**
☒ Building ☐ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other
P5b. Description of Photo:
Warehouse/Transit Shed at Berths F204-205, southwest elevation at left and southeast elevation at right, viewing north. Digital image taken 02/25/2025.
***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
1967 (*Independent Press-Telegram* 1967)
***P7. Owner and Address:** Port of Long Beach, 415 W. Ocean Boulevard, Long Beach, CA 90802
***P8. Recorded by:** Shoshana Jones, HDR Engineering, Inc. (HDR), 591 Camino de la Reina, Suite 300, San Diego, CA 92108
***P9. Date Recorded:** 02/25/2025

***P10. Survey Type:** Cultural Resources Inventory and Evaluation

***P11. Report Citation**:
Jones, Shoshana. 2026. *Pre-containerization Resources Technical Report, Pier B On-Dock Rail Support Facility Program*. Prepared by HDR, Inc. San Diego, California. On file at the Port of Long Beach.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Warehouse/Transit Shed at Berths F204-205 ***NRHP Status Code**
Page 2 **of** 27
B1. Historic Name: Transit Shed at Pier F, Berths 204-205 B2. Common Name: Transit Shed at Berths F204-205
B3. Original Use: warehouse and transit shed B4. Present Use: storage
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The building was constructed in 1967 (*Independent Press-Telegram* 1967). See **P3a. Description** for information about alterations.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: N/A b. Builder: BCI Construction Company, Santa Fe Springs, CA (Baldwin 1966, *Independent* 1967)
***B10. Significance: Theme** Commerce **Area** Long Beach, CA
Period of Significance 1967-1968 (National Register of Historic Places (NRHP)/ California Register of Historical Resources (CRHR) Criterion A/1)
Property Type Transit Shed **Applicable Criteria** NRHP/CRHR A/1

The Warehouse/Transit Shed at Berths F204-205 is recommended eligible for listing in the NRHP and CRHR and, therefore, is considered a historic property under the National Historic Preservation Act of 1966, Section 106. In accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, the resource is a historical resource for purposes of CEQA.
(See continuation sheet, page 4).

B11. Additional Resource Attributes: _____
***B12. References:**
(See continuation sheet, page 21).

B13. Remarks:

***B14. Evaluator:** Shoshana Jones, HDR
***Date of Evaluation:** 02/25/2025



(This space reserved for official comments.)

P3a. Description (continued from page 1)

Warehouse/Transit Shed at Berths F204-205

The rectangular plan measures 300 by 600 feet with a northwest-southeast alignment, and the building provides approximately 180,000 square feet of covered storage. The gable roof has a very low pitch, no eave overhang, and corrugated metal covering. Wall cladding is corrugated metal panel siding installed above the concrete bulkhead that wraps around the building. The narrow north and south elevations display similar symmetrical designs, as do the wide west (landside) and east (waterside) elevations. The north and south elevations are characterized by two symmetrically spaced cargo bays with original metal rollup doors and no other fenestration or distinctive architectural features. The west and east elevations each consist of seven cargo bays with original metal rollup doors, some of which appear to be damaged. The west (landside) elevation also has a nearly full-length concrete loading dock sheltered by a metal-framed canopy with corrugated metal covering. The original tracks adjacent to the shed are no longer in use. A sign mounted near the building's eastern corner reads "Cooper/T.Smith Stevedoring." Sections of corrugated metal paneling indicate that small original windows may have been covered.

Setting

The Port of Long Beach is located in the City of Long Beach in southern Los Angeles County and is part of the San Pedro Bay Port Complex, which consists of both the Port of Long Beach and the Port of Los Angeles. Terminal Island, a predominantly industrial and artificial island, is roughly split between the two adjacent ports. The Port's general area and adjacent portions of the City of Long Beach and City of Los Angeles are characterized by diverse, high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations. Nearby residential areas include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach (MARAD 2020:3.14-5).

The Port comprises 3,520 acres of land, 4,600 acres of water, 12 piers, 80 berths, and 73 post-Panamax gantry cranes. Shipping terminals include five for break bulk (automobiles, lumber, steel, iron ore), six for containers, six for dry bulk (petroleum, coke, salt, gypsum, and cement), and five for liquid bulk (petroleum). The Port handles one-third of all loaded containers moving through California ports, one-quarter of containers moving through all West Coast ports, and nearly one-fifth of containers moving through all U.S. ports, with East Asian trade accounting for more than 90 percent of shipments through the Port. The container cargo amounts to over 9 million 20-foot containers and 2,000 vessel calls per year (POLB 2024).

The Los Angeles Basin is notable for its prolific oil production, and subsidence due to oil extraction has been a major problem in the Long Beach and Los Angeles harbor areas. Between 1926 and 1967, as much as 35 feet of total subsidence was recorded near the eastern end of Terminal Island in Long Beach. A maximum annual rate of subsidence of 2.4 feet was recorded between 1951 and 1952, which coincided with the area's period of maximum oil production and substantially damaged Port buildings and structures, such as wharves and transit sheds. POLB's postwar remediation program elevated wharves and buildings, heightened seawalls, installed dikes, and reconstructed street and railroad tracks. In 1958, injection of water into oil-depleted zones resulted in a reduction of subsidence and partial rebound of the subsided area (MARAD 2020:3.2-1).

B10. Significance (continued from page 2)

Historic Context

The Port of Long Beach's built environment reflects the monumental evolution that cargo shipping processes have undergone since the late 1950s. Throughout the late twentieth century, those changes transformed the Port's size, configuration, labor force, buildings, equipment, and transportation infrastructure. The transition to containerization on the West Coast, of which the Port was a pioneer, has resulted in the massive construction and expansion of container terminals and the removal of most Port resources associated with the historic shipping era, such as transit sheds and dockside warehouses.

Port of Long Beach

Circa 1900, the Long Beach Harbor was developed from 800 acres of San Pedro Bay swampland at the mouth of the Los Angeles River. During that period, the federal government designated San Pedro as the Port of Los Angeles site. In 1909, the City of Long Beach sold developed oceanfront to the Long Beach Land and Navigation Company to establish industrial sites. Local developers, who had created the Los Angeles Dock and Terminal Company, ultimately purchased the entire parcel. Dredging created entry and inner channels, a turning basin, and water frontage. Craig Shipbuilding, which had been located at the site since 1906, became the only ship repair yard south of San Francisco and won the contract to dredge a channel from open ocean to an inner harbor (ICF International, Inc. [ICF] 2020:14).

Circa 1910, the City of Long Beach approved a bond to purchase water frontage in the inner harbor and fund construction of new piers and wharves. The State of California also granted the City possession of tideland areas for development of port operations, allowing the City to dredge for deep water and use the fill to build more land and piers. The Port of Long Beach was officially dedicated in June 1911. The Port initially occupied the area now known as the inner harbor, and original facilities included 500-foot-long Pier 1 (the municipal pier), an entry channel, three inner channels, a 1,400-foot turning basin, and limited water frontage (Queenan 1986:63–68).

In 1917, the City of Long Beach assumed port operations from the Los Angeles Dock and Terminal Company. The City's newly established Board of Harbor Commissioners focused on establishing a flood control channel, and the City and U.S. Army Corps of Engineers (USACE) enlarged the Cerritos Channel to open navigation between the inner harbors of Long Beach and Los Angeles. By 1918, 9,000 workers were employed at the Port. During World War I, industry expanded beyond importing lumber to shipbuilding and repair, canneries, and war material production. The discovery of oil at Signal Hill in 1921 enabled the creation of a prime harbor and established Long Beach as a major hub for the oil industry. Oil revenues helped fund inner and outer harbor improvements. In 1926, the Port attained deep water status to accommodate larger ships carrying more cargo (ICF 2020:15).

In 1928, construction began in the new outer harbor (ICF 2020:15). By 1929, creation of the Harbor Beltline Railroad had merged operations of the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railroads throughout the harbor (Queenan 1986:92). In 1931, the Long Beach City Charter was amended to create a Harbor District, an independent and more powerful Board of Harbor Commissioners, and a Harbor Department to control and manage the Port (POLB 2025). During the 1930s, the improved Port infrastructure attracted new industries, including Ford Motor Company and Procter and Gamble, which opened factories that provided thousands of jobs. In 1932, the U.S. Navy also located its headquarters for the Pacific Fleet at the Port, which led to the construction of a new Navy landing and facilities. By 1930, the Port was processing 1 million tons of cargo annually (ICF 2020:15).

(Continued on next page)

B10. Significance (continued from previous page)

In 1936, an oil strike at the Wilmington Oil Field near the Long Beach Harbor provided the City of Long Beach with revenue to revitalize the local Depression-era economy. A combination passenger and freight terminal was completed in 1939 for $400,000 at what was then Pier A, Berths 1–2 in the outer harbor. The terminal building had 115,000 feet of cargo space and 5,000 square feet of passenger space on the ground floor, with an additional 19,000 square feet of passenger space on the mezzanine. Double tracks connected the building to the Harbor Belt Line. At the building's waterside was a full-length passenger loading platform and at the landside was trackage space for 50 rail cars (*Pacific Ports and Marine News* 1939:19).

In 1940, the Navy acquired nearly 400 acres on Terminal Island to construct the Long Beach Naval Shipyard. Following the bombing of Pearl Harbor in December 1941, the Navy assumed control of the Port and Port activities. The Terminal Island Naval Base was commissioned in 1942, and defense industries such as shipbuilding expanded. After World War II ended, the booming postwar economy facilitated Long Beach's entrance into international markets and prompted ongoing Port upgrades. The City of Long Beach also used oil profits to substantially expand the harbor and, during the 1950s, wharf replacement and modern dock construction using fireproof concrete effectively replaced the old harbor. These projects enhanced the Port's competitive advantage over the adjacent Port of Los Angeles, which was still using outdated wooden wharves (ICF 2020:16).

As the Port continued to expand, the City of Long Beach's Harbor Department had to confront the growing problem of subsidence, which had been exacerbated by development of the Wilmington Oil Field in 1936. The City was slowly sinking over an area of approximately 20 square miles, encompassing the harbor, the shoreline, and downtown. The subsidence ranged from a 29-foot sinkage at the core to a 3-foot sinkage at the Villa Riviera in the area's periphery. The Port's wharves and buildings, such as transit sheds, suffered extensive damage. The situation improved through a $90 million tidelands restoration financed by the State Tidelands Fund from 1953 to 1958, although subsidence remained an issue for the area (Sapphos Environmental, Inc. 2009:50).

During the late 1950s, containerized cargo significantly changed the shipping industry and quickly rendered existing commercial fleets and Port facilities obsolete. At the Port of Long Beach, new construction was designed for container terminal service. During the early 1970s, the Port began constructing three new container terminals and a container freight station, enlarging its existing container operations, and dredging to deepen the harbor to 60 feet, making it the nation's deepest. Fill was used for extensive pier expansion, with additional wharves and storage space. These improvements expanded the Port's container trade, which became the busiest on the West Coast (ICF 2020:17).

In 1981, the Ports of Long Beach and Los Angeles agreed to the joint construction of an Intermodal Container Transfer Facility in partnership with the Southern Pacific Transportation Company. The facility opened in 1987 approximately 4 miles from the Ports and provided loading and unloading tracks handling up to 250 container cars and parking for 1,600 wheeled containers. As trade shifted to emerging markets along the Pacific Rim in the 1980s and 1990s, POLB expanded further, dredging to deepen the harbor while building new container terminals and using fill to create space for movement and storage of containers and trucks. Additional rail facilities served a new land bridge system that allowed goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port's new mega-piers and terminals serve ever-larger container vessels and the continually expanding volume of cargo (ICF 2020:17–18).

(Continued on next page)

B10. Significance (continued from previous page)

Pre-containerization Cargo Handling

During the late nineteenth and early twentieth centuries, the shipping industry benefited from technological developments that increased the cargo capacity and speed of ocean-going vessels and from the completion of waterways, such as the Panama Canal (1914), which substantially reduced sailing distances. However, the transportation process and costs remained onerous: vessels generally called at numerous ports, remaining at each port from several days to several weeks because of slow, labor-intensive cargo loading and unloading processes. Ships' handling gear was inefficient, bundling cargo in the hold was time-consuming, and cargo damage and pilferage were widespread (van Ham et al. 2012:3).

Docks were central to most of the world's important commercial centers, with millions of workers involved in freight transportation. Manufacturing facilities were typically situated near docks to facilitate the delivery of raw materials and expedite the shipment of finished goods. Before World War II, breakbulk[1] operations consisted of general cargo packed in bags, bales, crates, or casks manually stowed in the holds of ships by dockworkers called longshoremen (Levinson 2016:21).

The Port of Long Beach, which opened in 1911, and other ports worldwide followed similar processes for handling breakbulk cargo. In most cases, the transportation process began at a shipper's factory or warehouse, where units of freight, such as sacks of flour, were individually loaded onto a truck or railcar. Each truck or train would deliver up to thousands of mixed cargo items to the waterfront. These items of varying sizes and weights were then unloaded individually, recorded on a tally sheet, and loaded either directly onto the ship or, if the ship was not ready, into a dockside transit shed (Levinson 2016:22).

When the ship was ready to load, longshoremen would remove each item from the transit shed, recount it, then carry or drag it to the dock. The shipping industry eventually incorporated palletized loads and wooden boxes, making cargo easier and more efficient to handle. As cargo sat in the transit shed or on the dock, a longshore gang assembled a "draft" of boxes and barrels atop a wooden pallet, also called a sling board. Sling loads were usually secured with mesh or rope or consisted of loose boxes and bags. Longshoremen on the dock ("dock men") then secured the sling board with cables. After receiving a signal, the winch driver ("winch man" or "deck man") moved the hook of the shipboard crane over the sling. Dock men hooked the cables, and then the winch lifted the draft from the dock and lowered it into the hold. Inside the ship's hold, "hold men" removed each item from the sling board and stowed the items by hand, cart, or forklift. A basic tool that all longshoremen carried was a steel cargo hook, typically with a wooden handle; the cargo hook protected their hands, extended their reach, and enabled them to snag, lift, or position cargo in the hold. Each hold was covered by its own hatch, and cargo destined for the first port of call was loaded last. Cargo in a variety of sizes, shapes, and weights had to be stowed tightly to prevent damage. Breakbulk longshoring required specialized skills to achieve a "tight stow." Improperly stowed cargo that shifted during the voyage could endanger the ship's crew (Levinson 2016:22-23).

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[1] Breakbulk cargo refers to individually counted units of goods that must be loaded, unloaded, and transported individually due to their size, weight, or shape. These items are handled using cranes, forklifts, or other specialized equipment (Ram International Shipping 2025). In contrast, bulk cargo such as grain is loaded directly, unpackaged and in large quantities, into the ship's hold and is measured by volume or weight rather than recorded as individually counted units

B10. Significance (continued from previous page)

At the final port of call, all cargo had to be removed before loading began for the next voyage. Items were loaded onto the pallet, lifted out of the hold by the winch, and then unloaded from the pallet onto the dock. Deck men hand-carried certain items, such as bags of coffee, and dragged other items, such as heavy metal bars, which were then stacked into piles. Limited automation developed during World War II led to the prevalence of forklifts to move cargo on the dock. Deck men then sorted through the piles of cargo on the dock to determine which items would be placed into a transit shed and which would be retrieved and transported directly from the dock. Meanwhile, customs inspectors assessed cargo on the dock to calculate duties (Levinson 2016:26).

After buyers' representatives examined merchandise to discern its condition, carpenters and coopers began repairing broken crates and barrels for the cargo's onward journey by truck or rail. Trucks would then back onto the dock to retrieve their loads as forklifts moved other cargo to transit sheds (Levinson 2016:27). Cargo transfer at the Port of Long Beach between the ship, transit sheds, and other storage areas was usually performed by lift trucks, tractors, and trailers (USACE and USMC 1947:394–395). Dockside tracks typically ran adjacent to berths and transit sheds for adjacent loading and unloading of railcars.

Following World War II, new Port of Long Beach facilities included large fireproof transit sheds for interior operation of mechanical handling equipment; wide aprons served directly by railway trackage; depressed rail tracks at the rear of transit sheds served by wide loading platforms; and large paved open areas in the rear of wharves for handling and storing lumber and other cargo not requiring cover (USACE and USMC 1947:394–395). While some transit sheds remain, virtually all pre-1969 cargo handling equipment was removed from the Port to make room for container operations and equipment.

Transit Sheds

At POLB, large waterfront wharf buildings known as transit sheds are the primary surviving resource type from the pre-containerization era of cargo shipping and handling. Transit sheds were designed for rapid loading and unloading, protection, assembly, sorting, and short-term storage of general cargo (MacElwee 1918:820; *Press-Telegram* 1968). The Port's first transit shed, and one of its original facilities, was a 40,000-square-foot, clear-span steel building at Pier 1, Berth 50 (in area now known as Pier D) in the inner harbor (Emery 1945:57).

The City of Long Beach first acquired the parcel encompassing Pier 1 in 1909 as part of a 4.7-acre purchase from the Los Angeles Dock and Terminal Company (Brackenbury 1953a). Pier 1 was originally constructed in 1911 and, by 1919, had a small building at its western corner. Municipal tracks ran along its west and east sides, parallel to Slip No. 4 and Slip No. 5 (Los Angeles Dock and Terminal Company 1919). Pier 1 formally opened on June 24, 1911 (Craig 1956). In 1928, a $2.7 million bond issue was passed to build piers, wharves, and other facilities, leading to reconstruction of Pier 1 and construction of the Port's first transit shed by 1930 (Brackenbury 1953a). According to a local newspaper, the newly completed transit shed was "the real start of shipping activity through the local harbor" (Brackenbury 1953a). The first ship to unload cargo at the shed was the American – Hawaiian Steamship Company freighter *Panaman*, which arrived from the East Coast. During its 2 decades of operation, the Pier 1, Berth 50, transit shed processed thousands of tons of cargo, including scrap iron, lumber, potash, wood pulp, and potatoes. The Isbrandtsen Line and Providenza Line also used the shed for banana shipments from Central America (Brackenbury 1953a).

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B10. Significance (continued from previous page)

Within a year of beginning operations, the transit shed at Pier 1, Berth 50, was often filled beyond capacity and unable to accommodate the increasing amount of incoming cargo (*Press-Telegram* 1934). In October 1931, the dearth of interior storage capacity caused thousands of pounds of onions, potatoes, beet pulp, sugar, flour, bathtubs, Christmas candy, canned goods, coffee, beans, and teakwood to be left unprotected in piles outside the transit shed. The Harbor Department recognized that construction of additional transit sheds was vital to accommodate increasing commerce through the Port (*Long Beach Sun* 1931). As early as 1931, the Board of Harbor Commissioners and Port Manager began planning to address lack of capacity by relocating lumber shipping facilities to the outer harbor and building a second transit shed at the inner harbor (*Press-Telegram* 1931). However, over 5 years later, no new transit shed had been completed. In July 1937, cargo damaged by sitting outside the transit shed included $1 million worth of raw rubber (*San Pedro News-Pilot* 1937).

On June 20, 1939, following years of delay, a $400,000 passenger terminal/transit shed measuring 120 by 1,000 feet was completed at former Pier A, Berths 1–2 (*Pacific Ports and Marine News* 1939:19). The new transit shed, the Port's first steel and concrete Moderne shed, was constructed with assistance from the Works Progress Administration and was used by both cargo and passenger vessels (Queenan 1986:96). By 1939, the transit shed at Pier 1, Berth 48, had been completed adjacent to the transit shed at Berth 50 (UCSB Library Framefinder 1939). The combined total capacity of both sheds was 77,500 square feet (Craig 1956), and dedicated apron wharf tracks and low-line tracks extended along the west and east sides of each transit shed (Emery 1945:57). The third, notably smaller transit shed at Pier 1, Berth 47, was described as a "cement shed" in its 1940 architectural plans. The shed's façade (north elevation) had six cargo bays, with only one bay at the rear (south elevation). Based on the plans, the small shed displayed features of the Moderne architectural style.

Pier 1's functionality ultimately failed due to subsidence, which was first detected in the harbor before 1940 (*Independent Press-Telegram* 1961). This necessitated the pier's reconstruction and the removal of its three original transit sheds at Berths 47, 48, and 50. In 1952, the Harbor Department began reconstructing Pier 1 as an earth-fill mole retained by a concrete wall. The 683- by 348-foot mole pier was completed by contractor Walter C. Groshong and the Smith-Rice Derrick and Barge Corporation for $2 million. Three new deepwater berths (Berths 48–50) were added. The Coastwise Lines' Seafarer cargo vessel was the first to berth at the newly reconstructed Pier 1 (Craig 1956). During the following year, 1953, the original Pier 1, Berth 50 and Berth 48, transit sheds were relocated within the Port to West Eighth Street and repurposed as Warehouse No. 4 and Warehouse No. 6, respectively (West Eighth Street is no longer extant). In their place, one large transit shed, the present Transit Shed at Berths D48–50, was completed at Pier 1 in 1956. Other new construction at Pier 1 included railroad tracks, utilities, and paving (Brackenbury 1953a; Riffenburgh 2012).

The Port's postwar transit shed designs were heavily influenced by technological advancements in steel-frame construction and cargo-handling equipment such as the "motorized lift truck" (forklift) which, according to *The Log of America's Maritime Industries*, "caused the greatest revolution in cargo handling of any single article of equipment" (Emery 1945:55). Modern equipment increased crowding on the Port's busy docks. A circa (ca.) 1945 photograph of former Pier A, illustrates the insufficient amount of space for motorized cargo-handling equipment and trucks when both apron wharf tracks between the berth and transit shed were occupied by rail cars (Emery 1945:54). The new transit shed designs, which improved upon existing clear-span technology, incorporated massive steel beams to eliminate the need for interior columns (Jobst 1963; *Press-Telegram* 1968). These transit sheds also had higher vertical clearances that enabled forklifts to stack cargo in taller piles. Before 1945, the Port's transit shed doors were generally 10 to 12 feet high and relatively narrow, often resulting in delays and damage to cargo. The new steel roll-up doors generally measured 14 feet high and 18 feet wide, with end doors and ramp doors measuring 16 feet high. Shed framing techniques provided flexibility by allowing door heights to be increased as needed (Emery 1945:56).

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B10. Significance (continued from previous page)

Postwar improvements replaced the Port's old wooden structures with wider concrete piers and wharf aprons in conjunction with wider transit sheds to expedite cargo handling. Port transit sheds were redesigned to build rear-loading shed platforms 18–20 feet wide instead of 10–12 feet wide, thereby reducing the need for railcar doors to align directly opposite shed doors. The wider platforms also increased operating room for motorized equipment. Loading docks and platforms at the rear were also equipped with canopies to shelter cargo and workers, and smooth interior concrete floors helped prevent unevenness and settlement under load. The Port's new transit shed designs also incorporated upgraded lighting. Earlier transit sheds were poorly lit, and dust that gathered on light fixtures greatly reduced their efficiency. Newly constructed transit sheds were equipped with twice the amount of lighting, more expensive units that were easier to clean, light-colored interiors, and more roof monitors and skylights/clerestory windows to enhance natural illumination (Emery 1945:55-56).

During the mid-1940s through the 1950s, the Port completed nearly $25 million in improvements, including wharves, piers, bridges, and transit sheds; each new transit shed cost between approximately $500,000 and $2 million (Brackenbury 1954a). Construction of nine massive clear-span transit sheds began in 1946 with the transit shed at former Pier A, Berths 1–2, establishing Long Beach as "America's most modern port" (POLB 2025). Two transit sheds at former Pier A, Berths 3–4 and Berth 5, were completed in 1947. The smaller former Pier A, Berth 5, shed measured 120 by 600 feet and cost approximately $510,000 (*Independent* 1946). Two years later, in 1949, a transit shed measuring 200 by 1,152 feet (230,000 square feet) was completed at former Pier A, Berths 6–7. At the time of its completion, the $1.6 million transit shed was the largest clear-span structure of its type in the world. Pier A was considered the "world's largest finger pier" (*Independent* 1948, 1949; *Press-Telegram* 1952), and the transit shed was regarded as "the first transit shed on the Pacific coast built to dimensions now considered requisite for best handling capacity of modern ships" (Long Beach Chamber of Commerce 1946).

By 1950, the Port had nearly 750,000 square feet of space in transit sheds on Pier A and was seeking to further increase covered space to better handle the diverse cargoes passing through from all over the world (*Press-Telegram* 1951). Since at least the 1930s, the Port permitted shippers to store cargo on the wharves and in transit sheds for extended periods (USACE 1936:204–205). To conform with the 5-day workweek for railroad workers and truckers, inbound and outbound "foreign cargo" passing through the Port during the 1950s could remain in transit sheds for up to 10 business days or 14 calendar days, exclusive of Saturdays and Sundays. Port workers complained that this extended free storage period for international cargo "turns transit sheds into warehouses" (Newton 1950). Workers noted that some cargo shippers used the additional free time to save on transportation costs by disposing of imports before trucking them to warehouses for longer-term storage. This policy also appeared to enrich the shipping industry by eliminating longshore overtime, as there was less urgency to move cargo off the wharves (Newton 1950).

In 1952, a new 180,000-square-foot transit shed was completed at former Pier A, Berths 9–10, second only in size to the shed at former Pier A, Berths 6–7. The new shed, which brought the Port's covered space to over 1 million square feet, could accommodate 25 standard shiploads and was initially used for inbound Malay rubber and hemp and outbound general cargo (*Press-Telegram* 1952). By 1953, Pier A had five massive transit sheds, and more sheds were under construction. Additional transit sheds were constructed, enlarged, or reconstructed between the mid-1950s and mid-1960s. The Transit Shed at Berths D52–54, originally constructed in 1951, was substantially enlarged in 1954. The Transit Shed at Berth D34, completed in 1955, was the only large transit shed ever constructed on Pier D's triangular wharf section. Before the Transit Shed at Berth D34 was constructed, a small ca. 1945 transit shed at Pier D, Berth 33, was moved 1,000 feet to the north (National Environmental Title Research, LLC [NETR] 2025). Following relocation on Pier D, the small shed functioned as a warehouse until it was removed altogether from Pier D in 2010–2012 (Brackenbury 1955; *Independent* 1953; NETR 2025). The Transit Shed at Berths D48–50 was completed in 1956 on former Pier 1, functionally replacing the two original transit sheds at Berth 50 and Berth 48. Also in 1956, the transit shed at former Pier C, Berths 24–25, was constructed for $1.5 million. During the following year, 1957, the transit shed at former Pier C, Berths 20–21, was under construction for $1.6 million (*Press-Telegram* 1957).

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B10. Significance (continued from previous page)

In 1958, the Port's multi-million-dollar construction projects included two new piers—Pier F and Pier G—extending southward from Pier A, which was the world's longest wharf at the time (*Press-Telegram* 1959). That year, Guy F. Atkinson Co. contracted with the Port to construct a new wharf at Pier A, Berths 1–2, which was being inundated at high tide, and to raise and reconstruct the existing transit shed, which had subsided. Work involved shortening the original shed by nearly 100 feet at its north end and removing the passenger walkway and ramps. Pier B's first transit shed was completed in 1959 by Ruane Corporation for $1.7 million at Berths 12–13. The shed measured 200 by 906 feet (181,200 square feet) (*Independent* 1958).

After a 5-year pause, the Port constructed two additional transit sheds at the newly completed Pier F: the Transit Shed at Berths F206–207 (1963) and the Warehouse/Transit Shed at Berths F204–205 (1967). In 1968, the Port had a total of 14 transit sheds: this transit shed total excludes the original 1945 transit shed at Pier D, Berth 33, which was moved in 1953 and repurposed as Warehouse No. 3. This total also excludes the small transit shed at former Pier E, Berth 124, within the former Long Beach Naval Complex.

As of 2025, five transit sheds remain at the Port. The remaining transit sheds no longer serve their original purpose of facilitating the rapid loading and unloading, protection, assembly, sorting, and short-term storage of breakbulk cargo. During field survey on February 25, 2025, the transit sheds were observed to be either non-operational (Transit Shed at Berth D34 and Transit Shed at Berths D48–50) or being used for cargo that does not require covered storage or manual handling, such as imported automobiles and massive spools (Transit Shed at Berths F206–207) or shipping containers (Transit Shed at Berths D52–54 and Warehouse/Transit Shed at Berths F204–205).

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B10. Significance (continued from previous page)

The table below described all known Port transit sheds built between 1930 and 1967, including the Warehouse/Transit Shed at Berths F204-205.

Table. Port Transit Sheds, 1930-1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition
Transit shed at former Pier 1, Berth 50	1930	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 4)
Transit shed at former Pier A, Berths 1–2	1939, 1958 (reconstructed)	Non-extant; removed in 1992–1993
Transit shed at former Pier 1, Berth 48	1939	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 6)
Transit shed at former Pier 1, Berth 47	1940	Non-extant (was in area now part of Pier D); removed in 1953
Transit shed at Pier D, Berth 33	1945	Non-extant; relocated 1,000 feet north before construction of Transit Shed at Pier D, Berth 34, to function as Warehouse No. 3; and removed from Pier D in 2010–2012
Transit shed at former Pier A, Berths 3–4	1947	Non-extant; removed ca. 1990
Transit shed at former Pier A, Berth 5	1947	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 6–7	1949	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 9–10	1952	Non-extant; removed ca. 1985
Transit Shed at Berths D52–54	1951/1954	Extant at Pier D (in former Pier 2 area)
Transit Shed at Berth D34	1955	Extant at Pier D
Transit Shed at Berths D48–50	1956	Extant at Pier D (in former Pier 1 area)
Transit shed at former Pier C, Berths 24–25	1956	Non-extant: removed ca. 1980
Transit shed at former Pier C, Berths 20–21	1957	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berths 12–13	1959	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berth 17 (formerly Warehouse No. 2 at former Pier A)	1950 (relocated to former Pier B in 1963)	Non-extant; removed ca. 1980
Transit Shed at former Pier E, Berth 124 (now Pier T/former Long Beach Naval Complex)	1961	Non-extant; removed ca. 2015
Transit Shed at Berths F206–207	1963	Extant
Warehouse/Transit Shed at Berths F204–205	**1967**	**Extant**

The Moderne Style in Transit Sheds

The transit sheds constructed at the Port between 1946 and 1963 were late examples of the Streamline Moderne (Moderne or Art Moderne) architectural style. Most popular from the 1920s to 1940s, Streamline Moderne often incorporated the streamlined features of ships, trains, planes, and automobiles into buildings such as train stations, airport terminals, and commercial and residential buildings. The style's character-defining features are smooth wall surfaces, flat roofs often with coping or parapets, and a strong sense of horizontality. The Streamline Moderne style and related modernistic Art Deco, which emphasized verticality and zigzags, emerged when Eliel Saarinen's 1922 design won second place in a widely publicized *Chicago Tribune* architecture competition (McAlester 2013:580–582). The Port's first Streamline Moderne transit shed was completed in 1939 at Pier A, Berths 1–2. Except for the Warehouse/Transit Sheds at Berths F204–205, the Port transit sheds dating to 1946 and later displayed features of the Streamline Moderne design. The Transit Shed at Berths 206–207 also incorporates classically inspired features, with a Contemporary design for its original attached offices. (Continued on next page)

B10. Significance (continued from previous page)

Dockside Warehouses

Warehouse storage facilities in Long Beach included buildings adjacent to transit sheds on the docks, in proximity to the docks, and in the general Port vicinity. Dockside warehouses, like transit sheds, belong to the longshoreman era of manual cargo handling and became functionally obsolete by the late 1960s. As the Port developed container terminals, buildings such as dockside warehouses, which would have interfered with efficient container handling, were removed. Postwar dockside warehouses typically provided longer-term cargo storage than transit sheds and, like transit sheds, were served by rail tracks. While other storage warehouses operated at the Port and its vicinity, the dockside warehouses are more closely associated with pre-containerization cargo-handling processes.

Storage warehouses were used at the Port before World War II; however, the Port's major dockside warehouses were developed in conjunction with its large postwar transit sheds. According to the 1941 Port Series report, "there [were] no warehouses on the water front of Long Beach" (USACE 1941:90). The subsequent 1947 Port Series report identified three one-story warehouse buildings located at 1276 Water Street (now West Pier D Street) and operated by the West Coast Warehouse Corporation (Sanborn Map Company 1950). The three buildings, across the street from Pier 1, were close but not adjacent to the docks. Constructed of reinforced concrete, the buildings provided 30,000 square feet of storage space for general cargo and were served by the Pacific Electric Railway. Their proximity to Pier 1 enabled cargo transfer between vessels and the warehouses via rail, truck, and handling equipment (USACE and USMC 1947:177). These three warehouse buildings and other buildings and structures in the industrial area north of Ocean Boulevard were removed before construction of State Route (SR) 710 during the 1960s (Sanborn Map Company 1950).

As the postwar Port was remade with larger concrete piers and transit sheds, dockside warehouses nearly as large as the transit sheds were placed at the rear of wharves, directly behind the sheds. During the 1950s and 1960s, these warehouses, operated primarily by the Harbor Department, had either steel or timber frame construction with composition or metal siding, or were of reinforced concrete construction. The warehouses connected to the Harbor Beltline and had convenient access to arterial highways (USACE 1968:114–115; USACE and USMC 1957:264).

Warehouse No. 1 and Warehouse No. 5 were constructed on former Pier A in an area that was consolidated into Pier F. Warehouse No. 1 was operated by the West Coast Warehouse Corporation and, based on aerial imagery and historic photographs, was constructed ca. 1950 (NETR 2025). The warehouse measured 200 by 150 feet, had concrete construction with precast concrete roof girders and panels, was divided by six firewalls into seven sections, and held cotton and general merchandise. The warehouse was removed in the 1980s for construction of a container terminal (NETR 2025; USACE 1968:114–115). Warehouse No. 5 was operated by the City's Harbor Department and, based on aerial imagery and historic photographs, was constructed ca. 1960 (NETR 2025). The warehouse measured 483 by 241 feet, had concrete construction with a steel truss roof, was divided by two firewalls into three sections, and held cotton and general merchandise. Like Warehouse No. 1, Warehouse No. 5 was removed in the 1980s for construction of a container terminal (NETR 2025; USACE 1968:114–115).

Transit shed and dockside warehouse buildings often had similar designs and construction materials, enabling the Port to relocate them and use them interchangeably in four known instances: the temporary transit shed at Pier D, Berth 33 was moved 1,000 feet north and repurposed as Warehouse No. 3; Warehouse No. 2 was moved from Pier A, Berth 5, and repurposed as the transit shed at Pier B, Berth 17; the transit shed at Pier 1, Berth 50, was moved to West Eighth Street and repurposed as Warehouse No. 4; and the transit shed at Pier 1, Berth 48, was moved to West Eighth Street and repurposed as Warehouse No. 6.

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B10. Significance (continued from previous page)

Warehouse No. 2, a gable-roofed cotton storage shed at former Pier A, Berth 5, was another example of a 1950s dockside warehouse. The reinforced concrete warehouse was completed ca. 1950, measured 90 by 750 feet, and cost approximately $400,000 to build (*Press-Telegram* 1948). Warehouse No. 2 was originally situated directly behind the transit shed at former Pier A, Berth 5, with rail tracks extending between the two buildings. In 1963, Warehouse No. 2 was relocated from former Pier A, Berth 5, to former Pier B, Berth 17, to function as a transit shed (NETR 2025; POLB Civil Engineering Division 1966; Riffenburgh 2012).

Before Warehouse No. 2 was moved from former Pier A to former Pier B and repurposed as a transit shed, the Port had a reported total of five public storage warehouses, including one for cold storage. In addition to Warehouse No. 1 and Warehouse No. 5, discussed above, the Harbor Department operated Warehouse No. 4 and Warehouse No. 6, two attached warehouses. Warehouse No. 4 and Warehouse No. 6 were the original transit sheds at Pier 1, Berths 48 and 50. In 1953, during reconstruction of Pier 1, the transit sheds were relocated and repurposed as warehouses, which are no longer extant. Warehouse No. 4 (original transit shed at Pier 1, Berth 50) and Warehouse No. 6 (original transit shed at Pier 1, Berth 48) were relocated to West Eighth Street, west of Pico Avenue and just northeast of Channel No. 2 (NETR 2025; Riffenburgh 2012; Sanborn Map Company 1950; USACE 1968:115). The Port Series report notes that Warehouse No. 4 was constructed with a steel frame and corrugated asbestos siding, measured 930 by 82 feet, was divided by six firewalls into seven sections, held general merchandise, and was connected to Warehouse No. 6 at the east end. Warehouse No. 6 was constructed with concrete walls and a steel truss roof, measured 727 by 150 feet, was divided by two firewalls into three sections, held general merchandise, and was connected to Warehouse No. 4 at the west end. Each public storage warehouse had direct rail connections (USACE 1968:114–115).

Container shipping rendered waterfront warehouses obsolete, and most were removed or demolished for container terminal construction (NETR 2025). The only remaining dockside warehouse space associated with the pre-containerization era is within the Warehouse/Transit Shed at Berths F204–F205, constructed in 1967.

The following table lists the pier, construction date, and disposition (extant or non-extant) for all known Port storage warehouses ca. 1945 to 1967, including the Warehouse/Transit Shed at Berths F204-205.

Table. Port Dockside Warehouses, ca. 1945-1967, Ordered by Construction Date

Warehouse Location	Construction Date	Disposition
Three warehouses at 1276 Water Street,b near Pier 1	Ca. 1945	Non-extant (were in area now part of Pier D); removed ca. 1960
Warehouse No. 1 at former Pier A	Ca. 1950	Non-extant; removed ca. 1980
Warehouse No. 2 at former Pier A	Ca. 1950	Non-extant; relocated to Pier B, Berth 17 by 1963 to function as transit shed; removed ca. 1980
Warehouse No. 3 at Pier D (original temporary transit shed at Pier D, Berth 33)	1945	Non-extant; relocated 1,000 feet north of Pier D, Berth 33 in 1953; removed in 2010-2012
Warehouse No. 4 at West Eighth Street (original transit shed at Pier 1, Berth 50)	1930 (moved 1953)	Non-extant; relocated to West Eighth Street in 1953; removed ca. 1980
Warehouse No. 5 at former Pier A	Ca. 1950	Non-extant; removed ca. 1980
Warehouse No. 6 at West Eighth Street (original transit shed at Pier 1, Berth 48)	1939 (moved 1953)	Non-extant; relocated to West Eighth Street in 1953; removed ca. 1980
Warehouse/Transit Shed at Berths F204–205	**1967**	**Extant at Pier F**

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B10. Significance (continued from previous page)

Port Transportation

Since the Port's first buildings were constructed in the late 1920s and early 1930s, trucks and railcars have been transporting cargo to, from, and around the Port. Prior to containerization, trucks arrived at wharves, transit sheds, and dockside warehouses where goods were handled manually or with equipment such as forklifts. A comparative study of the Port of Long Beach and Port of Los Angeles noted that, in both 1929 and 1979, trucks were the primary means of cargo conveyance. As construction of the highway system, including Interstate 710 and SR-710, progressed during the 1950s and 1960s, truck delivery became faster and more efficient (Miller 1983:370). Trucking operations, such as Trans-Harbor Trucking on Santa Fe Avenue, had truck fleets and warehouses with loading docks at or near the Port (LBPL Digital Archive 1964). Trucks and trains remain critical to intermodal container shipping, which moves freight by two or more modes of transportation.

During the early- to mid-twentieth century, rail access was critical to attracting industry and commerce to the waterfront, and it remains an important component of the Port's containerization infrastructure. The first rail line within the area now known as the Port of Long Beach was established in 1882 by the American Colony Railroad, known locally as the Long Beach Railroad. The horse-drawn line connected the City of Long Beach to the Southern Pacific Railroad tracks, through an area in present-day Wilmington, and was replaced by a steam-powered line built by the Long Beach Land and Water Company in 1886. That steam-powered line was sold to the Southern Pacific in 1887, and the Land and Water Company's light rail tracks were replaced with standard rails (ICF 2020:21–22).

The Long Beach Railroad originally bypassed the present-day Port area; however, the railroad and Port were connected by lead lines around 1923. One line extended across the Cerritos Channel to Terminal Island, where it joined a Union Pacific Railroad line. Another lead branched off to the Port of Los Angeles. Neither line remains extant. A third line extending from an area near the Los Angeles River south into the Port, which was realigned before 1975, appears to currently function as a mainline track. The Los Angeles Terminal Railroad, the second railway company to place tracks within the present Port area, was organized in 1891 and connected Los Angeles to Long Beach through Terminal Island. Portions of the line, which was purchased by Union Pacific in 1921, remain on Terminal Island. In 1902, the Pacific Electric, a long-haul carrier, began operating freight and interurban passenger rail in Long Beach. The company sold its passenger rail franchise to Metropolitan Coach Lines in 1953 but retained ownership of the tracks, which were removed by the mid-1960s (ICF 2020:21–22).

To provide all major railroad lines with equal access to wharves at the San Pedro Bay Ports (Port of Los Angeles and Port of Long Beach), the Harbor Belt Line Railroad was established in 1929 as a neutral carrier (USACE 1979:133). The Harbor Belt Line resulted from an agreement between the City of Los Angeles, the Pacific Electric, and three transcontinental railroads: Southern Pacific; Atchison, Topeka, and Santa Fe Railroad; and Union Pacific. At both the Port of Long Beach and Port of Los Angeles, these carriers served the waterfront facilities either by their own rails or through the Pacific Electric facilities over municipal tracks. Pursuant to the agreement with the City of Los Angeles, the three major railroads supplied labor and equipment for switching services within a designated area encompassing 117 miles of track. During the Harbor Belt Line's early operations, breakbulk cargo was transported in trains consisting of mixed rail car types such as boxcars, flatcars, and tank cars (MARAD 2020:1–6).

In 1941, Pier 1 had two transit sheds with tracks extending along the sides of the pier, across the face, and down the center between the transit sheds, "making an efficient arrangement for the receipt and shipment of cargo by rail or water" (USACE 1941:75). Between 1942 and 1968, the Port's internal rail system developed and expanded to serve newly constructed wharves, transit sheds, and dockside warehouses. A 1942 nautical chart depicts the tracks at Pier 1, as well as two track sections aligned with the perimeter of Pier 2 (now Pier D, Berths D52–54), nearly a decade before the Transit Shed at Berths D52–54 was constructed at that location. At that time, tracks also extended south along the portions of Piers A, B, and D that had been completed (National Oceanic and Atmospheric Administration [NOAA] 1942). (Continued on next page)

B10. Significance (continued from previous page)

By 1948, tracks had been extended south along the waterside and landside of the newly constructed transit shed for cargo and passengers at Pier A, Berths 1–2 (NOAA 1948). Track construction during the 1950s and 1960s included service to the new transit shed at Pier 1 (Transit Shed at Berths D48–50), which was completed in 1956 and replaced two older sheds. The tracks ran adjacent to the new shed and into the shed interior via the building's south side. Tracks were also configured around the transit shed at Pier 2 (Transit Shed at Berths D52–54), which was completed initially in 1951 and then substantially enlarged in 1954. In addition, tracks connected to five former Pier A transit sheds, two former Pier C transit sheds, and one former Pier D transit shed. Tracks extending southwest along the Pier A "Victory Extension" served two more transit sheds (NOAA 1966, 1968).

Rail transport at the Port ultimately evolved to include standardized container unit trains (MARAD 2020:1–6). Following a series of post-1965 railroad mergers, the Union Pacific and Burlington Northern Santa Fe became the Harbor Beltline's only two remaining railroads (Trains and Railroads 2025; USACE and USMC 1957:276). In 1994, the Port of Long Beach and Port of Los Angeles jointly purchased the Southern Pacific San Pedro Branch railroad line to create the Alameda Corridor, which was completed from both ports to downtown Los Angeles in 2002. The Alameda Corridor is a dedicated 20-mile-long consolidated main line designed to move Class I trains from the transcontinental rail network east of downtown Los Angeles into and out of the San Pedro Bay Ports (MARAD 2020:1–6). As the Port's development and operations remain focused primarily on container shipping, the tracks that previously served transit sheds have either been removed or rendered non-functional. The Port rail system is now dedicated primarily to container transportation.

Labor

At the Port of Long Beach and major ports around the world, increasing automation and containerization led to enduring changes for cargo-handling processes and a steep decline in the historically large waterfront labor force. Before longshore unions became more effectively organized on the West Coast, waterfront labor at the Port was difficult, dangerous, and low paying. Longshoremen working in gangs, overseen by a boss or foreman, moved heavy loads and labored both day and night. Dangers included being struck by draft on the hook, tripping over loads, or getting injured by heavy lifting. Employment was also highly irregular because longshoremen worked only when cargo needed moving. The shipping industry demanded that dock workers be available on short notice, and ports needed a large labor force to handle peak periods. When a ship arrived with perishable cargo, there was full employment for the time it took to unload. However, the demand for labor was usually much less, and sometimes there was no work at all. Historically, the hiring process involved the foreman selecting workers during the morning "shape-up" or "call" at the docks, where longshoremen would gather for temporary assignments. The shape-up to compete for work involved begging, flattery, and kickbacks for pier foremen. Longshoremen received no pay while waiting for the ship to arrive, even if already assigned to a gang (Levinson 2016:28–29).

The first longshore unions on the West Coast were organized during the late nineteenth century. By 1902, longshoremen were loosely affiliated with the American Federation of Labor's International Longshoremen's Association (ILA), but local unions were divided and weakly linked to the national headquarters (ILWU 2025). The lack of coordination between the locals enabled shipowners to undermine West Coast longshore unions during the late 1910s to early 1920s (Bonthius 1977). Until 1934, employer-run (or "blue book") unions continued to dominate the shape-up at West Coast waterfronts. That year, the ILA organized the West Coast waterfront strike, which began in May and led to several months of violent labor struggles along the West Coast, including in Long Beach. The strike culminated in San Francisco on July 5, 1934, with "Bloody Thursday," which resulted in the deaths of a striking longshoreman and a member of another union. Following the strike, unions assumed control of the hiring process from West Coast employers. The morning shape-up was replaced with a daily public drawing of longshoremen badge numbers at a union-controlled hiring hall (Levinson 2016:29).

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B10. Significance (continued from previous page)

In 1937, the International Longshore and Warehouse Union (ILWU) formed with Harry Bridges as its first president, a role in which he served for 40 years. The ILWU still represents most dockworkers at the Port (ILWU 2025). As described by Herb Mills, an officer with Local 10, the ILWU labor hierarchy was based on respect and seniority. Gangs of holdmen (working in the ship's hold), winchmen (operating the winch), and dockmen (working on the dock) functioned as teams supervised by a "gang boss." The boss, who was usually an experienced holdman and winchman, was elected by other longshoremen. "Walking bosses" supervised all gangs in an operation, while "stewards" administered ILWU policy to ensure enforcement of labor rules and regulations and to resolve issues between union members and employers. For issues that stewards were unable to resolve, a union "business agent" would intervene (Mills 1978).

Following formation of the ILWU, nearly all labor at the Port of Long Beach, Port of Los Angeles, and adjacent area was organized into ILWU "locals," which operated under the master agreement between the ILWU and Waterfront Employer's Association for the Pacific Coast Ports. The agreement's rules and regulations regarding wages, hours, and working conditions basically applied to both ports. Cargo handling, pier handling, and car loading/unloading were performed by stevedoring contractors or terminal operators. Waterfront labor was coordinated with gangs dispatched from a central hiring or dispatching hall to either port "without discrimination." The central hiring or dispatching hall was operated by a Port Labor Relations Committee consisting of three ILWU representatives and three Waterfront Employer's Association representatives (USACE and USMC 1947:374, 394). The Longshoremen's Dispatch Hall is located at 343 North Broad Avenue in Wilmington, California.

During the 1950s, as waterfront labor grew into a larger percentage of operator shipping costs, the trend towards increased automation in cargo handling was continuing to gain momentum. In May 1955, Clarence G. Morse, chair of the Federal Maritime Board, addressed 800 people at a World Trade Week event in the newly completed Transit Shed at Berth D34, noting that waterfront labor was a major cost factor. He urged greater mechanization of cargo handling "to increase productivity and decrease the cost of handling cargo, so that more cargo will move by water, more longshoremen will be employed, and more vessels operated in the coastwise and intercoastal trades" (*Press-Telegram* 1955). To further reduce labor costs, shipping companies not only increased mechanization but also reorganized their negotiating associations to enhance effectiveness during collective bargaining. On the West Coast, the Pacific Maritime Association (representing employers) and the ILWU, led by Harry Bridges, jointly promoted cost-saving measures such as larger sling loads, palletization, and mechanical conveyor belts. Bridges was willing to accept a smaller longshore workforce to guarantee higher pay and better benefits for union members (Donovan 1999:70–71).

As automation and, ultimately, containerization prevailed, the negotiations continued between operators and labor to establish the parameters and nature of longshore work. In 1968, longshore clerks and foremen defied a federal court order by refusing to handle containers aboard a Sea-Land vessel berthed at the Port. The dispute related to an earlier agreement designating teamsters for packing and unpacking containers. Longshoremen who handled containers during loading claimed that packing and unpacking was under their jurisdiction (*Press-Telegram* 1969). In 1969, ILWU entered into an agreement with the Pacific Maritime Association for training longshoremen in the operation of container-handling equipment such as container cranes, straddle lifts, and mobile land cranes (Baldwin 1969).

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B10. Significance (continued from previous page)

Transition to Container Shipping

Beginning in the late 1950s, containerization began revolutionizing the shipping industry. Ships, wharves and equipment at ports, and rail and truck transportation facilities were built or adapted specifically for container processing and handling. Fleets of large new container ships were built, while slips were infilled and wharves demolished and redesigned to accommodate the fully loaded steel boxes and multiple gantry cranes. The modular, waterproof steel containers could be mechanically handled by gantry cranes and provide storage for the variety of cargo types within (MARAD 2020:3.13-4–3.13-5; Queenan 1986:131–135). Purpose-built container vessels increased capacity from 15,000 tons in the 1950s to over 60,000 tons in the 1970s, while standardization resulted in simple transportation and handling equipment and proper tracking and tracing during the entire trip (van Ham et al. 2012:3).

When a container ship arrives at the Port, containers are loaded and unloaded with specialized cranes. Outbound containers are placed on the ship, while inbound containers are simultaneously placed onto trucks or automated guided vehicles. The vehicles transport containers from the terminal to the storage yard where container-handling equipment sorts containers within the yard. The heavy, waterproof steel containers are temporarily stacked in designated uncovered areas before being loaded onto trucks or trains for delivery to their next destination. The highly automated process requires relatively few workers, as thousands of containers can be mechanically loaded on and unloaded from a single ship in just hours. Containerization eliminated most waterfront jobs and rendered transit sheds and dockside warehouses virtually obsolete.

The Port was a pioneer in containerized shipping during the 1960s, when construction began on Piers J and F, and SeaLand Services initiated container terminal service at Pier G. In 1965, Piers J and F were completed as part of the world's largest landfill project at the time (Queenan 1986:135). During the early 1970s, the Port began a construction program for three new container terminals and a container freight station to enlarge existing container operations. Dredging deepened the harbor to 60 feet, the deepest in the nation. Fill from the dredging created landfill for extensive pier expansion, and the Port's new wharves and storage space made its container operations the busiest on the West Coast (Queenan 1986:143, 148–150).

In a 1969 article titled "A Decade of Growth," the *Independent* reported that the Port had about 2 million square feet of transit shed space, over 6 million square feet of open storage, 61 deep-water berths, and 50 miles of Port-owned rail trackage with a capacity for 800 railcars and direct access to the Santa Fe, Southern Pacific, and Union Pacific railroad system. By then, the Port had reached a milestone of 21 million tons handled in 12 months, double the tonnage of a decade earlier, and the Port's economic value to Long Beach had reached $180 million annually. The primary factors contributing to this growth were reportedly the Port's location, flexibility of Port management in implementing the master plan, and the designing of expanding and versatile facilities to address the evolution in shipping industry needs (*Independent* 1969). The complete transition from breakbulk cargo handling to intermodal container shipping and the construction of massive container terminals since 1969 transformed the Port's built environment.

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B10. Significance (continued from previous page)

History of Warehouse/Transit Shed at Berths F204-205

The building was ultimately designed as a combination transit shed and warehouse for the use of Evans Products and South Bay Warehouse, importers of steel and plywood products (*Independent Press-Telegram* 1967). The general contractor was BCI Construction Company of Santa Fe Springs, California, a joint venture, and the building cost $556,000 to complete. A chain-link fence was installed within the building interior to separate the transit shed and warehouse spaces (Baldwin 1966; *Independent* 1967). The Retla Steamship Company of Long Beach served as shipping agents for Evans Products by handling the warehousing and storage of imported plywood in the building (*Independent Press-Telegram* 1968b). In 1968, the year following the building's completion, half of the building was functioning as a transit shed, and an additional 72,000 square feet of interior space in the other half was being used for private storage (USACE 1968:94).

During field survey on February 25, 2025, shipping containers were situated in and around the transit shed.

Transit Shed Character-Defining Features

The mid-twentieth century transit shed is the primary extant resource type associated with the pre-containerization era at the Port. Transit sheds enabled the rapid loading, unloading, protection, assembly, sorting, and short-term storage of general breakbulk cargo (MacElwee 1918:820; *Press-Telegram* 1968). During the 1950s and 1960s, the number of transit sheds at the Port, including a former dockside warehouse functioning as a transit shed and excluding a small transit shed at the former Long Beach Naval Complex, peaked at 14; however, by the 1980s, many had been removed to accommodate construction of container terminals (NETR 2025).

The character-defining features of the mid-twentieth century transit shed are:
- Location on wharf directly adjacent to berth(s) for access to vessels;
- Oriented towards berth with shed length corresponding to length of berth(s) and vessel(s) to accommodate entire cargo of largest vessel using wharf;
- Numerous large cargo bays with roll-up metal (steel or aluminum) doors at waterside and landside to facilitate expeditious loading and unloading;
- Usually steel framing and concrete construction;
- Clear-span design without interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment;
- Monitor roof, skylights, and/or large multi-pane clerestory windows to enhance natural illumination; and
- Direct rail and truck access; tracks usually extend along both long sides of shed and loading docks present for truck access.

Transit sheds at the Port typically display a rectangular plan; however, some have irregular plans that conform to their smaller, irregularly shaped wharves. As discussed above, the Port's surviving transit sheds generally represent late examples of the Streamline Moderne architectural style, as applied to an industrial form and as reflected by smooth wall surfaces, flat roofs with coping or parapets, and strong sense of horizontality.

Transit Shed Integrity Considerations

Integrity is the ability of a resource to convey its significance. According to National Register Bulletin 15, "Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (NPS 1997:44). Transit sheds at the Port are mid-twentieth century commercial waterfront resources with specific integrity considerations related to their cargo-handling function.

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B10. Significance (continued from previous page)

Location: Location is a key aspect of integrity for evaluating the eligibility of a transit shed, a resource type that is inextricably linked to commercial shipping and ports of call. To retain integrity of location, a transit shed must be in its original location at the Port and maintain its original alignment in relationship to the berth(s) it was constructed to serve.

Design: Design is another key aspect of integrity, as transit sheds have designs developed specifically for early- to mid-twentieth century shipping processes, namely the clear-span design without interior columns. The transit shed design generally involves a long, narrow, rectangular plan with one long side oriented towards the berth(s) to facilitate loading and unloading from moored vessels. Transit sheds with irregular plans must still have long waterside elevations oriented towards the berth(s). To retain integrity of design, transit sheds must display their original rows of cargo bays.

Setting: Setting, specifically immediate setting, is a key aspect of integrity for transit sheds. Setting features such as the wharf, adjacent channel, and nearby historic-age buildings are more important than the overall Port setting, which has been substantially altered to adapt to containerized shipping processes. The presence of historic-age tracks along the shed's waterside and landside elevations contributes to integrity of setting.

Materials: Retention of primary construction materials, such as steel framing and concrete walls, is more important than retention of, for example, original window materials or pedestrian doors. Replacement of original steel rollup cargo doors with similar materials such as aluminum does not substantially diminish integrity of materials.

Workmanship: Integrity of workmanship is reflected by the original incised channel lettering corresponding with the particular shed and berth(s).

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time (NPS 1997:45). Transit sheds that retain their original location, overall design, primary materials, and immediate historic setting convey the historic character of the mid-twentieth century commercial waterfront.

Association: Association is the direct link between an important historic event or person and a historic property (NPS 1997:45). Transit sheds that retain their original location and basic design and material features maintain their integrity of association with cargo-handling activities during the pre-1969 pre-containerization era.

Previous Documentation

In May 2019, Applied Earthworks, Inc., conducted a *Historic Resources Evaluation for the Port of Long Beach Master Plan Update* (Applied Earthworks, Inc. 2019). As a result of the survey, Applied Earthworks, Inc., evaluated the "Warehouse – Pier F Ave. / Berths F204-F205," constructed in 1967, as not eligible for the CRHR or City of Long Beach listing. Applied Earthworks, Inc., identified the building as a "Warehouse" but noted that, based on several revised architectural plans, the building was a "clear-span warehouse/transit shed . . . Ultimately adapted to play both the parts of transit shed and warehouse" (Applied Earthworks 2019:40–43). As detailed in the resource Description above, HDR has classified the building as both transit shed and warehouse.

The Warehouse/Transit Shed at Berths F204–205, which has been previously evaluated as not eligible for listing in the CRHR, was resurveyed as part of this reporting to include an evaluation under the NRHP and a reevaluation under the CRHR based on the pre-containerization historic context.

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B10. Significance (continued from previous page)

Eligibility for the NRHP and CRHR

The Warehouse/Transit Shed at Berths F204–205 was previously evaluated as not eligible for the CRHR. In light of the building's association with pre-containerization, HDR disagrees with the previous CRHR evaluation. HDR recommends the transit shed as eligible for the NRHP/CRHR under Criterion A/1 for its local significance in the area of commerce. The building continues to retain historic integrity.

NRHP Criterion A

The Warehouse/Transit Shed at Berths F204–205 possesses local significance under Criterion A in the area of commerce for its association with the pre-containerization era of cargo handling at the Port of Long Beach, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1967 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. Additionally, the building is the Port's only combination warehouse and transit shed, a dual-function design that was developed as containerized shipping was already reducing the need for facilities such as transit sheds and dockside warehouses. As such, the building represents the final stage of the pre-containerization era at the Port.

As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Warehouse/Transit Shed at Berths F204–205 is one of only five remaining transit sheds at POLB, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Warehouse/Transit Shed at Berths F204–205, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A begins in 1967, the year that the Warehouse/Transit Shed at Berths F204–205 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

NRHP Criterion B

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion B as the building does not appear to be significantly associated with any individuals important in local, state, or national history.

NRHP Criterion C

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion C. The utilitarian-style building, constructed to function as both a transit shed and warehouse, displays certain features associated with the transit shed resource type (see above). For instance, the building is located on the wharf at Pier F, adjacent to Berths F204 and F205 and its waterside elevation is oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. However, to provide separate warehouse storage space, the building was constructed much wider than the typical transit shed and without the clear-span design. The building also lacks the standard monitor roof for enhancing natural illumination.

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B10. Significance (continued from previous page)

NRHP Criterion D

The Warehouse/Transit Shed at Berths F204–205 is recommended not eligible for listing under NRHP Criterion D. The current recording of the building encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Warehouse/ Transit Shed at Berths F204–205 retains overall integrity. The building remains at its original location on Pier F, adjacent to Berths F204 and F205, and therefore retains integrity of location. The building has undergone only minimal changes since 1955, such as covering of some windows, and retains integrity of design, materials, and workmanship. The building generally retains integrity of setting as characterized by the paved wharf and adjacent channel and basin. The integrity of design, setting, and materials supports the building's integrity of feeling as a mid- to late-twentieth century cargo handling facility and integrity of association with pre-containerized cargo processes at the Port and along the West Coast during the period of significance.

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(Continued on next page)

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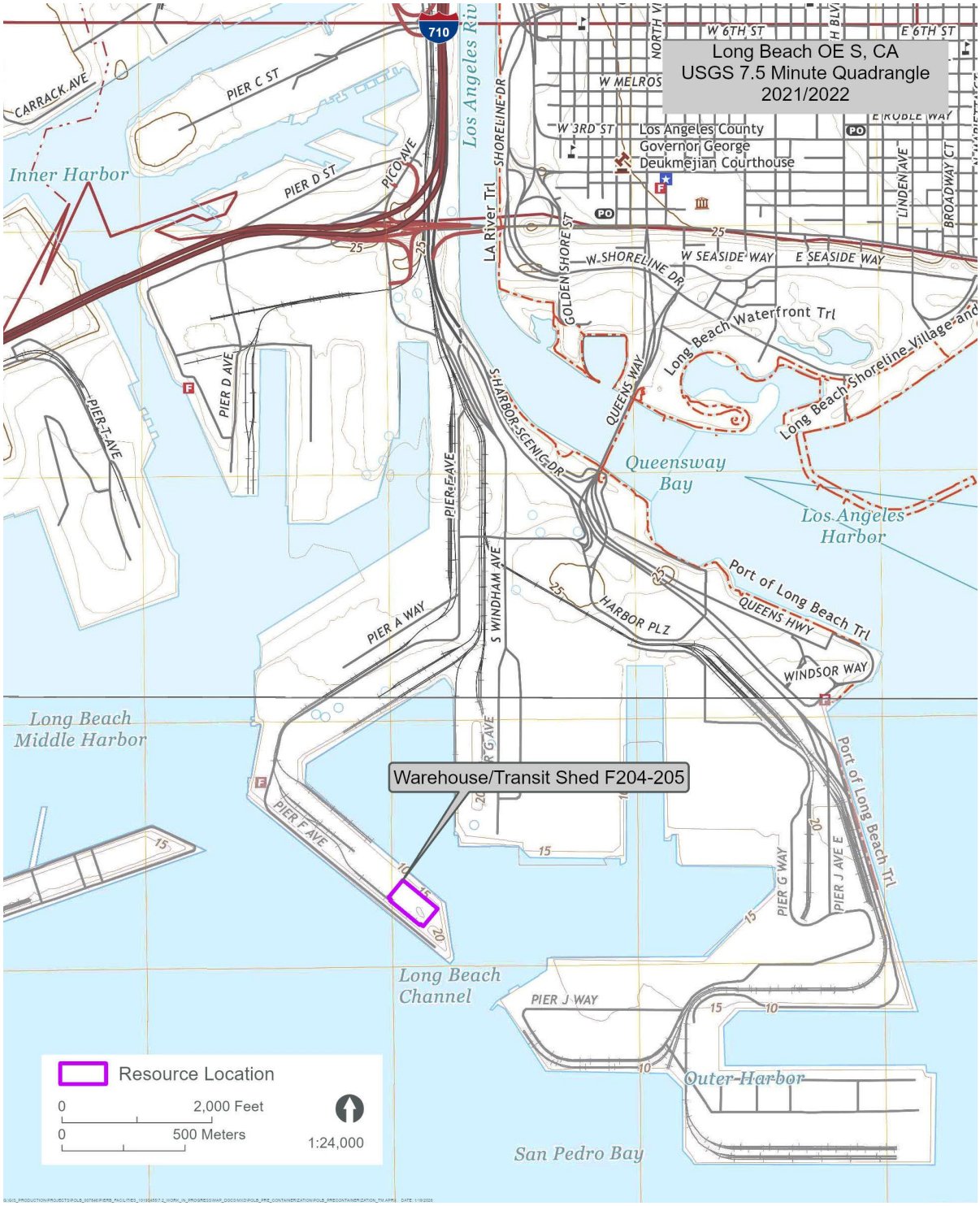
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Location Map



Warehouse/Transit Shed F204-205, North Elevation, View Southeast (HDR 2025)



Warehouse/Transit Shed F204-205, South Corner, View Southeast (HDR 2025)



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) Transit Shed at Berth D34

P1. Other Identifier: N/A

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' Quad** Long Beach, CA **Date** 2021
- c. Address 601 Pier D Avenue West City Long Beach Zip 90802
- d. UTM: (Give more than one for large and/or linear resources) Zone 11N, 387238 mE/ 3736280 mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  Los Angeles County Assessor Information Number (AIN) 7436-017-910

***P3a. Description:**

The Transit Shed at Berth D34, completed in 1955, is located at the triangular-shaped portion of Pier D at the Port of Long Beach and is owned and maintained by the Port of Long Beach (Port). The transit shed is located at 601 Pier D Avenue West and situated on the southwest portion of a large U-shaped parcel (Los Angeles County AIN 7436-017-910). To the transit shed's west is the port's Back Channel (former "Entrance Channel"), to the south is the CEMEX Long Beach Cement Terminal, and to the east and north is Pier D Avenue West. Adjacent to the transit shed's north side are two manufactured buildings and a canvas vehicle port, which were all placed there between 2012 and 2015 (Google Earth Pro 2025). During HDR's field survey on February 25, 2025, the transit shed was vacant and non-operational, and the interior was not accessed. (see Continuation Sheet page 3)

***P3b. Resource Attributes:** HP 8 (Industrial Building)

P5a. Photograph or Drawing



***P4. Resources Present:**
☒ Building ☐ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other

P5b. Description of Photo: Transit Shed at Berth D34, south elevation at left and east elevation at right, viewing northwest.
Digital image taken 02/25/2025.

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
1955 (*Press-Telegram* 1955a)

***P7. Owner and Address:** Port of Long Beach, 415 W. Ocean Boulevard, Long Beach, CA 90802

***P8. Recorded by:** Shoshana Jones, HDR Engineering, Inc. (HDR), 591 Camino de la Reina, Suite 300, San Diego, CA 92108

***P9. Date Recorded:** 02/25/2025

***P10. Survey Type:** Cultural Resources Inventory and Evaluation

***P11. Report Citation**:

Jones, Shoshana. 2026. *Pre-containerization Resources Technical Report, Pier B On-Dock Rail Support Facility Program*. Prepared by HDR, Inc. San Diego, California. On file at the Port of Long Beach.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Transit Shed at Berth D34 ***NRHP Status Code**
Page 2 **of** 30
B1. Historic Name: Transit Shed at Pier D, Berth 34 B2. Common Name: Transit Shed at Berth D34
B3. Original Use: transit shed B4. Present Use: unknown
***B5. Architectural Style:** Streamline Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The transit shed was constructed in 1955 (*Press-Telegram* 1955a). See **P3a. Description** for information about alterations.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: N/A b. Builder: Struction Company of Wilmington, CA (*Independent* 1953; *Press-Telegram* 1953)
***B10. Significance: Theme** Commerce and Architecture **Area** Long Beach, CA
Period of Significance 1955-1968 (National Register of Historic Places (NRHP)/ California Register of Historical Resources (CRHR) Criterion A/1) and 1955 (NRHP/ CRHR Criterion C/3)
Property Type Transit Shed **Applicable Criteria** NRHP/CRHR A/1 and C/3

The Transit Shed at Berth D34 is recommended eligible for listing in the NRHP and CRHR and, therefore, is considered a historic property under the National Historic Preservation Act of 1966, Section 106. In accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, the resource is a historical resource for purposes of CEQA.
(See continuation sheet, page 4).

B11. Additional Resource Attributes: _____
***B12. References:**
(See continuation sheet, page 20).

B13. Remarks:

***B14. Evaluator:** Shoshana Jones, HDR
***Date of Evaluation:** 02/25/2025



(This space reserved for official comments.)

P3a. Description (continued from page 1)

Transit Shed at Berth D34

The transit shed is a two-story, reinforced concrete industrial building constructed in the Moderne architectural style. The rectangular plan measures 120 by 608 feet with a north-south alignment, and the building occupies approximately 73,000 square feet with 66,715 square feet for cargo (USACE 1968:101; USACE and USMC 1957:247). The entire building and adjacent areas are situated atop a concrete foundation elevated several feet above grade; the foundation creates an approximately 4-foot-high loading dock at the east (landside) elevation. The narrow north and south elevations have the same symmetrical design, as do the wide west (waterside) and east (landside) elevations. The roof is supported by purlin trusses and, according to the architectural plans, the monitor has seven evenly spaced ventilators and skylights consisting of commercial fixed steel windows (City of Long Beach 1953a). The area below the prominent parapet wall section centered along each elevation has original incised channel lettering that reads "1955 / PORT OF LONG BEACH / PIER D BERTH 34." Views of the parapet at the east elevation were mostly blocked by the canopy during field survey.

Above the signage at the north and south elevations is a single flagpole seated on a stepped concrete roof base. Based on the fenestration arrangement, the second-story interior appears to contain office space at the north and south ends. The second-story windows are accented by simplified concrete "belt courses" above and below. The exterior walls are clad in smooth stucco. The building's lower exterior wall section is reinforced by an approximately 4-foot-high, simple concrete bulkhead. Windows are primarily fixed multi-pane steel with an operable awning sash. Bays for loading and unloading cargo contain original metal rollup doors. All pedestrian entrances consist of original single-leaf, steel-clad door with inset panes, some situated beneath transom windows.

The narrow south elevation has a symmetrical design consisting of a pair of 16- by 16-foot cargo bays with original aluminum rollup doors (City of Long Beach 1953b). A set of six yellow concrete bollards protects both sides of the rollup doors and the central divider between them. The bays are beneath the elevation's prominent centered parapet. Between the bays is an original single-leaf, steel-clad door with inset pane. On the first story, the rollup doors are flanked on each side by two pairs of original multi-pane, fixed steel windows with operable awning sashes. On the second story, the central incised signage is flanked on each side by two window arrays, one with three windows and one with four windows. Two roof-mounted metal light fixtures appear to be original.

During field survey, north elevation views were mostly obscured by a fence installed in 2013 (Google Earth Pro 2025). Based on building plans and survey observations, the north elevation is virtually identical to the south (City of Long Beach 1953c).

The long west (waterside) elevation has a row of 17 cargo bays measuring 18 by 14 feet, each with an original aluminum rollup door (City of Long Beach 1953b). The central section with signage and prominent parapet contains three bays, flanked by an additional seven bays on each side. The original numbers above each cargo door have been mostly removed. At the first-story level, the elevation's south section contains a recessed pedestrian entrance for the cargo checker's room, consisting of an original single-leaf, steel-clad door with inset pane beneath a steel-framed transom window. The entrance is flanked on either side by a pair of original multi-pane steel windows with a total of two boarded panes. A second pedestrian entrance, with the inset pane boarded, is to the immediate north, and a third pedestrian entrance beneath a transom window is just south of the elevation's center. The elevation's north side was not accessible due to fencing installed in 2013 (Google Earth Pro 2025). At the second story are bands of original multi-pane steel windows, several of which have boarded panes.

(Continued on next page)

P3a. Description (continued from previous page)

The long east (landside) elevation has a row of 12 cargo bays measuring 18 by 14 feet, each with an aluminum rollup door and numbered 18 through 29 above the doors (City of Long Beach 1953b, 1953c). The full-length concrete loading dock is sheltered by a steel-framed canopy with corrugated metal covering. At the first-story level of the elevation's north and south ends is a recessed pedestrian entrance for another cargo checker's room consisting of an original single-leaf, steel-clad door with inset pane beneath a steel-framed transom window. Each entrance is flanked on either side by a pair of original multi-pane steel windows with a total of two boarded panes. At the second-story level, above each entrance, is a row of six original multi-pane steel windows. Four additional pedestrian entrances at this elevation are single-leaf doors with inset panes, two beneath transom windows. During field survey, the canopy mostly obscured views of the second-story windows, which appear similar to the windows at the west elevation.

Setting

The Port of Long Beach is located in the City of Long Beach in southern Los Angeles County and is part of the San Pedro Bay Port Complex, which consists of both the Port of Long Beach and the Port of Los Angeles. Terminal Island, a predominantly industrial and artificial island, is roughly split between the two adjacent ports. The Port's general area and adjacent portions of the City of Long Beach and City of Los Angeles are characterized by diverse, high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations. Nearby residential areas include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach (MARAD 2020:3.14-5).

The Port comprises 3,520 acres of land, 4,600 acres of water, 12 piers, 80 berths, and 73 post-Panamax gantry cranes. Shipping terminals include five for break bulk (automobiles, lumber, steel, iron ore), six for containers, six for dry bulk (petroleum, coke, salt, gypsum, and cement), and five for liquid bulk (petroleum). The Port handles one-third of all loaded containers moving through California ports, one-quarter of containers moving through all West Coast ports, and nearly one-fifth of containers moving through all U.S. ports, with East Asian trade accounting for more than 90 percent of shipments through the Port. The container cargo amounts to over 9 million 20-foot containers and 2,000 vessel calls per year (POLB 2024).

The Los Angeles Basin is notable for its prolific oil production, and subsidence due to oil extraction has been a major problem in the Long Beach and Los Angeles harbor areas. Between 1926 and 1967, as much as 35 feet of total subsidence was recorded near the eastern end of Terminal Island in Long Beach. A maximum annual rate of subsidence of 2.4 feet was recorded between 1951 and 1952, which coincided with the area's period of maximum oil production and substantially damaged Port buildings and structures, such as wharves and transit sheds. POLB's postwar remediation program elevated wharves and buildings, heightened seawalls, installed dikes, and reconstructed street and railroad tracks. In 1958, injection of water into oil-depleted zones resulted in a reduction of subsidence and partial rebound of the subsided area (MARAD 2020:3.2-1).

B10. Significance (continued from page 2)

Historic Context

The Port of Long Beach's built environment reflects the monumental evolution that cargo shipping processes have undergone since the late 1950s. Throughout the late twentieth century, those changes transformed the Port's size, configuration, labor force, buildings, equipment, and transportation infrastructure. The transition to containerization on the West Coast, of which the Port was a pioneer, has resulted in the massive construction and expansion of container terminals and the removal of most Port resources associated with the historic shipping era, such as transit sheds and dockside warehouses.

(Continued on next page)

B10. Significance (continued from previous page)

Port of Long Beach

Circa 1900, the Long Beach Harbor was developed from 800 acres of San Pedro Bay swampland at the mouth of the Los Angeles River. During that period, the federal government designated San Pedro as the Port of Los Angeles site. In 1909, the City of Long Beach sold developed oceanfront to the Long Beach Land and Navigation Company to establish industrial sites. Local developers, who had created the Los Angeles Dock and Terminal Company, ultimately purchased the entire parcel. Dredging created entry and inner channels, a turning basin, and water frontage. Craig Shipbuilding, which had been located at the site since 1906, became the only ship repair yard south of San Francisco and won the contract to dredge a channel from open ocean to an inner harbor (ICF International, Inc. [ICF] 2020:14).

Circa 1910, the City of Long Beach approved a bond to purchase water frontage in the inner harbor and fund construction of new piers and wharves. The State of California also granted the City possession of tideland areas for development of port operations, allowing the City to dredge for deep water and use the fill to build more land and piers. The Port of Long Beach was officially dedicated in June 1911. The Port initially occupied the area now known as the inner harbor, and original facilities included 500-foot-long Pier 1 (the municipal pier), an entry channel, three inner channels, a 1,400-foot turning basin, and limited water frontage (Queenan 1986:63–68).

In 1917, the City of Long Beach assumed port operations from the Los Angeles Dock and Terminal Company. The City's newly established Board of Harbor Commissioners focused on establishing a flood control channel, and the City and U.S. Army Corps of Engineers (USACE) enlarged the Cerritos Channel to open navigation between the inner harbors of Long Beach and Los Angeles. By 1918, 9,000 workers were employed at the Port. During World War I, industry expanded beyond importing lumber to shipbuilding and repair, canneries, and war material production. The discovery of oil at Signal Hill in 1921 enabled the creation of a prime harbor and established Long Beach as a major hub for the oil industry. Oil revenues helped fund inner and outer harbor improvements. In 1926, the Port attained deep water status to accommodate larger ships carrying more cargo (ICF 2020:15).

In 1928, construction began in the new outer harbor (ICF 2020:15). By 1929, creation of the Harbor Beltline Railroad had merged operations of the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railroads throughout the harbor (Queenan 1986:92). In 1931, the Long Beach City Charter was amended to create a Harbor District, an independent and more powerful Board of Harbor Commissioners, and a Harbor Department to control and manage the Port (POLB 2025). During the 1930s, the improved Port infrastructure attracted new industries, including Ford Motor Company and Procter and Gamble, which opened factories that provided thousands of jobs. In 1932, the U.S. Navy also located its headquarters for the Pacific Fleet at the Port, which led to the construction of a new Navy landing and facilities. By 1930, the Port was processing 1 million tons of cargo annually (ICF 2020:15).

In 1936, an oil strike at the Wilmington Oil Field near the Long Beach Harbor provided the City of Long Beach with revenue to revitalize the local Depression-era economy. A combination passenger and freight terminal was completed in 1939 for $400,000 at what was then Pier A, Berths 1–2 in the outer harbor. The terminal building had 115,000 feet of cargo space and 5,000 square feet of passenger space on the ground floor, with an additional 19,000 square feet of passenger space on the mezzanine. Double tracks connected the building to the Harbor Belt Line. At the building's waterside was a full-length passenger loading platform and at the landside was trackage space for 50 rail cars (*Pacific Ports and Marine News* 1939:19).

(Continued on next page)

B10. Significance (continued from previous page)

In 1940, the Navy acquired nearly 400 acres on Terminal Island to construct the Long Beach Naval Shipyard. Following the bombing of Pearl Harbor in December 1941, the Navy assumed control of the Port and Port activities. The Terminal Island Naval Base was commissioned in 1942, and defense industries such as shipbuilding expanded. After World War II ended, the booming postwar economy facilitated Long Beach's entrance into international markets and prompted ongoing Port upgrades. The City of Long Beach also used oil profits to substantially expand the harbor and, during the 1950s, wharf replacement and modern dock construction using fireproof concrete effectively replaced the old harbor. These projects enhanced the Port's competitive advantage over the adjacent Port of Los Angeles, which was still using outdated wooden wharves (ICF 2020:16).

As the Port continued to expand, the City of Long Beach's Harbor Department had to confront the growing problem of subsidence, which had been exacerbated by development of the Wilmington Oil Field in 1936. The City was slowly sinking over an area of approximately 20 square miles, encompassing the harbor, the shoreline, and downtown. The subsidence ranged from a 29-foot sinkage at the core to a 3-foot sinkage at the Villa Riviera in the area's periphery. The Port's wharves and buildings, such as transit sheds, suffered extensive damage. The situation improved through a $90 million tidelands restoration financed by the State Tidelands Fund from 1953 to 1958, although subsidence remained an issue for the area (Sapphos Environmental, Inc. 2009:50).

During the late 1950s, containerized cargo significantly changed the shipping industry and quickly rendered existing commercial fleets and Port facilities obsolete. At the Port of Long Beach, new construction was designed for container terminal service. During the early 1970s, the Port began constructing three new container terminals and a container freight station, enlarging its existing container operations, and dredging to deepen the harbor to 60 feet, making it the nation's deepest. Fill was used for extensive pier expansion, with additional wharves and storage space. These improvements expanded the Port's container trade, which became the busiest on the West Coast (ICF 2020:17).

In 1981, the Ports of Long Beach and Los Angeles agreed to the joint construction of an Intermodal Container Transfer Facility in partnership with the Southern Pacific Transportation Company. The facility opened in 1987 approximately 4 miles from the Ports and provided loading and unloading tracks handling up to 250 container cars and parking for 1,600 wheeled containers. As trade shifted to emerging markets along the Pacific Rim in the 1980s and 1990s, POLB expanded further, dredging to deepen the harbor while building new container terminals and using fill to create space for movement and storage of containers and trucks. Additional rail facilities served a new land bridge system that allowed goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port's new mega-piers and terminals serve ever-larger container vessels and the continually expanding volume of cargo (ICF 2020:17–18).

Pre-containerization Cargo Handling

During the late nineteenth and early twentieth centuries, the shipping industry benefited from technological developments that increased the cargo capacity and speed of ocean-going vessels and from the completion of waterways, such as the Panama Canal (1914), which substantially reduced sailing distances. However, the transportation process and costs remained onerous: vessels generally called at numerous ports, remaining at each port from several days to several weeks because of slow, labor-intensive cargo loading and unloading processes. Ships' handling gear was inefficient, bundling cargo in the hold was time-consuming, and cargo damage and pilferage were widespread (van Ham et al. 2012:3).

(Continued on next page)

B10. Significance (continued from previous page)

Docks were central to most of the world's important commercial centers, with millions of workers involved in freight transportation. Manufacturing facilities were typically situated near docks to facilitate the delivery of raw materials and expedite the shipment of finished goods. Before World War II, breakbulk[1] operations consisted of general cargo packed in bags, bales, crates, or casks manually stowed in the holds of ships by dockworkers called longshoremen (Levinson 2016:21).

The Port of Long Beach, which opened in 1911, and other ports worldwide followed similar processes for handling breakbulk cargo. In most cases, the transportation process began at a shipper's factory or warehouse, where units of freight, such as sacks of flour, were individually loaded onto a truck or railcar. Each truck or train would deliver up to thousands of mixed cargo items to the waterfront. These items of varying sizes and weights were then unloaded individually, recorded on a tally sheet, and loaded either directly onto the ship or, if the ship was not ready, into a dockside transit shed (Levinson 2016:22).

When the ship was ready to load, longshoremen would remove each item from the transit shed, recount it, then carry or drag it to the dock. The shipping industry eventually incorporated palletized loads and wooden boxes, making cargo easier and more efficient to handle. As cargo sat in the transit shed or on the dock, a longshore gang assembled a "draft" of boxes and barrels atop a wooden pallet, also called a sling board. Sling loads were usually secured with mesh or rope or consisted of loose boxes and bags. Longshoremen on the dock ("dock men") then secured the sling board with cables. After receiving a signal, the winch driver ("winch man" or "deck man") moved the hook of the shipboard crane over the sling. Dock men hooked the cables, and then the winch lifted the draft from the dock and lowered it into the hold. Inside the ship's hold, "hold men" removed each item from the sling board and stowed the items by hand, cart, or forklift. A basic tool that all longshoremen carried was a steel cargo hook, typically with a wooden handle; the cargo hook protected their hands, extended their reach, and enabled them to snag, lift, or position cargo in the hold. Each hold was covered by its own hatch, and cargo destined for the first port of call was loaded last. Cargo in a variety of sizes, shapes, and weights had to be stowed tightly to prevent damage. Breakbulk longshoring required specialized skills to achieve a "tight stow." Improperly stowed cargo that shifted during the voyage could endanger the ship's crew (Levinson 2016:22-23).

At the final port of call, all cargo had to be removed before loading began for the next voyage. Items were loaded onto the pallet, lifted out of the hold by the winch, and then unloaded from the pallet onto the dock. Deck men hand-carried certain items, such as bags of coffee, and dragged other items, such as heavy metal bars, which were then stacked into piles. Limited automation developed during World War II led to the prevalence of forklifts to move cargo on the dock. Deck men then sorted through the piles of cargo on the dock to determine which items would be placed into a transit shed and which would be retrieved and transported directly from the dock. Meanwhile, customs inspectors assessed cargo on the dock to calculate duties (Levinson 2016:26).

After buyers' representatives examined merchandise to discern its condition, carpenters and coopers began repairing broken crates and barrels for the cargo's onward journey by truck or rail. Trucks would then back onto the dock to retrieve their loads as forklifts moved other cargo to transit sheds (Levinson 2016:27). Cargo transfer at the Port of Long Beach between the ship, transit sheds, and other storage areas was usually performed by lift trucks, tractors, and trailers (USACE and USMC 1947:394–395). Dockside tracks typically ran adjacent to berths and transit sheds for adjacent loading and unloading of railcars.

(Continued on next page)

[1] Breakbulk cargo refers to individually counted units of goods that must be loaded, unloaded, and transported individually due to their size, weight, or shape. These items are handled using cranes, forklifts, or other specialized equipment (Ram International Shipping 2025). In contrast, bulk cargo such as grain is loaded directly, unpackaged and in large quantities, into the ship's hold and is measured by volume or weight rather than recorded as individually counted units

B10. Significance (continued from previous page)

Following World War II, new Port of Long Beach facilities included large fireproof transit sheds for interior operation of mechanical handling equipment; wide aprons served directly by railway trackage; depressed rail tracks at the rear of transit sheds served by wide loading platforms; and large paved open areas in the rear of wharves for handling and storing lumber and other cargo not requiring cover (USACE and USMC 1947:394–395). While some transit sheds remain, virtually all pre-1969 cargo handling equipment was removed from the Port to make room for container operations and equipment.

Transit Sheds

At POLB, large waterfront wharf buildings known as transit sheds are the primary surviving resource type from the pre-containerization era of cargo shipping and handling. Transit sheds were designed for rapid loading and unloading, protection, assembly, sorting, and short-term storage of general cargo (MacElwee 1918:820; *Press-Telegram* 1968). The Port's first transit shed, and one of its original facilities, was a 40,000-square-foot, clear-span steel building at Pier 1, Berth 50 (in area now known as Pier D) in the inner harbor (Emery 1945:57).

The City of Long Beach first acquired the parcel encompassing Pier 1 in 1909 as part of a 4.7-acre purchase from the Los Angeles Dock and Terminal Company (Brackenbury 1953a). Pier 1 was originally constructed in 1911 and, by 1919, had a small building at its western corner. Municipal tracks ran along its west and east sides, parallel to Slip No. 4 and Slip No. 5 (Los Angeles Dock and Terminal Company 1919). Pier 1 formally opened on June 24, 1911 (Craig 1956). In 1928, a $2.7 million bond issue was passed to build piers, wharves, and other facilities, leading to reconstruction of Pier 1 and construction of the Port's first transit shed by 1930 (Brackenbury 1953a). According to a local newspaper, the newly completed transit shed was "the real start of shipping activity through the local harbor" (Brackenbury 1953a). The first ship to unload cargo at the shed was the American – Hawaiian Steamship Company freighter *Panaman*, which arrived from the East Coast. During its 2 decades of operation, the Pier 1, Berth 50, transit shed processed thousands of tons of cargo, including scrap iron, lumber, potash, wood pulp, and potatoes. The Isbrandtsen Line and Providenza Line also used the shed for banana shipments from Central America (Brackenbury 1953a).

Within a year of beginning operations, the transit shed at Pier 1, Berth 50, was often filled beyond capacity and unable to accommodate the increasing amount of incoming cargo (*Press-Telegram* 1934). In October 1931, the dearth of interior storage capacity caused thousands of pounds of onions, potatoes, beet pulp, sugar, flour, bathtubs, Christmas candy, canned goods, coffee, beans, and teakwood to be left unprotected in piles outside the transit shed. The Harbor Department recognized that construction of additional transit sheds was vital to accommodate increasing commerce through the Port (*Long Beach Sun* 1931). As early as 1931, the Board of Harbor Commissioners and Port Manager began planning to address lack of capacity by relocating lumber shipping facilities to the outer harbor and building a second transit shed at the inner harbor (*Press-Telegram* 1931). However, over 5 years later, no new transit shed had been completed. In July 1937, cargo damaged by sitting outside the transit shed included $1 million worth of raw rubber (*San Pedro News-Pilot* 1937).

On June 20, 1939, following years of delay, a $400,000 passenger terminal/transit shed measuring 120 by 1,000 feet was completed at former Pier A, Berths 1–2 (*Pacific Ports and Marine News* 1939:19). The new transit shed, the Port's first steel and concrete Moderne shed, was constructed with assistance from the Works Progress Administration and was used by both cargo and passenger vessels (Queenan 1986:96). By 1939, the transit shed at Pier 1, Berth 48, had been completed adjacent to the transit shed at Berth 50 (UCSB Library Framefinder 1939). The combined total capacity of both sheds was 77,500 square feet (Craig 1956), and dedicated apron wharf tracks and low-line tracks extended along the west and east sides of each transit shed (Emery 1945:57). The third, notably smaller transit shed at Pier 1, Berth 47, was described as a "cement shed" in its 1940 architectural plans. The shed's façade (north elevation) had six cargo bays, with only one bay at the rear (south elevation). Based on the plans, the small shed displayed features of the Moderne architectural style. (Continued on next page)

B10. Significance (continued from previous page)

Pier 1's functionality ultimately failed due to subsidence, which was first detected in the harbor before 1940 (*Independent Press-Telegram* 1961). This necessitated the pier's reconstruction and the removal of its three original transit sheds at Berths 47, 48, and 50. In 1952, the Harbor Department began reconstructing Pier 1 as an earth-fill mole retained by a concrete wall. The 683- by 348-foot mole pier was completed by contractor Walter C. Groshong and the Smith-Rice Derrick and Barge Corporation for $2 million. Three new deepwater berths (Berths 48–50) were added. The Coastwise Lines' Seafarer cargo vessel was the first to berth at the newly reconstructed Pier 1 (Craig 1956). During the following year, 1953, the original Pier 1, Berth 50 and Berth 48, transit sheds were relocated within the Port to West Eighth Street and repurposed as Warehouse No. 4 and Warehouse No. 6, respectively (West Eighth Street is no longer extant). In their place, one large transit shed, the present Transit Shed at Berths D48–50, was completed at Pier 1 in 1956. Other new construction at Pier 1 included railroad tracks, utilities, and paving (Brackenbury 1953a; Riffenburgh 2012).

The Port's postwar transit shed designs were heavily influenced by technological advancements in steel-frame construction and cargo-handling equipment such as the "motorized lift truck" (forklift) which, according to *The Log of America's Maritime Industries*, "caused the greatest revolution in cargo handling of any single article of equipment" (Emery 1945:55). Modern equipment increased crowding on the Port's busy docks. A circa (ca.) 1945 photograph of former Pier A, illustrates the insufficient amount of space for motorized cargo-handling equipment and trucks when both apron wharf tracks between the berth and transit shed were occupied by rail cars (Emery 1945:54). The new transit shed designs, which improved upon existing clear-span technology, incorporated massive steel beams to eliminate the need for interior columns (Jobst 1963; *Press-Telegram* 1968). These transit sheds also had higher vertical clearances that enabled forklifts to stack cargo in taller piles. Before 1945, the Port's transit shed doors were generally 10 to 12 feet high and relatively narrow, often resulting in delays and damage to cargo. The new steel roll-up doors generally measured 14 feet high and 18 feet wide, with end doors and ramp doors measuring 16 feet high. Shed framing techniques provided flexibility by allowing door heights to be increased as needed (Emery 1945:56).

Postwar improvements replaced the Port's old wooden structures with wider concrete piers and wharf aprons in conjunction with wider transit sheds to expedite cargo handling. Port transit sheds were redesigned to build rear-loading shed platforms 18–20 feet wide instead of 10–12 feet wide, thereby reducing the need for railcar doors to align directly opposite shed doors. The wider platforms also increased operating room for motorized equipment. Loading docks and platforms at the rear were also equipped with canopies to shelter cargo and workers, and smooth interior concrete floors helped prevent unevenness and settlement under load. The Port's new transit shed designs also incorporated upgraded lighting. Earlier transit sheds were poorly lit, and dust that gathered on light fixtures greatly reduced their efficiency. Newly constructed transit sheds were equipped with twice the amount of lighting, more expensive units that were easier to clean, light-colored interiors, and more roof monitors and skylights/clerestory windows to enhance natural illumination (Emery 1945:55-56).

During the mid-1940s through the 1950s, the Port completed nearly $25 million in improvements, including wharves, piers, bridges, and transit sheds; each new transit shed cost between approximately $500,000 and $2 million (Brackenbury 1954). Construction of nine massive clear-span transit sheds began in 1946 with the transit shed at former Pier A, Berths 1–2, establishing Long Beach as "America's most modern port" (POLB 2025). Two transit sheds at former Pier A, Berths 3–4 and Berth 5, were completed in 1947. The smaller former Pier A, Berth 5, shed measured 120 by 600 feet and cost approximately $510,000 (*Independent* 1946). Two years later, in 1949, a transit shed measuring 200 by 1,152 feet (230,000 square feet) was completed at former Pier A, Berths 6–7. At the time of its completion, the $1.6 million transit shed was the largest clear-span structure of its type in the world. Pier A was considered the "world's largest finger pier" (*Independent* 1948, 1949; *Press-Telegram* 1952), and the transit shed was regarded as "the first transit shed on the Pacific coast built to dimensions now considered requisite for best handling capacity of modern ships" (Long Beach Chamber of Commerce 1946).

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B10. Significance (continued from previous page)

By 1950, the Port had nearly 750,000 square feet of space in transit sheds on Pier A and was seeking to further increase covered space to better handle the diverse cargoes passing through from all over the world (*Press-Telegram* 1951). Since at least the 1930s, the Port permitted shippers to store cargo on the wharves and in transit sheds for extended periods (USACE 1936:204–205). To conform with the 5-day workweek for railroad workers and truckers, inbound and outbound "foreign cargo" passing through the Port during the 1950s could remain in transit sheds for up to 10 business days or 14 calendar days, exclusive of Saturdays and Sundays. Port workers complained that this extended free storage period for international cargo "turns transit sheds into warehouses" (Newton 1950). Workers noted that some cargo shippers used the additional free time to save on transportation costs by disposing of imports before trucking them to warehouses for longer-term storage. This policy also appeared to enrich the shipping industry by eliminating longshore overtime, as there was less urgency to move cargo off the wharves (Newton 1950).

In 1952, a new 180,000-square-foot transit shed was completed at former Pier A, Berths 9–10, second only in size to the shed at former Pier A, Berths 6–7. The new shed, which brought the Port's covered space to over 1 million square feet, could accommodate 25 standard shiploads and was initially used for inbound Malay rubber and hemp and outbound general cargo (*Press-Telegram* 1952). By 1953, Pier A had five massive transit sheds, and more sheds were under construction. Additional transit sheds were constructed, enlarged, or reconstructed between the mid-1950s and mid-1960s. The Transit Shed at Berths D52–54, originally constructed in 1951, was substantially enlarged in 1954. The Transit Shed at Berth D34, completed in 1955, was the only large transit shed ever constructed on Pier D's triangular wharf section. Before the Transit Shed at Berth D34 was constructed, a small ca. 1945 transit shed at Pier D, Berth 33, was moved 1,000 feet to the north (National Environmental Title Research, LLC [NETR] 2025). Following relocation on Pier D, the small shed functioned as a warehouse until it was removed altogether from Pier D in 2010–2012 (Brackenbury 1955; *Independent* 1953; NETR 2025). The Transit Shed at Berths D48–50 was completed in 1956 on former Pier 1, functionally replacing the two original transit sheds at Berth 50 and Berth 48. Also in 1956, the transit shed at former Pier C, Berths 24–25, was constructed for $1.5 million. During the following year, 1957, the transit shed at former Pier C, Berths 20–21, was under construction for $1.6 million (*Press-Telegram* 1957).

In 1958, the Port's multi-million-dollar construction projects included two new piers—Pier F and Pier G—extending southward from Pier A, which was the world's longest wharf at the time (*Press-Telegram* 1959). That year, Guy F. Atkinson Co. contracted with the Port to construct a new wharf at Pier A, Berths 1–2, which was being inundated at high tide, and to raise and reconstruct the existing transit shed, which had subsided. Work involved shortening the original shed by nearly 100 feet at its north end and removing the passenger walkway and ramps. Pier B's first transit shed was completed in 1959 by Ruane Corporation for $1.7 million at Berths 12–13. The shed measured 200 by 906 feet (181,200 square feet) (*Independent* 1958).

After a 5-year pause, the Port constructed two additional transit sheds at the newly completed Pier F: the Transit Shed at Berths F206–207 (1963) and the Warehouse/Transit Shed at Berths F204–205 (1967). In 1968, the Port had a total of 14 transit sheds: this transit shed total excludes the original 1945 transit shed at Pier D, Berth 33, which was moved in 1953 and repurposed as Warehouse No. 3. This total also excludes the small transit shed at former Pier E, Berth 124, within the former Long Beach Naval Complex.

As of 2025, five transit sheds remain at the Port. The remaining transit sheds no longer serve their original purpose of facilitating the rapid loading and unloading, protection, assembly, sorting, and short-term storage of breakbulk cargo. During field survey on February 25, 2025, the transit sheds were observed to be either non-operational (Transit Shed at Berth D34 and Transit Shed at Berths D48–50) or being used for cargo that does not require covered storage or manual handling, such as imported automobiles and massive spools (Transit Shed at Berths F206–207) or shipping containers (Transit Shed at Berths D52–54 and Warehouse/Transit Shed at Berths F204–205).

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B10. Significance (continued from previous page)

The table below described all known Port transit sheds built between 1930 and 1967.

Table. Port Transit Sheds, 1930-1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition
Transit shed at former Pier 1, Berth 50	1930	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 4)
Transit shed at former Pier A, Berths 1–2	1939, 1958 (reconstructed)	Non-extant; removed in 1992–1993
Transit shed at former Pier 1, Berth 48	1939	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 6)
Transit shed at former Pier 1, Berth 47	1940	Non-extant (was in area now part of Pier D); removed in 1953
Transit shed at Pier D, Berth 33	1945	Non-extant; relocated 1,000 feet north before construction of Transit Shed at Pier D, Berth 34, to function as Warehouse No. 3; and removed from Pier D in 2010–2012
Transit shed at former Pier A, Berths 3–4	1947	Non-extant; removed ca. 1990
Transit shed at former Pier A, Berth 5	1947	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 6–7	1949	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 9–10	1952	Non-extant; removed ca. 1985
Transit Shed at Berths D52–54	1951/1954	Extant at Pier D (in former Pier 2 area)
Transit Shed at Berth D34	**1955**	**Extant at Pier D**
Transit Shed at Berths D48–50	1956	Extant at Pier D (in former Pier 1 area)
Transit shed at former Pier C, Berths 24–25	1956	Non-extant: removed ca. 1980
Transit shed at former Pier C, Berths 20–21	1957	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berths 12–13	1959	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berth 17 (formerly Warehouse No. 2 at former Pier A)	1950 (relocated to former Pier B in 1963)	Non-extant; removed ca. 1980
Transit Shed at former Pier E, Berth 124 (now Pier T/former Long Beach Naval Complex)	1961	Non-extant; removed ca. 2015
Transit Shed at Berths F206–207	1963	Extant
Warehouse/Transit Shed at Berths F204–205	1967	Extant

The Moderne Style in Transit Sheds

The transit sheds constructed at the Port between 1946 and 1963 were late examples of the Streamline Moderne (Moderne or Art Moderne) architectural style. Most popular from the 1920s to 1940s, Streamline Moderne often incorporated the streamlined features of ships, trains, planes, and automobiles into buildings such as train stations, airport terminals, and commercial and residential buildings. The style's character-defining features are smooth wall surfaces, flat roofs often with coping or parapets, and a strong sense of horizontality. The Streamline Moderne style and related modernistic Art Deco, which emphasized verticality and zigzags, emerged when Eliel Saarinen's 1922 design won second place in a widely publicized *Chicago Tribune* architecture competition (McAlester 2013:580–582). The Port's first Streamline Moderne transit shed was completed in 1939 at Pier A, Berths 1–2. Except for the Warehouse/Transit Sheds at Berths F204–205, the Port transit sheds dating to 1946 and later displayed features of the Streamline Moderne design. The Transit Shed at Berths 206–207 also incorporates classically inspired features, with a Contemporary design for its original attached offices. (Continued on next page)

B10. Significance (continued from previous page)

Port Transportation

Since the Port's first buildings were constructed in the late 1920s and early 1930s, trucks and railcars have been transporting cargo to, from, and around the Port. Prior to containerization, trucks arrived at wharves, transit sheds, and dockside warehouses where goods were handled manually or with equipment such as forklifts. A comparative study of the Port of Long Beach and Port of Los Angeles noted that, in both 1929 and 1979, trucks were the primary means of cargo conveyance. As construction of the highway system, including Interstate 710 and State Route 710, progressed during the 1950s and 1960s, truck delivery became faster and more efficient (Miller 1983:370). Trucking operations, such as Trans-Harbor Trucking on Santa Fe Avenue, had truck fleets and warehouses with loading docks at or near the Port (LBPL Digital Archive 1964). Trucks and trains remain critical to intermodal container shipping, which moves freight by two or more modes of transportation.

During the early- to mid-twentieth century, rail access was critical to attracting industry and commerce to the waterfront, and it remains an important component of the Port's containerization infrastructure. The first rail line within the area now known as the Port of Long Beach was established in 1882 by the American Colony Railroad, known locally as the Long Beach Railroad. The horse-drawn line connected the City of Long Beach to the Southern Pacific Railroad tracks, through an area in present-day Wilmington, and was replaced by a steam-powered line built by the Long Beach Land and Water Company in 1886. That steam-powered line was sold to the Southern Pacific in 1887, and the Land and Water Company's light rail tracks were replaced with standard rails (ICF 2020:21–22).

The Long Beach Railroad originally bypassed the present-day Port area; however, the railroad and Port were connected by lead lines around 1923. One line extended across the Cerritos Channel to Terminal Island, where it joined a Union Pacific Railroad line. Another lead branched off to the Port of Los Angeles. Neither line remains extant. A third line extending from an area near the Los Angeles River south into the Port, which was realigned before 1975, appears to currently function as a mainline track. The Los Angeles Terminal Railroad, the second railway company to place tracks within the present Port area, was organized in 1891 and connected Los Angeles to Long Beach through Terminal Island. Portions of the line, which was purchased by Union Pacific in 1921, remain on Terminal Island. In 1902, the Pacific Electric, a long-haul carrier, began operating freight and interurban passenger rail in Long Beach. The company sold its passenger rail franchise to Metropolitan Coach Lines in 1953 but retained ownership of the tracks, which were removed by the mid-1960s (ICF 2020:21–22).

To provide all major railroad lines with equal access to wharves at the San Pedro Bay Ports (Port of Los Angeles and Port of Long Beach), the Harbor Belt Line Railroad was established in 1929 as a neutral carrier (USACE 1979:133). The Harbor Belt Line resulted from an agreement between the City of Los Angeles, the Pacific Electric, and three transcontinental railroads: Southern Pacific; Atchison, Topeka, and Santa Fe Railroad; and Union Pacific. At both the Port of Long Beach and Port of Los Angeles, these carriers served the waterfront facilities either by their own rails or through the Pacific Electric facilities over municipal tracks. Pursuant to the agreement with the City of Los Angeles, the three major railroads supplied labor and equipment for switching services within a designated area encompassing 117 miles of track. During the Harbor Belt Line's early operations, breakbulk cargo was transported in trains consisting of mixed rail car types such as boxcars, flatcars, and tank cars (MARAD 2020:1–6).

In 1941, Pier 1 had two transit sheds with tracks extending along the sides of the pier, across the face, and down the center between the transit sheds, "making an efficient arrangement for the receipt and shipment of cargo by rail or water" (USACE 1941:75). Between 1942 and 1968, the Port's internal rail system developed and expanded to serve newly constructed wharves, transit sheds, and dockside warehouses. A 1942 nautical chart depicts the tracks at Pier 1, as well as two track sections aligned with the perimeter of Pier 2 (now Pier D, Berths D52–54), nearly a decade before the Transit Shed at Berths D52–54 was constructed at that location. At that time, tracks also extended south along the portions of Piers A, B, and D that had been completed (National Oceanic and Atmospheric Administration [NOAA] 1942). (Continued on next page)

B10. Significance (continued from previous page)

By 1948, tracks had been extended south along the waterside and landside of the newly constructed transit shed for cargo and passengers at Pier A, Berths 1–2 (NOAA 1948). Track construction during the 1950s and 1960s included service to the new transit shed at Pier 1 (Transit Shed at Berths D48–50), which was completed in 1956 and replaced two older sheds. The tracks ran adjacent to the new shed and into the shed interior via the building's south side. Tracks were also configured around the transit shed at Pier 2 (Transit Shed at Berths D52–54), which was completed initially in 1951 and then substantially enlarged in 1954. In addition, tracks connected to five former Pier A transit sheds, two former Pier C transit sheds, and one former Pier D transit shed. Tracks extending southwest along the Pier A "Victory Extension" served two more transit sheds (NOAA 1966, 1968).

Rail transport at the Port ultimately evolved to include standardized container unit trains (MARAD 2020:1–6). Following a series of post-1965 railroad mergers, the Union Pacific and Burlington Northern Santa Fe became the Harbor Beltline's only two remaining railroads (Trains and Railroads 2025; USACE and USMC 1957:276). In 1994, the Port of Long Beach and Port of Los Angeles jointly purchased the Southern Pacific San Pedro Branch railroad line to create the Alameda Corridor, which was completed from both ports to downtown Los Angeles in 2002. The Alameda Corridor is a dedicated 20-mile-long consolidated main line designed to move Class I trains from the transcontinental rail network east of downtown Los Angeles into and out of the San Pedro Bay Ports (MARAD 2020:1–6). As the Port's development and operations remain focused primarily on container shipping, the tracks that previously served transit sheds have either been removed or rendered non-functional. The Port rail system is now dedicated primarily to container transportation.

Labor

At the Port of Long Beach and major ports around the world, increasing automation and containerization led to enduring changes for cargo-handling processes and a steep decline in the historically large waterfront labor force. Before longshore unions became more effectively organized on the West Coast, waterfront labor at the Port was difficult, dangerous, and low paying. Longshoremen working in gangs, overseen by a boss or foreman, moved heavy loads and labored both day and night. Dangers included being struck by draft on the hook, tripping over loads, or getting injured by heavy lifting. Employment was also highly irregular because longshoremen worked only when cargo needed moving. The shipping industry demanded that dock workers be available on short notice, and ports needed a large labor force to handle peak periods. When a ship arrived with perishable cargo, there was full employment for the time it took to unload. However, the demand for labor was usually much less, and sometimes there was no work at all. Historically, the hiring process involved the foreman selecting workers during the morning "shape-up" or "call" at the docks, where longshoremen would gather for temporary assignments. The shape-up to compete for work involved begging, flattery, and kickbacks for pier foremen. Longshoremen received no pay while waiting for the ship to arrive, even if already assigned to a gang (Levinson 2016:28–29).

The first longshore unions on the West Coast were organized during the late nineteenth century. By 1902, longshoremen were loosely affiliated with the American Federation of Labor's International Longshoremen's Association (ILA), but local unions were divided and weakly linked to the national headquarters (ILWU 2025). The lack of coordination between the locals enabled shipowners to undermine West Coast longshore unions during the late 1910s to early 1920s (Bonthius 1977). Until 1934, employer-run (or "blue book") unions continued to dominate the shape-up at West Coast waterfronts. That year, the ILA organized the West Coast waterfront strike, which began in May and led to several months of violent labor struggles along the West Coast, including in Long Beach. The strike culminated in San Francisco on July 5, 1934, with "Bloody Thursday," which resulted in the deaths of a striking longshoreman and a member of another union. Following the strike, unions assumed control of the hiring process from West Coast employers. The morning shape-up was replaced with a daily public drawing of longshoremen badge numbers at a union-controlled hiring hall (Levinson 2016:29).

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B10. Significance (continued from previous page)

In 1937, the International Longshore and Warehouse Union (ILWU) formed with Harry Bridges as its first president, a role in which he served for 40 years. The ILWU still represents most dockworkers at the Port (ILWU 2025). As described by Herb Mills, an officer with Local 10, the ILWU labor hierarchy was based on respect and seniority. Gangs of holdmen (working in the ship's hold), winchmen (operating the winch), and dockmen (working on the dock) functioned as teams supervised by a "gang boss." The boss, who was usually an experienced holdman and winchman, was elected by other longshoremen. "Walking bosses" supervised all gangs in an operation, while "stewards" administered ILWU policy to ensure enforcement of labor rules and regulations and to resolve issues between union members and employers. For issues that stewards were unable to resolve, a union "business agent" would intervene (Mills 1978).

Following formation of the ILWU, nearly all labor at the Port of Long Beach, Port of Los Angeles, and adjacent area was organized into ILWU "locals," which operated under the master agreement between the ILWU and Waterfront Employer's Association for the Pacific Coast Ports. The agreement's rules and regulations regarding wages, hours, and working conditions basically applied to both ports. Cargo handling, pier handling, and car loading/unloading were performed by stevedoring contractors or terminal operators. Waterfront labor was coordinated with gangs dispatched from a central hiring or dispatching hall to either port "without discrimination." The central hiring or dispatching hall was operated by a Port Labor Relations Committee consisting of three ILWU representatives and three Waterfront Employer's Association representatives (USACE and USMC 1947:374, 394). The Longshoremen's Dispatch Hall is located at 343 North Broad Avenue in Wilmington, California.

During the 1950s, as waterfront labor grew into a larger percentage of operator shipping costs, the trend towards increased automation in cargo handling was continuing to gain momentum. In May 1955, Clarence G. Morse, chair of the Federal Maritime Board, addressed 800 people at a World Trade Week event in the newly completed Transit Shed at Berth D34, noting that waterfront labor was a major cost factor. He urged greater mechanization of cargo handling "to increase productivity and decrease the cost of handling cargo, so that more cargo will move by water, more longshoremen will be employed, and more vessels operated in the coastwise and intercoastal trades" (*Press-Telegram* 1955b). To further reduce labor costs, shipping companies not only increased mechanization but also reorganized their negotiating associations to enhance effectiveness during collective bargaining. On the West Coast, the Pacific Maritime Association (representing employers) and the ILWU, led by Harry Bridges, jointly promoted cost-saving measures such as larger sling loads, palletization, and mechanical conveyor belts. Bridges was willing to accept a smaller longshore workforce to guarantee higher pay and better benefits for union members (Donovan 1999:70–71).

As automation and, ultimately, containerization prevailed, the negotiations continued between operators and labor to establish the parameters and nature of longshore work. In 1968, longshore clerks and foremen defied a federal court order by refusing to handle containers aboard a Sea-Land vessel berthed at the Port. The dispute related to an earlier agreement designating teamsters for packing and unpacking containers. Longshoremen who handled containers during loading claimed that packing and unpacking was under their jurisdiction (*Press-Telegram* 1969). In 1969, ILWU entered into an agreement with the Pacific Maritime Association for training longshoremen in the operation of container-handling equipment such as container cranes, straddle lifts, and mobile land cranes (Baldwin 1969).

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B10. Significance (continued from previous page)

Transition to Container Shipping

Beginning in the late 1950s, containerization began revolutionizing the shipping industry. Ships, wharves and equipment at ports, and rail and truck transportation facilities were built or adapted specifically for container processing and handling. Fleets of large new container ships were built, while slips were infilled and wharves demolished and redesigned to accommodate the fully loaded steel boxes and multiple gantry cranes. The modular, waterproof steel containers could be mechanically handled by gantry cranes and provide storage for the variety of cargo types within (MARAD 2020:3.13-4–3.13-5; Queenan 1986:131–135). Purpose-built container vessels increased capacity from 15,000 tons in the 1950s to over 60,000 tons in the 1970s, while standardization resulted in simple transportation and handling equipment and proper tracking and tracing during the entire trip (van Ham et al. 2012:3).

When a container ship arrives at the Port, containers are loaded and unloaded with specialized cranes. Outbound containers are placed on the ship, while inbound containers are simultaneously placed onto trucks or automated guided vehicles. The vehicles transport containers from the terminal to the storage yard where container-handling equipment sorts containers within the yard. The heavy, waterproof steel containers are temporarily stacked in designated uncovered areas before being loaded onto trucks or trains for delivery to their next destination. The highly automated process requires relatively few workers, as thousands of containers can be mechanically loaded on and unloaded from a single ship in just hours. Containerization eliminated most waterfront jobs and rendered transit sheds and dockside warehouses virtually obsolete.

The Port was a pioneer in containerized shipping during the 1960s, when construction began on Piers J and F, and SeaLand Services initiated container terminal service at Pier G. In 1965, Piers J and F were completed as part of the world's largest landfill project at the time (Queenan 1986:135). During the early 1970s, the Port began a construction program for three new container terminals and a container freight station to enlarge existing container operations. Dredging deepened the harbor to 60 feet, the deepest in the nation. Fill from the dredging created landfill for extensive pier expansion, and the Port's new wharves and storage space made its container operations the busiest on the West Coast (Queenan 1986:143, 148–150).

In a 1969 article titled "A Decade of Growth," the *Independent* reported that the Port had about 2 million square feet of transit shed space, over 6 million square feet of open storage, 61 deep-water berths, and 50 miles of Port-owned rail trackage with a capacity for 800 railcars and direct access to the Santa Fe, Southern Pacific, and Union Pacific railroad system. By then, the Port had reached a milestone of 21 million tons handled in 12 months, double the tonnage of a decade earlier, and the Port's economic value to Long Beach had reached $180 million annually. The primary factors contributing to this growth were reportedly the Port's location, flexibility of Port management in implementing the master plan, and the designing of expanding and versatile facilities to address the evolution in shipping industry needs (*Independent* 1969). The complete transition from breakbulk cargo handling to intermodal container shipping and the construction of massive container terminals since 1969 transformed the Port's built environment.

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B10. Significance (continued from previous page)

History of Transit Shed at Berth D34

In 1953, Connolly-Pacific Company constructed a quay on the west side of Pier D, along Berths D32–D34. The following year, in 1954, the Port hired John L. Meek of Los Angeles to move a small ca. 1945 transit shed from its location at Berth 33 to a location approximately 1,000 feet north, at the foot of the pier, for use as a warehouse. The small shed remained at that location until 2010–2012 (Brackenbury 1955; *Independent* 1953). After the pier was leveled at 24 feet above mean lower low tide, the Port began planning for construction of the new $800,000 clear-span transit shed at Berth 34 (Brackenbury 1953b, 1954a). Struction Company of Wilmington was the general contractor (*Independent* 1953; *Press-Telegram* 1953). In May 1954, the Board of Harbor Commissioners approved plans for construction of railroad tracks along Seaside Boulevard, Berths 32–34, and the small transit shed-turned-warehouse (*Independent* 1954a). The Transit Shed at Berth D34 was completed on July 12, 1955, and contained over 73,000 square feet. The first cargo that passed through the shed consisted of nearly 3,000 tons of newsprint from Canada, unloaded from the State Steamship Company freighter Utsira (*Press-Telegram* 1955a).

The Transit Shed at Berth D34 is situated on the original triangular-shaped portion of Pier D, which is now part of the larger Pier D. When the transit shed began operations in 1955, the triangular portion of Pier D was known as the Bulk Commodity Pier and encompassed Berths 28–34. Berths 28–31, at the pier's east side, were generally reserved for handling bulk commodities. Berth 35, on Pier D's west side, north of the transit shed, functioned as a base for mooring contractors' floating equipment (USACE and USMC 1957:236). Within 2 years of the transit shed's completion, Berths 32–34 were connected to the Pacific Electric Railway/Long Beach municipal tracks by two surface tracks on the wharf apron totaling 3,140 feet and two platform-level tracks along the rear of the transit shed and open storage area totaling 1,950 feet. The transit shed was equipped with a sprinkler system and other fire protection equipment. Trucks had access to the transit shed interior, wharf apron, and open storage area. Open storage areas adjacent to north and south sides of the transit shed totaled 2 acres (USACE and USMC 1957:247).

In 1968, Berths 32–34 were operated by Baker Commodities, Inc., and Metropolitan Stevedore Company. The berths' functions were receipt of coconut and cottonseed oil, copra, lumber, and paper products; shipment of tallow; and bunkering of vessels. Baker Commodities, Inc., used two 6-inch pipelines extending from Berth 32 to five coconut oil storage tanks with a nearly 8-million-pound capacity and to 11 tallow storage tanks with a 20-million-pound capacity. Powerline Oil Company operated one 8-inch and one 6-inch pipeline for bunkering vessels at Berths 32–34 (USACE 1968:101).The tracks surrounding the Transit Shed at Berth D34 have been removed, and the transit shed is no longer in use.

Transit Shed Character-Defining Features

The mid-twentieth century transit shed is the primary extant resource type associated with the pre-containerization era at the Port. Transit sheds enabled the rapid loading, unloading, protection, assembly, sorting, and short-term storage of general breakbulk cargo (MacElwee 1918:820; *Press-Telegram* 1968). During the 1950s and 1960s, the number of transit sheds at the Port, including a former dockside warehouse functioning as a transit shed and excluding a small transit shed at the former Long Beach Naval Complex, peaked at 14; however, by the 1980s, many had been removed to accommodate construction of container terminals (NETR 2025).

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B10. Significance (continued from previous page)

The character-defining features of the mid-twentieth century transit shed are:

- Location on wharf directly adjacent to berth(s) for access to vessels;
- Oriented towards berth with shed length corresponding to length of berth(s) and vessel(s) to accommodate entire cargo of largest vessel using wharf;
- Numerous large cargo bays with roll-up metal (steel or aluminum) doors at waterside and landside to facilitate expeditious loading and unloading;
- Usually steel framing and concrete construction;
- Clear-span design without interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment;
- Monitor roof, skylights, and/or large multi-pane clerestory windows to enhance natural illumination; and
- Direct rail and truck access; tracks usually extend along both long sides of shed and loading docks present for truck access.

Transit sheds at the Port typically display a rectangular plan; however, some have irregular plans that conform to their smaller, irregularly shaped wharves. As discussed above, the Port's surviving transit sheds generally represent late examples of the Streamline Moderne architectural style, as applied to an industrial form and as reflected by smooth wall surfaces, flat roofs with coping or parapets, and strong sense of horizontality.

Transit Shed Integrity Considerations

Integrity is the ability of a resource to convey its significance. According to National Register Bulletin 15, "Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (NPS 1997:44). Transit sheds at the Port are mid-twentieth century commercial waterfront resources with specific integrity considerations related to their cargo-handling function.

Location: Location is a key aspect of integrity for evaluating the eligibility of a transit shed, a resource type that is inextricably linked to commercial shipping and ports of call. To retain integrity of location, a transit shed must be in its original location at the Port and maintain its original alignment in relationship to the berth(s) it was constructed to serve.

Design: Design is another key aspect of integrity, as transit sheds have designs developed specifically for early- to mid-twentieth century shipping processes, namely the clear-span design without interior columns. The transit shed design generally involves a long, narrow, rectangular plan with one long side oriented towards the berth(s) to facilitate loading and unloading from moored vessels. Transit sheds with irregular plans must still have long waterside elevations oriented towards the berth(s). To retain integrity of design, transit sheds must display their original rows of cargo bays.

Setting: Setting, specifically immediate setting, is a key aspect of integrity for transit sheds. Setting features such as the wharf, adjacent channel, and nearby historic-age buildings are more important than the overall Port setting, which has been substantially altered to adapt to containerized shipping processes. The presence of historic-age tracks along the shed's waterside and landside elevations contributes to integrity of setting.

Materials: Retention of primary construction materials, such as steel framing and concrete walls, is more important than retention of, for example, original window materials or pedestrian doors. Replacement of original steel rollup cargo doors with similar materials such as aluminum does not substantially diminish integrity of materials.

Workmanship: Integrity of workmanship is reflected by the original incised channel lettering corresponding with the particular shed and berth(s). (Continued on next page)

B10. Significance (continued from previous page)

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time (NPS 1997:45). Transit sheds that retain their original location, overall design, primary materials, and immediate historic setting convey the historic character of the mid-twentieth century commercial waterfront.

Association: Association is the direct link between an important historic event or person and a historic property (NPS 1997:45). Transit sheds that retain their original location and basic design and material features maintain their integrity of association with cargo-handling activities during the pre-1969 pre-containerization era.

Eligibility for the NRHP and CRHR

The Transit Shed at Berth D34 is recommended eligible for the NRHP and CRHR under Criterion A/1 for its local significance in the area of commerce and under Criterion C/3 for its local significance in the area of architecture. The transit shed retains historic integrity.

NRHP Criterion A/CRHR Criterion 1

The Transit Shed at Berth D34 possesses local significance under Criterion A/1 in the area of commerce for its association with the pre-containerization era of cargo handling at the Port, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1955 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berth D34 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berth D34, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A/1 begins in 1955, the year that the Transit Shed at Berth D34 was completed. The period of significance ends in 1968, when the transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

NRHP Criterion B/CRHR Criterion 2

The Transit Shed at Berth D34 is recommended not eligible for listing under NRHP/CRHR Criterion B/2 as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

NRHP Criterion C/CRHR Criterion 3

The Transit Shed at Berth D34 is recommended eligible for listing under NRHP/CRHR Criterion C/3 for embodying the distinctive characteristics of the transit shed resource type and representing a late industrial interpretation of the Streamline Moderne architectural style.

(Continued on next page)

B10. Significance (continued from previous page)

The Transit Shed at Berth D34 possesses virtually all of the transit shed resource type's character-defining features (see above). The transit shed is located on the wharf at Pier D, directly adjacent to Berth 34, and its long waterside elevation is oriented towards the berth to facilitate expeditious loading and unloading of cargo from vessels. The transit shed displays the typical rectangular plan and a monitor roof with skylights to enhance natural illumination. Numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. The clear-span design omits interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides of the shed and loading docks for truck access.

The transit shed also embodies the distinctive characteristics of a Streamline Moderne building adapted to industrial uses. These building features include smooth concrete wall surfaces and prominent parapets. In addition, features that incorporate a strong sense of horizontality, characteristic of the Streamline Moderne style, are the concrete bulkhead that wraps around the entire building and the bands of second-story windows between concrete "belt courses" on the waterside and landside elevations.

The proposed period of significance for Criterion C/3 is 1955, the year that the Transit Shed at Berth D34 was completed.

NRHP Criterion D/CRHR Criterion 4

The Transit Shed at Berth D34 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berth D34 retains overall integrity. The transit shed remains at its original location on Pier D, adjacent to Berth 34, and therefore retains integrity of location. The building has undergone minimal changes since 1955, such as boarding of some windows and a 1993 reroof (Riffenburgh 2012), and retains integrity of design, materials, and workmanship. The shed generally retains integrity of setting as characterized by the paved wharf and adjacent Back Channel (Entrance Channel); however, removal of the tracks and construction of the nearby CEMEX terminal during the 1980s has somewhat diminished integrity of setting. The integrity of design, setting, and materials supports the building's integrity of feeling as a mid-twentieth century cargo handling facility and its integrity of association with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

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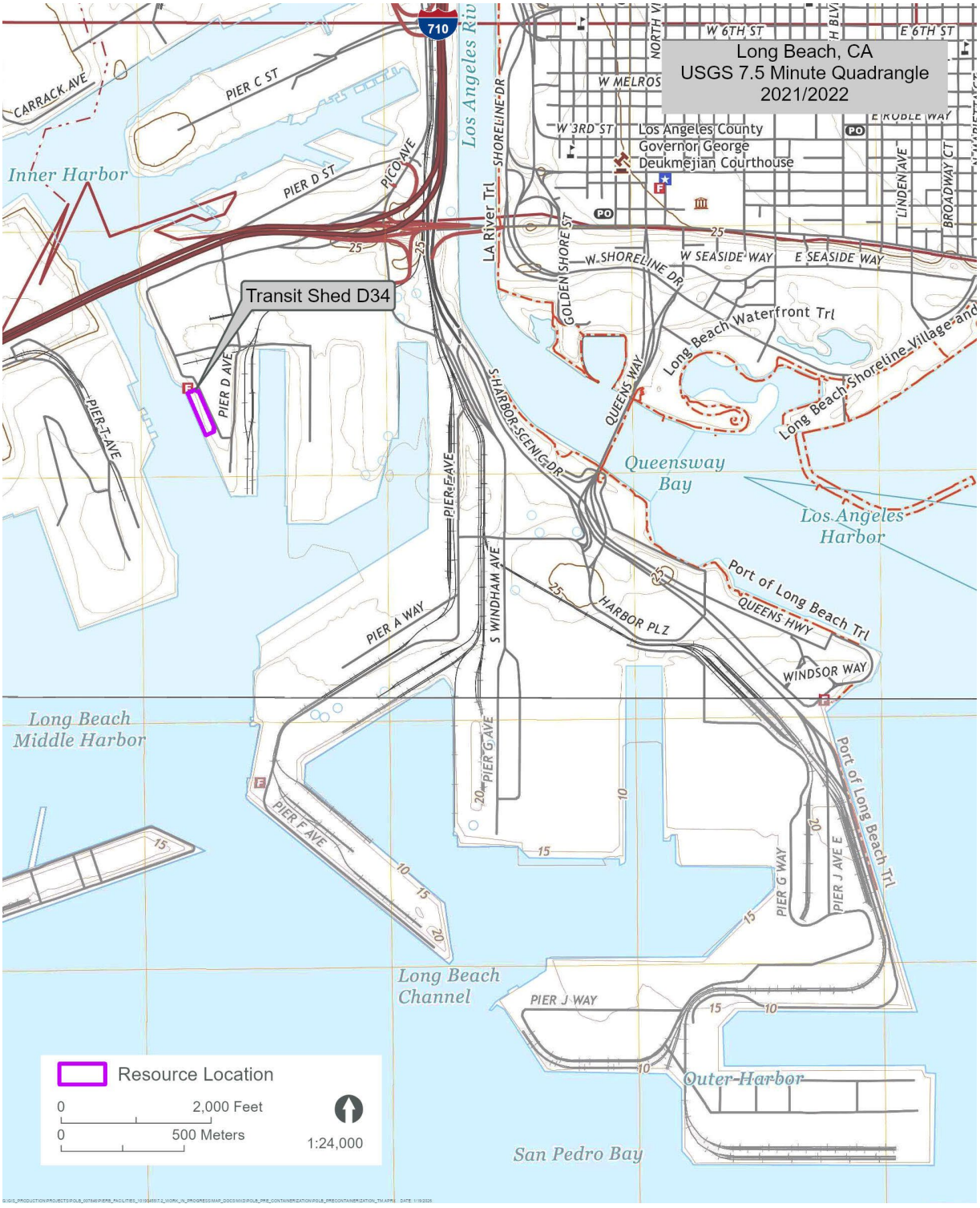
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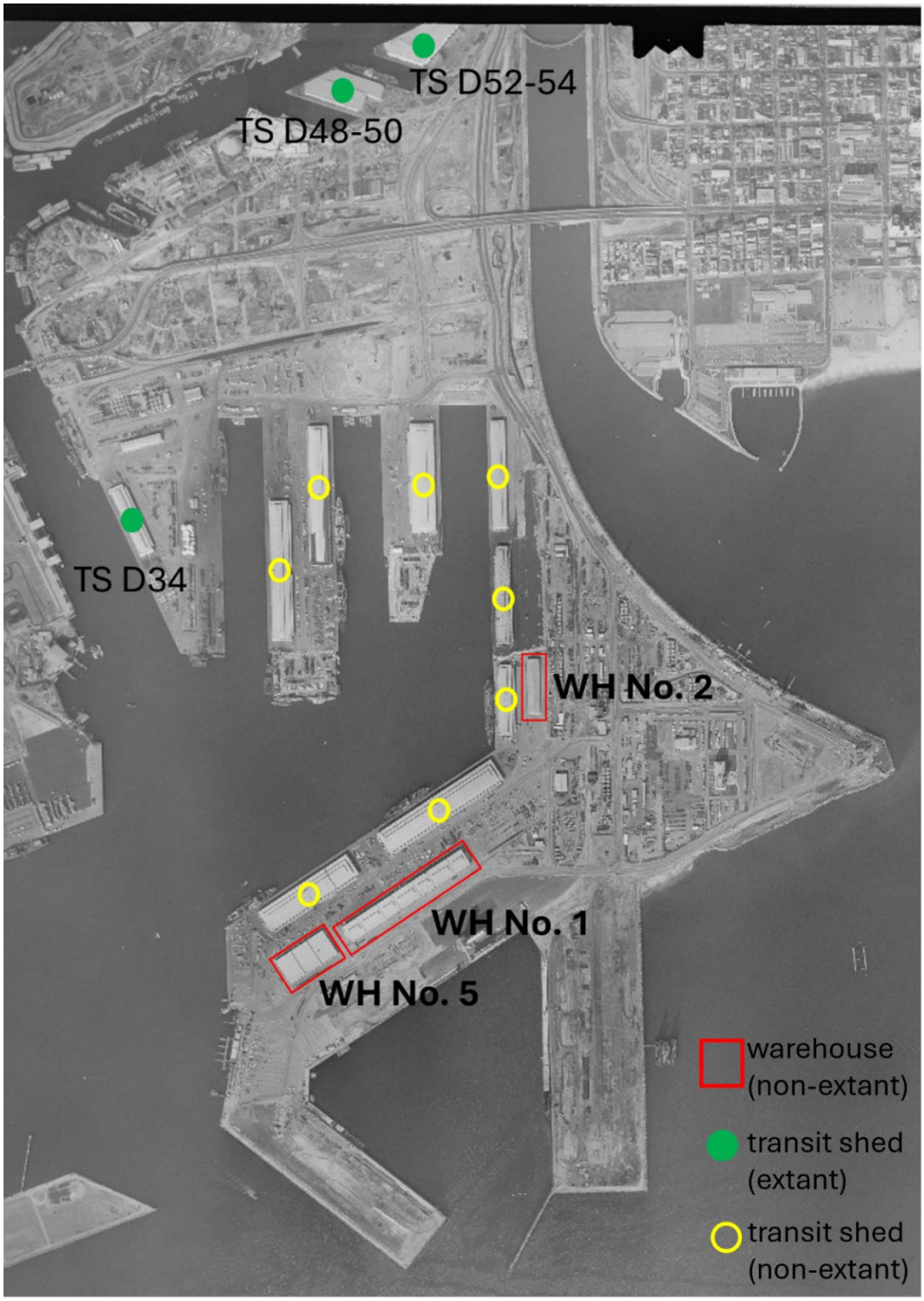
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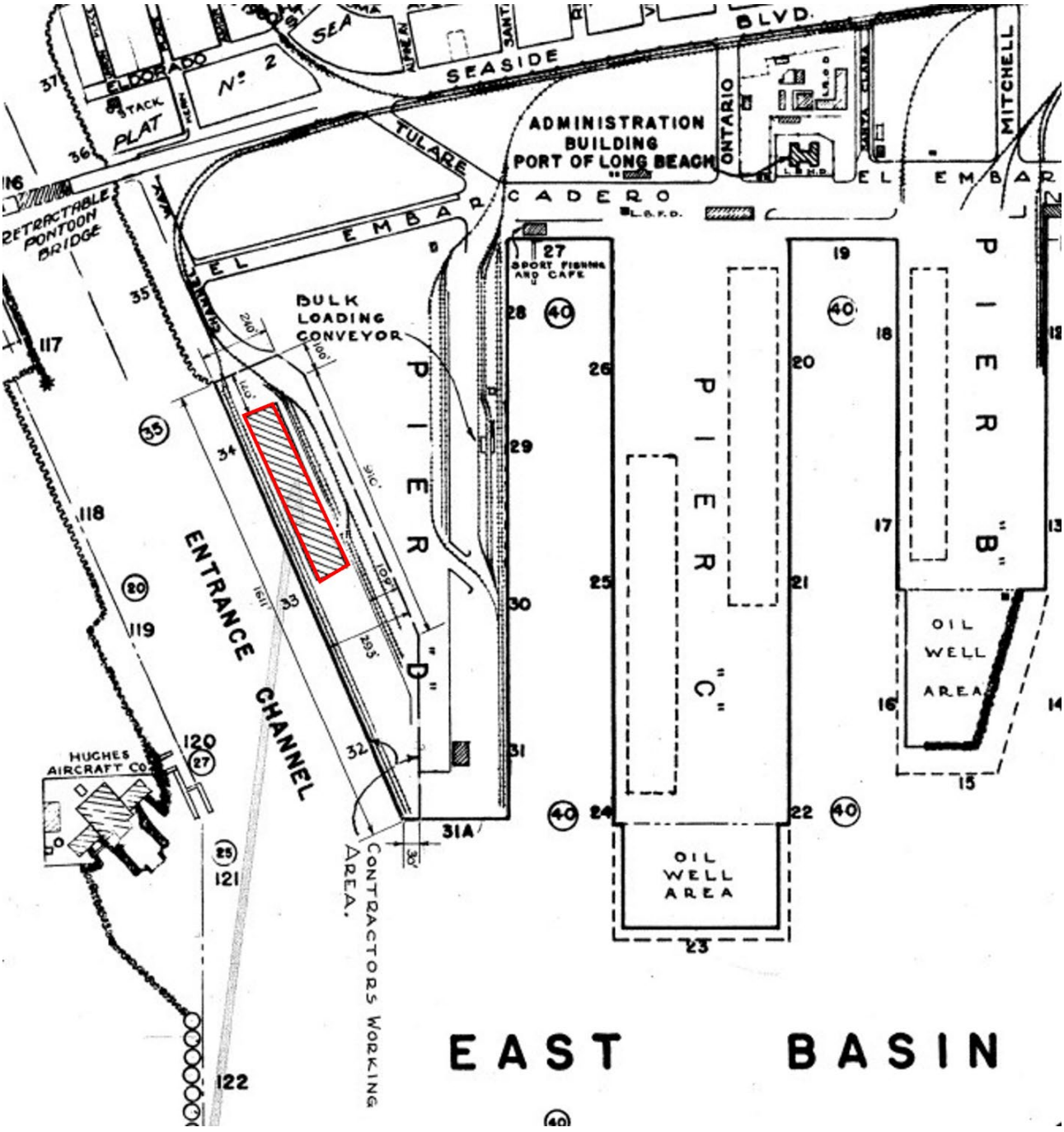
Location Map



Aerial Image Showing the Port's Transit Sheds and Dockside Warehouses, January 25, 1962



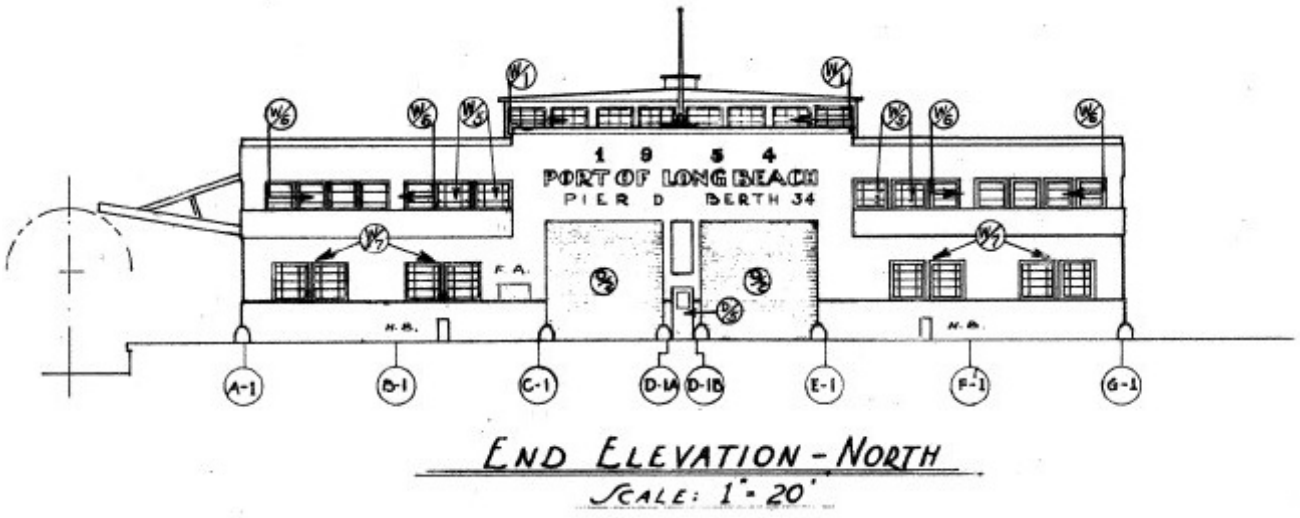
Project Location Sheet from "Pier D Berth 34 Transit Shed" Plans, with Shed Outlined in Red, August 17, 1953 (Source: Port of Long Beach)



Transit Shed D34, South Elevation, View North (HDR 2025)



Transit Shed D34, Drawing of North Elevation, 1953 (Source: City of Long Beach 1953c)



Transit Shed D34, East (landside) Elevation at Left, North Elevation at Right, View Southwest (HDR 2025)



Transit Shed D34, West (waterside) Elevation at Left, South Elevation at Right, View North-Northeast (HDR 2025)



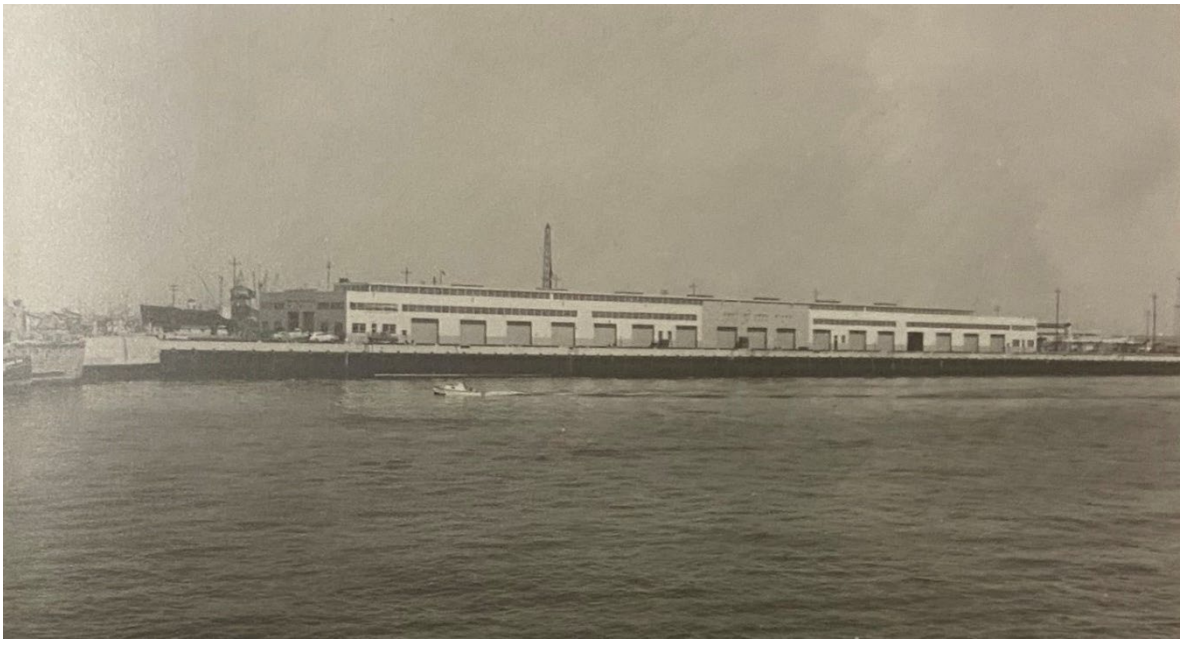
Transit Shed D34, West (waterside) Elevation, View South (rail tracks have been removed) (HDR 2025)



Transit Shed D34, East Elevation, Detail of South Entrance, View West (HDR 2025)



Transit Shed D34, Viewing East from Former Pier E, August 19, 1955 (Source: POLB Records Department)



Transit Shed D34, Identified by Red Arrow, 1961 (Source: White 2009:91)



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) Transit Shed at Berths D48-50

P1. Other Identifier: N/A

*P2. **Location:** ☐ **Not for Publication** ☒ **Unrestricted**

- ***a. County** Los Angeles **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- ***b. USGS 7.5' Quad** Long Beach, CA **Date** 2021
- c. Address 47 West Pier D Street City Long Beach Zip 90802
- d. UTM: (Give more than one for large and/or linear resources) Zone 11N, 387818 mE/ 3737356 mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
  Los Angeles County Assessor Information Number (AIN) 7436-015-913

***P3a. Description:**

The Transit Shed at Berths D48–50, completed in 1956, is located on Pier D at the Port of Long Beach (Port) and was constructed for general cargo. The transit shed is located on a parcel at 47 West Pier D Street (formerly Water Street), on a northwest projection of a large, irregularly shaped parcel (Los Angeles County AIN 7436-015-913). To the transit shed's west is Slip No. 4, to the north is Channel No. 3, to the east is Slip No. 5, and to the south is West Pier D Street. Adjacent to the building's west elevation is the two-story Harbor Marine Section building (1281 Pier D Street), constructed between 1980 and 1987 (NETR 2025). The Transit Shed at Berths D48–50 occupies nearly the entire 6-acre wharf and serves three berths (D48–D50) (Brackenbury 1953a; USACE and USMC 1957:237). (see Continuation Sheet page 3)

***P3b. Resource Attributes:** HP 8 (Industrial Building)

P5a. Photograph or Drawing



***P4. Resources Present:**
☒ Building ☐ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other

P5b. Description of Photo: Transit Shed at Berths D48-50, southwest elevation at left and recessed southeast elevation in center, viewing north. Digital image taken 02/25/2025.

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
1956 (Brackenbury 1953a; Craig 1956)

***P7. Owner and Address:** Port of Long Beach, 415 W. Ocean Boulevard, Long Beach, CA 90802

***P8. Recorded by:** Shoshana Jones, HDR Engineering, Inc. (HDR), 591 Camino de la Reina, Suite 300, San Diego, CA 92108

***P9. Date Recorded:** 02/25/2025

***P10. Survey Type:** Cultural Resources Inventory and Evaluation

***P11. Report Citation**:

Jones, Shoshana. 2026. *Pre-containerization Resources Technical Report, Pier B On-Dock Rail Support Facility Program*. Prepared by HDR, Inc. San Diego, California. On file at the Port of Long Beach.

***Attachments:** ☐NONE ☒Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Transit Shed at Berths D48-50 ***NRHP Status Code**
Page 2 **of** 31
B1. Historic Name: Transit Shed at Pier D, Berths 48-50 B2. Common Name: Transit Shed at Berths D48-50
B3. Original Use: transit shed B4. Present Use: unknown
***B5. Architectural Style:** Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The transit shed was constructed in 1956 (Brackenbury 1953a; Craig 1956). See **P3a. Description** for information about alterations.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: George F. Nicholson (*Press-Telegram* 1955a) b. Builder: J. C. Boespflug Construction Company (*Press-Telegram* 1955a)
***B10. Significance: Theme** Commerce and Architecture **Area** Long Beach, CA
Period of Significance 1956-1968 ((National Register of Historic Places (NRHP)/ California Register of Historical Resources (CRHR) Criterion A/1) and 1956 (NRHP/ CRHR Criterion C/3)
Property Type Transit Shed **Applicable Criteria** NRHP/CRHR A/1 and C/3

The Transit Shed at Berths D48-50 is recommended eligible for listing in the NRHP and CRHR and, therefore, is considered a historic property under the National Historic Preservation Act of 1966, Section 106. In accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, the resource is a historical resource for purposes of CEQA.
(See continuation sheet, page 5).

B11. Additional Resource Attributes: _____
***B12. References:**
(See continuation sheet, page 20).

B13. Remarks:

***B14. Evaluator:** Shoshana Jones, HDR
***Date of Evaluation:** 02/25/2025



(This space reserved for official comments.)

P3a. Description (continued from page 1)

Transit Shed at Berths D48-50

The two-story reinforced concrete industrial building was constructed in the Moderne architectural style. The irregular plan measures approximately 510 by 430 by 258 feet, with an east-southeast/west-northwest alignment. The clear-span design has an interior height of 20 feet, and the floor has an asphalt surface (USACE 1968:104; USACE and USMC 1957:250). The 150,000-square-foot transit shed has steel frame and concrete construction. Bethlehem H-pilings were driven to depths between 30 and 60 feet, and the 32-foot-high building walls were fabricated using pre-cast concrete panels (Press-Telegram 1955a). The roof is mostly flat with a parapet and monitor. The monitor extends approximately 340 feet northwest-southeast, directly above the original interior track alignment, and contains a full-length band of skylights on each side (City of Long Beach 1953a). The interior was constructed with office space and restrooms. Non-historic alterations include a skim coat on the concrete exterior and seismic retrofitting.

The southeast elevation (recessed) serves Berths D48 and D49; the southwest elevation serves Berth D48; the narrow west elevation faces the Harbor Marine Section building; the northwest elevation serves Berth D49; and the northeast elevation and southeast elevation (projecting) serve Berth D50. Each of the four canted corners contains a cargo bay with metal rollup door.

At each elevation and corner between the parapet and second-story windows is incised channel lettering identifying the associated berth or the pier name ("PIER D"). The original incised "PIER 1" channel letters have been removed. The transit shed was originally served by the Long Beach municipal tracks with surface tracks on the wharf aprons and depressed tracks inside the transit shed. Features depicted in the original plans, such as the wharf track, depressed interior tracks, and two forklift crossover bridges that spanned the interior tracks, have been removed (City of Long Beach 1953b; USACE and USMC 1957:250). Trucks still have access to two loading docks at the southeast elevation.

The southeast elevation has a projecting north section serving Berth 50 and a recessed south section serving Berths 48 and 49. Both sections face West Pier D Street. The projecting north section contains three cargo bays with metal rollup doors fronted by a concrete loading dock. A single-leaf, steel-clad pedestrian door adjacent to the loading dock is flanked on the south side by a metal sash window. Two additional sash windows are on the second story. Around the corner is a row of five south-facing metal sash windows and one louvered window on the first story and a row of four south-facing sash windows on the second story.

The recessed center of the southeast elevation contains the original railcar entrance. The entrance is now accessed by a paved ramp that leads into the large single cargo bay. The bay contains a metal rollup door beneath a prominent parapet. The parapet's incised channel lettering reads "BERTH 49." Adjacent to the south is a set of three symmetrically spaced cargo bays with metal rollup doors. Centered above the bays is incised channel lettering that reads "BERTH 48." The bays are accessed by a concrete loading dock. The building's canted south corner contains a cargo bay with metal rollup door beneath "BERTH 48" channel lettering.

The southwest elevation is characterized by 11 symmetrically spaced cargo bays with metal rollup doors and 23 sets of symmetrically spaced triple-window arrays. An array sits above each cargo bay and above the wall space on either side of the bay. Above the center cargo bay is channel lettering that reads "BERTH 48." Adjacent to the center cargo bay's north side is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane and multi-pane fixed steel window with partial awning operation.

The canted west elevation contains a centered cargo bay with metal rollup door beneath channel lettering that reads "PORT OF LONG BEACH/ PIER D." Adjacent to the cargo bay's south side is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane.

(Continued on next page)

P3a. Description (continued from previous page)

The northwest elevation is characterized by six cargo bays with metal rollup doors and "BERTH 49" channel lettering. Between two of the cargo bays is a multi-pane steel window flanked on each side by a single-leaf, steel-clad door with tall, narrow inset pane. One of the doors is accessed by a non-historic concrete ramp. A third pedestrian door is to the east. The building's canted south corner has channel lettering that reads "PORT OF LONG BEACH / PIER D," and there are no cargo bays, doors, windows, or other distinctive architectural features.

The northeast elevation is characterized by nine symmetrically spaced cargo bays with metal rollup doors and 19 sets of symmetrically spaced triple-window arrays. An array sits above each cargo bay and above the wall space on either side of the bay. Above an off-center cargo bay is channel lettering that reads "BERTH 50." Adjacent to the center cargo bay is a single-leaf, steel-clad pedestrian door with tall, narrow inset pane and multi-pane, fixed steel window with partial awning operation. The building's canted northeast corner has channel lettering that reads "BERTH 50," and there are no cargo bays, doors, windows, or other distinctive architectural features.

Setting

The Port of Long Beach is located in the City of Long Beach in southern Los Angeles County and is part of the San Pedro Bay Port Complex, which consists of both the Port of Long Beach and the Port of Los Angeles. Terminal Island, a predominantly industrial and artificial island, is roughly split between the two adjacent ports. The Port's general area and adjacent portions of the City of Long Beach and City of Los Angeles are characterized by diverse, high-density industrial and commercial land uses, including marine cargo terminals, light manufacturing and industry, recreational destinations, and commercial operations. Nearby residential areas include the communities of Wilmington and San Pedro in the City of Los Angeles and the neighborhoods of West Long Beach and Downtown Long Beach in the City of Long Beach (MARAD 2020:3.14-5).

The Port comprises 3,520 acres of land, 4,600 acres of water, 12 piers, 80 berths, and 73 post-Panamax gantry cranes. Shipping terminals include five for break bulk (automobiles, lumber, steel, iron ore), six for containers, six for dry bulk (petroleum, coke, salt, gypsum, and cement), and five for liquid bulk (petroleum). The Port handles one-third of all loaded containers moving through California ports, one-quarter of containers moving through all West Coast ports, and nearly one-fifth of containers moving through all U.S. ports, with East Asian trade accounting for more than 90 percent of shipments through the Port. The container cargo amounts to over 9 million 20-foot containers and 2,000 vessel calls per year (POLB 2024).

The Los Angeles Basin is notable for its prolific oil production, and subsidence due to oil extraction has been a major problem in the Long Beach and Los Angeles harbor areas. Between 1926 and 1967, as much as 35 feet of total subsidence was recorded near the eastern end of Terminal Island in Long Beach. A maximum annual rate of subsidence of 2.4 feet was recorded between 1951 and 1952, which coincided with the area's period of maximum oil production and substantially damaged Port buildings and structures, such as wharves and transit sheds. POLB's postwar remediation program elevated wharves and buildings, heightened seawalls, installed dikes, and reconstructed street and railroad tracks. In 1958, injection of water into oil-depleted zones resulted in a reduction of subsidence and partial rebound of the subsided area (MARAD 2020:3.2-1).

B10. Significance (continued from page 2)

Historic Context

The Port of Long Beach's built environment reflects the monumental evolution that cargo shipping processes have undergone since the late 1950s. Throughout the late twentieth century, those changes transformed the Port's size, configuration, labor force, buildings, equipment, and transportation infrastructure. The transition to containerization on the West Coast, of which the Port was a pioneer, has resulted in the massive construction and expansion of container terminals and the removal of most Port resources associated with the historic shipping era, such as transit sheds and dockside warehouses.

Port of Long Beach

Circa 1900, the Long Beach Harbor was developed from 800 acres of San Pedro Bay swampland at the mouth of the Los Angeles River. During that period, the federal government designated San Pedro as the Port of Los Angeles site. In 1909, the City of Long Beach sold developed oceanfront to the Long Beach Land and Navigation Company to establish industrial sites. Local developers, who had created the Los Angeles Dock and Terminal Company, ultimately purchased the entire parcel. Dredging created entry and inner channels, a turning basin, and water frontage. Craig Shipbuilding, which had been located at the site since 1906, became the only ship repair yard south of San Francisco and won the contract to dredge a channel from open ocean to an inner harbor (ICF International, Inc. [ICF] 2020:14).

Circa 1910, the City of Long Beach approved a bond to purchase water frontage in the inner harbor and fund construction of new piers and wharves. The State of California also granted the City possession of tideland areas for development of port operations, allowing the City to dredge for deep water and use the fill to build more land and piers. The Port of Long Beach was officially dedicated in June 1911. The Port initially occupied the area now known as the inner harbor, and original facilities included 500-foot-long Pier 1 (the municipal pier), an entry channel, three inner channels, a 1,400-foot turning basin, and limited water frontage (Queenan 1986:63–68).

In 1917, the City of Long Beach assumed port operations from the Los Angeles Dock and Terminal Company. The City's newly established Board of Harbor Commissioners focused on establishing a flood control channel, and the City and U.S. Army Corps of Engineers (USACE) enlarged the Cerritos Channel to open navigation between the inner harbors of Long Beach and Los Angeles. By 1918, 9,000 workers were employed at the Port. During World War I, industry expanded beyond importing lumber to shipbuilding and repair, canneries, and war material production. The discovery of oil at Signal Hill in 1921 enabled the creation of a prime harbor and established Long Beach as a major hub for the oil industry. Oil revenues helped fund inner and outer harbor improvements. In 1926, the Port attained deep water status to accommodate larger ships carrying more cargo (ICF 2020:15).

In 1928, construction began in the new outer harbor (ICF 2020:15). By 1929, creation of the Harbor Beltline Railroad had merged operations of the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric Railroads throughout the harbor (Queenan 1986:92). In 1931, the Long Beach City Charter was amended to create a Harbor District, an independent and more powerful Board of Harbor Commissioners, and a Harbor Department to control and manage the Port (POLB 2025). During the 1930s, the improved Port infrastructure attracted new industries, including Ford Motor Company and Procter and Gamble, which opened factories that provided thousands of jobs. In 1932, the U.S. Navy also located its headquarters for the Pacific Fleet at the Port, which led to the construction of a new Navy landing and facilities. By 1930, the Port was processing 1 million tons of cargo annually (ICF 2020:15).

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B10. Significance (continued from previous page)

In 1936, an oil strike at the Wilmington Oil Field near the Long Beach Harbor provided the City of Long Beach with revenue to revitalize the local Depression-era economy. A combination passenger and freight terminal was completed in 1939 for $400,000 at what was then Pier A, Berths 1–2 in the outer harbor. The terminal building had 115,000 feet of cargo space and 5,000 square feet of passenger space on the ground floor, with an additional 19,000 square feet of passenger space on the mezzanine. Double tracks connected the building to the Harbor Belt Line. At the building's waterside was a full-length passenger loading platform and at the landside was trackage space for 50 rail cars (*Pacific Ports and Marine News* 1939:19).

In 1940, the Navy acquired nearly 400 acres on Terminal Island to construct the Long Beach Naval Shipyard. Following the bombing of Pearl Harbor in December 1941, the Navy assumed control of the Port and Port activities. The Terminal Island Naval Base was commissioned in 1942, and defense industries such as shipbuilding expanded. After World War II ended, the booming postwar economy facilitated Long Beach's entrance into international markets and prompted ongoing Port upgrades. The City of Long Beach also used oil profits to substantially expand the harbor and, during the 1950s, wharf replacement and modern dock construction using fireproof concrete effectively replaced the old harbor. These projects enhanced the Port's competitive advantage over the adjacent Port of Los Angeles, which was still using outdated wooden wharves (ICF 2020:16).

As the Port continued to expand, the City of Long Beach's Harbor Department had to confront the growing problem of subsidence, which had been exacerbated by development of the Wilmington Oil Field in 1936. The City was slowly sinking over an area of approximately 20 square miles, encompassing the harbor, the shoreline, and downtown. The subsidence ranged from a 29-foot sinkage at the core to a 3-foot sinkage at the Villa Riviera in the area's periphery. The Port's wharves and buildings, such as transit sheds, suffered extensive damage. The situation improved through a $90 million tidelands restoration financed by the State Tidelands Fund from 1953 to 1958, although subsidence remained an issue for the area (Sapphos Environmental, Inc. 2009:50).

During the late 1950s, containerized cargo significantly changed the shipping industry and quickly rendered existing commercial fleets and Port facilities obsolete. At the Port of Long Beach, new construction was designed for container terminal service. During the early 1970s, the Port began constructing three new container terminals and a container freight station, enlarging its existing container operations, and dredging to deepen the harbor to 60 feet, making it the nation's deepest. Fill was used for extensive pier expansion, with additional wharves and storage space. These improvements expanded the Port's container trade, which became the busiest on the West Coast (ICF 2020:17).

In 1981, the Ports of Long Beach and Los Angeles agreed to the joint construction of an Intermodal Container Transfer Facility in partnership with the Southern Pacific Transportation Company. The facility opened in 1987 approximately 4 miles from the Ports and provided loading and unloading tracks handling up to 250 container cars and parking for 1,600 wheeled containers. As trade shifted to emerging markets along the Pacific Rim in the 1980s and 1990s, POLB expanded further, dredging to deepen the harbor while building new container terminals and using fill to create space for movement and storage of containers and trucks. Additional rail facilities served a new land bridge system that allowed goods arriving by ship to be transferred onto truck and rail transit for shipping nationwide. Since 2000, the Port's new mega-piers and terminals serve ever-larger container vessels and the continually expanding volume of cargo (ICF 2020:17–18).

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B10. Significance (continued from previous page)

Pre-containerization Cargo Handling

During the late nineteenth and early twentieth centuries, the shipping industry benefited from technological developments that increased the cargo capacity and speed of ocean-going vessels and from the completion of waterways, such as the Panama Canal (1914), which substantially reduced sailing distances. However, the transportation process and costs remained onerous: vessels generally called at numerous ports, remaining at each port from several days to several weeks because of slow, labor-intensive cargo loading and unloading processes. Ships' handling gear was inefficient, bundling cargo in the hold was time-consuming, and cargo damage and pilferage were widespread (van Ham et al. 2012:3).

Docks were central to most of the world's important commercial centers, with millions of workers involved in freight transportation. Manufacturing facilities were typically situated near docks to facilitate the delivery of raw materials and expedite the shipment of finished goods. Before World War II, breakbulk[1] operations consisted of general cargo packed in bags, bales, crates, or casks manually stowed in the holds of ships by dockworkers called longshoremen (Levinson 2016:21).

The Port of Long Beach, which opened in 1911, and other ports worldwide followed similar processes for handling breakbulk cargo. In most cases, the transportation process began at a shipper's factory or warehouse, where units of freight, such as sacks of flour, were individually loaded onto a truck or railcar. Each truck or train would deliver up to thousands of mixed cargo items to the waterfront. These items of varying sizes and weights were then unloaded individually, recorded on a tally sheet, and loaded either directly onto the ship or, if the ship was not ready, into a dockside transit shed (Levinson 2016:22).

When the ship was ready to load, longshoremen would remove each item from the transit shed, recount it, then carry or drag it to the dock. The shipping industry eventually incorporated palletized loads and wooden boxes, making cargo easier and more efficient to handle. As cargo sat in the transit shed or on the dock, a longshore gang assembled a "draft" of boxes and barrels atop a wooden pallet, also called a sling board. Sling loads were usually secured with mesh or rope or consisted of loose boxes and bags. Longshoremen on the dock ("dock men") then secured the sling board with cables. After receiving a signal, the winch driver ("winch man" or "deck man") moved the hook of the shipboard crane over the sling. Dock men hooked the cables, and then the winch lifted the draft from the dock and lowered it into the hold. Inside the ship's hold, "hold men" removed each item from the sling board and stowed the items by hand, cart, or forklift. A basic tool that all longshoremen carried was a steel cargo hook, typically with a wooden handle; the cargo hook protected their hands, extended their reach, and enabled them to snag, lift, or position cargo in the hold. Each hold was covered by its own hatch, and cargo destined for the first port of call was loaded last. Cargo in a variety of sizes, shapes, and weights had to be stowed tightly to prevent damage. Breakbulk longshoring required specialized skills to achieve a "tight stow." Improperly stowed cargo that shifted during the voyage could endanger the ship's crew (Levinson 2016:22-23).

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[1] Breakbulk cargo refers to individually counted units of goods that must be loaded, unloaded, and transported individually due to their size, weight, or shape. These items are handled using cranes, forklifts, or other specialized equipment (Ram International Shipping 2025). In contrast, bulk cargo such as grain is loaded directly, unpackaged and in large quantities, into the ship's hold and is measured by volume or weight rather than recorded as individually counted units

B10. Significance (continued from previous page)

At the final port of call, all cargo had to be removed before loading began for the next voyage. Items were loaded onto the pallet, lifted out of the hold by the winch, and then unloaded from the pallet onto the dock. Deck men hand-carried certain items, such as bags of coffee, and dragged other items, such as heavy metal bars, which were then stacked into piles. Limited automation developed during World War II led to the prevalence of forklifts to move cargo on the dock. Deck men then sorted through the piles of cargo on the dock to determine which items would be placed into a transit shed and which would be retrieved and transported directly from the dock. Meanwhile, customs inspectors assessed cargo on the dock to calculate duties (Levinson 2016:26).

After buyers' representatives examined merchandise to discern its condition, carpenters and coopers began repairing broken crates and barrels for the cargo's onward journey by truck or rail. Trucks would then back onto the dock to retrieve their loads as forklifts moved other cargo to transit sheds (Levinson 2016:27). Cargo transfer at the Port of Long Beach between the ship, transit sheds, and other storage areas was usually performed by lift trucks, tractors, and trailers (USACE and USMC 1947:394–395). Dockside tracks typically ran adjacent to berths and transit sheds for adjacent loading and unloading of railcars.

Following World War II, new Port of Long Beach facilities included large fireproof transit sheds for interior operation of mechanical handling equipment; wide aprons served directly by railway trackage; depressed rail tracks at the rear of transit sheds served by wide loading platforms; and large paved open areas in the rear of wharves for handling and storing lumber and other cargo not requiring cover (USACE and USMC 1947:394–395). While some transit sheds remain, virtually all pre-1969 cargo handling equipment was removed from the Port to make room for container operations and equipment.

Transit Sheds

At POLB, large waterfront wharf buildings known as transit sheds are the primary surviving resource type from the pre-containerization era of cargo shipping and handling. Transit sheds were designed for rapid loading and unloading, protection, assembly, sorting, and short-term storage of general cargo (MacElwee 1918:820; *Press-Telegram* 1968). The Port's first transit shed, and one of its original facilities, was a 40,000-square-foot, clear-span steel building at Pier 1, Berth 50 (in area now known as Pier D) in the inner harbor (Emery 1945:57).

The City of Long Beach first acquired the parcel encompassing Pier 1 in 1909 as part of a 4.7-acre purchase from the Los Angeles Dock and Terminal Company (Brackenbury 1953a). Pier 1 was originally constructed in 1911 and, by 1919, had a small building at its western corner. Municipal tracks ran along its west and east sides, parallel to Slip No. 4 and Slip No. 5 (Los Angeles Dock and Terminal Company 1919). Pier 1 formally opened on June 24, 1911 (Craig 1956). In 1928, a $2.7 million bond issue was passed to build piers, wharves, and other facilities, leading to reconstruction of Pier 1 and construction of the Port's first transit shed by 1930 (Brackenbury 1953a). According to a local newspaper, the newly completed transit shed was "the real start of shipping activity through the local harbor" (Brackenbury 1953a). The first ship to unload cargo at the shed was the American – Hawaiian Steamship Company freighter *Panaman*, which arrived from the East Coast. During its 2 decades of operation, the Pier 1, Berth 50, transit shed processed thousands of tons of cargo, including scrap iron, lumber, potash, wood pulp, and potatoes. The Isbrandtsen Line and Providenza Line also used the shed for banana shipments from Central America (Brackenbury 1953a).

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B10. Significance (continued from previous page)

Within a year of beginning operations, the transit shed at Pier 1, Berth 50, was often filled beyond capacity and unable to accommodate the increasing amount of incoming cargo (*Press-Telegram* 1934). In October 1931, the dearth of interior storage capacity caused thousands of pounds of onions, potatoes, beet pulp, sugar, flour, bathtubs, Christmas candy, canned goods, coffee, beans, and teakwood to be left unprotected in piles outside the transit shed. The Harbor Department recognized that construction of additional transit sheds was vital to accommodate increasing commerce through the Port (*Long Beach Sun* 1931). As early as 1931, the Board of Harbor Commissioners and Port Manager began planning to address lack of capacity by relocating lumber shipping facilities to the outer harbor and building a second transit shed at the inner harbor (*Press-Telegram* 1931). However, over 5 years later, no new transit shed had been completed. In July 1937, cargo damaged by sitting outside the transit shed included $1 million worth of raw rubber (*San Pedro News-Pilot* 1937).

On June 20, 1939, following years of delay, a $400,000 passenger terminal/transit shed measuring 120 by 1,000 feet was completed at former Pier A, Berths 1–2 (*Pacific Ports and Marine News* 1939:19). The new transit shed, the Port's first steel and concrete Moderne shed, was constructed with assistance from the Works Progress Administration and was used by both cargo and passenger vessels (Queenan 1986:96). By 1939, the transit shed at Pier 1, Berth 48, had been completed adjacent to the transit shed at Berth 50 (UCSB Library Framefinder 1939). The combined total capacity of both sheds was 77,500 square feet (Craig 1956), and dedicated apron wharf tracks and low-line tracks extended along the west and east sides of each transit shed (Emery 1945:57). The third, notably smaller transit shed at Pier 1, Berth 47, was described as a "cement shed" in its 1940 architectural plans. The shed's façade (north elevation) had six cargo bays, with only one bay at the rear (south elevation). Based on the plans, the small shed displayed features of the Moderne architectural style.

Pier 1's functionality ultimately failed due to subsidence, which was first detected in the harbor before 1940 (*Independent Press-Telegram* 1961). This necessitated the pier's reconstruction and the removal of its three original transit sheds at Berths 47, 48, and 50. In 1952, the Harbor Department began reconstructing Pier 1 as an earth-fill mole retained by a concrete wall. The 683- by 348-foot mole pier was completed by contractor Walter C. Groshong and the Smith-Rice Derrick and Barge Corporation for $2 million. Three new deepwater berths (Berths 48–50) were added. The Coastwise Lines' Seafarer cargo vessel was the first to berth at the newly reconstructed Pier 1 (Craig 1956). During the following year, 1953, the original Pier 1, Berth 50 and Berth 48, transit sheds were relocated within the Port to West Eighth Street and repurposed as Warehouse No. 4 and Warehouse No. 6, respectively (West Eighth Street is no longer extant). In their place, one large transit shed, the present Transit Shed at Berths D48–50, was completed at Pier 1 in 1956. Other new construction at Pier 1 included railroad tracks, utilities, and paving (Brackenbury 1953a; Riffenburgh 2012).

The Port's postwar transit shed designs were heavily influenced by technological advancements in steel-frame construction and cargo-handling equipment such as the "motorized lift truck" (forklift) which, according to *The Log of America's Maritime Industries*, "caused the greatest revolution in cargo handling of any single article of equipment" (Emery 1945:55). Modern equipment increased crowding on the Port's busy docks. A circa (ca.) 1945 photograph of former Pier A, illustrates the insufficient amount of space for motorized cargo-handling equipment and trucks when both apron wharf tracks between the berth and transit shed were occupied by rail cars (Emery 1945:54). The new transit shed designs, which improved upon existing clear-span technology, incorporated massive steel beams to eliminate the need for interior columns (Jobst 1963; *Press-Telegram* 1968). These transit sheds also had higher vertical clearances that enabled forklifts to stack cargo in taller piles. Before 1945, the Port's transit shed doors were generally 10 to 12 feet high and relatively narrow, often resulting in delays and damage to cargo. The new steel roll-up doors generally measured 14 feet high and 18 feet wide, with end doors and ramp doors measuring 16 feet high. Shed framing techniques provided flexibility by allowing door heights to be increased as needed (Emery 1945:56).

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B10. Significance (continued from previous page)

Postwar improvements replaced the Port's old wooden structures with wider concrete piers and wharf aprons in conjunction with wider transit sheds to expedite cargo handling. Port transit sheds were redesigned to build rear-loading shed platforms 18–20 feet wide instead of 10–12 feet wide, thereby reducing the need for railcar doors to align directly opposite shed doors. The wider platforms also increased operating room for motorized equipment. Loading docks and platforms at the rear were also equipped with canopies to shelter cargo and workers, and smooth interior concrete floors helped prevent unevenness and settlement under load. The Port's new transit shed designs also incorporated upgraded lighting. Earlier transit sheds were poorly lit, and dust that gathered on light fixtures greatly reduced their efficiency. Newly constructed transit sheds were equipped with twice the amount of lighting, more expensive units that were easier to clean, light-colored interiors, and more roof monitors and skylights/clerestory windows to enhance natural illumination (Emery 1945:55-56).

During the mid-1940s through the 1950s, the Port completed nearly $25 million in improvements, including wharves, piers, bridges, and transit sheds; each new transit shed cost between approximately $500,000 and $2 million (Brackenbury 1954a). Construction of nine massive clear-span transit sheds began in 1946 with the transit shed at former Pier A, Berths 1–2, establishing Long Beach as "America's most modern port" (POLB 2025). Two transit sheds at former Pier A, Berths 3–4 and Berth 5, were completed in 1947. The smaller former Pier A, Berth 5, shed measured 120 by 600 feet and cost approximately $510,000 (*Independent* 1946). Two years later, in 1949, a transit shed measuring 200 by 1,152 feet (230,000 square feet) was completed at former Pier A, Berths 6–7. At the time of its completion, the $1.6 million transit shed was the largest clear-span structure of its type in the world. Pier A was considered the "world's largest finger pier" (*Independent* 1948, 1949; *Press-Telegram* 1952), and the transit shed was regarded as "the first transit shed on the Pacific coast built to dimensions now considered requisite for best handling capacity of modern ships" (Long Beach Chamber of Commerce 1946).

By 1950, the Port had nearly 750,000 square feet of space in transit sheds on Pier A and was seeking to further increase covered space to better handle the diverse cargoes passing through from all over the world (*Press-Telegram* 1951). Since at least the 1930s, the Port permitted shippers to store cargo on the wharves and in transit sheds for extended periods (USACE 1936:204–205). To conform with the 5-day workweek for railroad workers and truckers, inbound and outbound "foreign cargo" passing through the Port during the 1950s could remain in transit sheds for up to 10 business days or 14 calendar days, exclusive of Saturdays and Sundays. Port workers complained that this extended free storage period for international cargo "turns transit sheds into warehouses" (Newton 1950). Workers noted that some cargo shippers used the additional free time to save on transportation costs by disposing of imports before trucking them to warehouses for longer-term storage. This policy also appeared to enrich the shipping industry by eliminating longshore overtime, as there was less urgency to move cargo off the wharves (Newton 1950).

In 1952, a new 180,000-square-foot transit shed was completed at former Pier A, Berths 9–10, second only in size to the shed at former Pier A, Berths 6–7. The new shed, which brought the Port's covered space to over 1 million square feet, could accommodate 25 standard shiploads and was initially used for inbound Malay rubber and hemp and outbound general cargo (*Press-Telegram* 1952). By 1953, Pier A had five massive transit sheds, and more sheds were under construction. Additional transit sheds were constructed, enlarged, or reconstructed between the mid-1950s and mid-1960s. The Transit Shed at Berths D52–54, originally constructed in 1951, was substantially enlarged in 1954. The Transit Shed at Berth D34, completed in 1955, was the only large transit shed ever constructed on Pier D's triangular wharf section. Before the Transit Shed at Berth D34 was constructed, a small ca. 1945 transit shed at Pier D, Berth 33, was moved 1,000 feet to the north (National Environmental Title Research, LLC [NETR] 2025). Following relocation on Pier D, the small shed functioned as a warehouse until it was removed altogether from Pier D in 2010–2012 (Brackenbury 1955; *Independent* 1953; NETR 2025). The Transit Shed at Berths D48–50 was completed in 1956 on former Pier 1, functionally replacing the two original transit sheds at Berth 50 and Berth 48. Also in 1956, the transit shed at former Pier C, Berths 24–25, was constructed for $1.5 million. During the following year, 1957, the transit shed at former Pier C, Berths 20–21, was under construction for $1.6 million (*Press-Telegram* 1957).

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B10. Significance (continued from previous page)

In 1958, the Port's multi-million-dollar construction projects included two new piers—Pier F and Pier G—extending southward from Pier A, which was the world's longest wharf at the time (*Press-Telegram* 1959). That year, Guy F. Atkinson Co. contracted with the Port to construct a new wharf at Pier A, Berths 1–2, which was being inundated at high tide, and to raise and reconstruct the existing transit shed, which had subsided. Work involved shortening the original shed by nearly 100 feet at its north end and removing the passenger walkway and ramps. Pier B's first transit shed was completed in 1959 by Ruane Corporation for $1.7 million at Berths 12–13. The shed measured 200 by 906 feet (181,200 square feet) (*Independent* 1958).

After a 5-year pause, the Port constructed two additional transit sheds at the newly completed Pier F: the Transit Shed at Berths F206–207 (1963) and the Warehouse/Transit Shed at Berths F204–205 (1967). In 1968, the Port had a total of 14 transit sheds: this transit shed total excludes the original 1945 transit shed at Pier D, Berth 33, which was moved in 1953 and repurposed as Warehouse No. 3. This total also excludes the small transit shed at former Pier E, Berth 124, within the former Long Beach Naval Complex.

As of 2025, five transit sheds remain at the Port. The remaining transit sheds no longer serve their original purpose of facilitating the rapid loading and unloading, protection, assembly, sorting, and short-term storage of breakbulk cargo. During field survey on February 25, 2025, the transit sheds were observed to be either non-operational (Transit Shed at Berth D34 and Transit Shed at Berths D48–50) or being used for cargo that does not require covered storage or manual handling, such as imported automobiles and massive spools (Transit Shed at Berths F206–207) or shipping containers (Transit Shed at Berths D52–54 and Warehouse/Transit Shed at Berths F204–205).

The table below described all known Port transit sheds built between 1930 and 1967.

Table. Port Transit Sheds, 1930-1967, Ordered by Construction Date

Transit Shed Location	Construction Date	Disposition
Transit shed at former Pier 1, Berth 50	1930	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 4)
Transit shed at former Pier A, Berths 1–2	1939, 1958 (reconstructed)	Non-extant; removed in 1992–1993
Transit shed at former Pier 1, Berth 48	1939	Non-extant (was originally in area now part of Pier D; relocated in 1953 to West Eighth Street and repurposed as Warehouse No. 6)
Transit shed at former Pier 1, Berth 47	1940	Non-extant (was in area now part of Pier D); removed in 1953
Transit shed at Pier D, Berth 33	1945	Non-extant; relocated 1,000 feet north before construction of Transit Shed at Pier D, Berth 34, to function as Warehouse No. 3; and removed from Pier D in 2010–2012
Transit shed at former Pier A, Berths 3–4	1947	Non-extant; removed ca. 1990
Transit shed at former Pier A, Berth 5	1947	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 6–7	1949	Non-extant; removed ca. 1985
Transit shed at former Pier A, Berths 9–10	1952	Non-extant; removed ca. 1985
Transit Shed at Berths D52–54	1951/1954	Extant at Pier D (in former Pier 2 area)
Transit Shed at Berth D34	1955	Extant at Pier D
Transit Shed at Berths D48–50	**1956**	**Extant at Pier D (in former Pier 1 area)**
Transit shed at former Pier C, Berths 24–25	1956	Non-extant: removed ca. 1980
Transit shed at former Pier C, Berths 20–21	1957	Non-extant; removed ca. 1990

Transit shed at former Pier B, Berths 12–13	1959	Non-extant; removed ca. 1990
Transit shed at former Pier B, Berth 17 (formerly Warehouse No. 2 at former Pier A)	1950 (relocated to former Pier B in 1963)	Non-extant; removed ca. 1980
Transit Shed at former Pier E, Berth 124 (now Pier T/former Long Beach Naval Complex)	1961	Non-extant; removed ca. 2015
Transit Shed at Berths F206–207	1963	Extant
Warehouse/Transit Shed at Berths F204–205	1967	Extant

The Moderne Style in Transit Sheds

The transit sheds constructed at the Port between 1946 and 1963 were late examples of the Streamline Moderne (Moderne or Art Moderne) architectural style. Most popular from the 1920s to 1940s, Streamline Moderne often incorporated the streamlined features of ships, trains, planes, and automobiles into buildings such as train stations, airport terminals, and commercial and residential buildings. The style's character-defining features are smooth wall surfaces, flat roofs often with coping or parapets, and a strong sense of horizontality. The Streamline Moderne style and related modernistic Art Deco, which emphasized verticality and zigzags, emerged when Eliel Saarinen's 1922 design won second place in a widely publicized *Chicago Tribune* architecture competition (McAlester 2013:580–582). The Port's first Streamline Moderne transit shed was completed in 1939 at Pier A, Berths 1–2. Except for the Warehouse/Transit Sheds at Berths F204–205, the Port transit sheds dating to 1946 and later displayed features of the Streamline Moderne design. The Transit Shed at Berths 206–207 also incorporates classically inspired features, with a Contemporary design for its original attached offices.

Port Transportation

Since the Port's first buildings were constructed in the late 1920s and early 1930s, trucks and railcars have been transporting cargo to, from, and around the Port. Prior to containerization, trucks arrived at wharves, transit sheds, and dockside warehouses where goods were handled manually or with equipment such as forklifts. A comparative study of the Port of Long Beach and Port of Los Angeles noted that, in both 1929 and 1979, trucks were the primary means of cargo conveyance. As construction of the highway system, including Interstate 710 and State Route (SR) 710, progressed during the 1950s and 1960s, truck delivery became faster and more efficient (Miller 1983:370). Trucking operations, such as Trans-Harbor Trucking on Santa Fe Avenue, had truck fleets and warehouses with loading docks at or near the Port (LBPL Digital Archive 1964). Trucks and trains remain critical to intermodal container shipping, which moves freight by two or more modes of transportation.

During the early- to mid-twentieth century, rail access was critical to attracting industry and commerce to the waterfront, and it remains an important component of the Port's containerization infrastructure. The first rail line within the area now known as the Port of Long Beach was established in 1882 by the American Colony Railroad, known locally as the Long Beach Railroad. The horse-drawn line connected the City of Long Beach to the Southern Pacific Railroad tracks, through an area in present-day Wilmington, and was replaced by a steam-powered line built by the Long Beach Land and Water Company in 1886. That steam-powered line was sold to the Southern Pacific in 1887, and the Land and Water Company's light rail tracks were replaced with standard rails (ICF 2020:21–22).

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B10. Significance (continued from previous page)

The Long Beach Railroad originally bypassed the present-day Port area; however, the railroad and Port were connected by lead lines around 1923. One line extended across the Cerritos Channel to Terminal Island, where it joined a Union Pacific Railroad line. Another lead branched off to the Port of Los Angeles. Neither line remains extant. A third line extending from an area near the Los Angeles River south into the Port, which was realigned before 1975, appears to currently function as a mainline track. The Los Angeles Terminal Railroad, the second railway company to place tracks within the present Port area, was organized in 1891 and connected Los Angeles to Long Beach through Terminal Island. Portions of the line, which was purchased by Union Pacific in 1921, remain on Terminal Island. In 1902, the Pacific Electric, a long-haul carrier, began operating freight and interurban passenger rail in Long Beach. The company sold its passenger rail franchise to Metropolitan Coach Lines in 1953 but retained ownership of the tracks, which were removed by the mid-1960s (ICF 2020:21–22).

To provide all major railroad lines with equal access to wharves at the San Pedro Bay Ports (Port of Los Angeles and Port of Long Beach), the Harbor Belt Line Railroad was established in 1929 as a neutral carrier (USACE 1979:133). The Harbor Belt Line resulted from an agreement between the City of Los Angeles, the Pacific Electric, and three transcontinental railroads: Southern Pacific; Atchison, Topeka, and Santa Fe Railroad; and Union Pacific. At both the Port of Long Beach and Port of Los Angeles, these carriers served the waterfront facilities either by their own rails or through the Pacific Electric facilities over municipal tracks. Pursuant to the agreement with the City of Los Angeles, the three major railroads supplied labor and equipment for switching services within a designated area encompassing 117 miles of track. During the Harbor Belt Line's early operations, breakbulk cargo was transported in trains consisting of mixed rail car types such as boxcars, flatcars, and tank cars (MARAD 2020:1–6).

In 1941, Pier 1 had two transit sheds with tracks extending along the sides of the pier, across the face, and down the center between the transit sheds, "making an efficient arrangement for the receipt and shipment of cargo by rail or water" (USACE 1941:75). Between 1942 and 1968, the Port's internal rail system developed and expanded to serve newly constructed wharves, transit sheds, and dockside warehouses. A 1942 nautical chart depicts the tracks at Pier 1, as well as two track sections aligned with the perimeter of Pier 2 (now Pier D, Berths D52–54), nearly a decade before the Transit Shed at Berths D52–54 was constructed at that location. At that time, tracks also extended south along the portions of Piers A, B, and D that had been completed (National Oceanic and Atmospheric Administration [NOAA] 1942).

By 1948, tracks had been extended south along the waterside and landside of the newly constructed transit shed for cargo and passengers at Pier A, Berths 1–2 (NOAA 1948). Track construction during the 1950s and 1960s included service to the new transit shed at Pier 1 (Transit Shed at Berths D48–50), which was completed in 1956 and replaced two older sheds. The tracks ran adjacent to the new shed and into the shed interior via the building's south side. Tracks were also configured around the transit shed at Pier 2 (Transit Shed at Berths D52–54), which was completed initially in 1951 and then substantially enlarged in 1954. In addition, tracks connected to five former Pier A transit sheds, two former Pier C transit sheds, and one former Pier D transit shed. Tracks extending southwest along the Pier A "Victory Extension" served two more transit sheds (NOAA 1966, 1968).

Rail transport at the Port ultimately evolved to include standardized container unit trains (MARAD 2020:1–6). Following a series of post-1965 railroad mergers, the Union Pacific and Burlington Northern Santa Fe became the Harbor Beltline's only two remaining railroads (Trains and Railroads 2025; USACE and USMC 1957:276). In 1994, the Port of Long Beach and Port of Los Angeles jointly purchased the Southern Pacific San Pedro Branch railroad line to create the Alameda Corridor, which was completed from both ports to downtown Los Angeles in 2002. The Alameda Corridor is a dedicated 20-mile-long consolidated main line designed to move Class I trains from the transcontinental rail network east of downtown Los Angeles into and out of the San Pedro Bay Ports (MARAD 2020:1–6). As the Port's development and operations remain focused primarily on container shipping, the tracks that previously served transit sheds have either been removed or rendered non-functional. The Port rail system is now dedicated primarily to container transportation.
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B10. Significance (continued from previous page)

Labor

At the Port of Long Beach and major ports around the world, increasing automation and containerization led to enduring changes for cargo-handling processes and a steep decline in the historically large waterfront labor force. Before longshore unions became more effectively organized on the West Coast, waterfront labor at the Port was difficult, dangerous, and low paying. Longshoremen working in gangs, overseen by a boss or foreman, moved heavy loads and labored both day and night. Dangers included being struck by draft on the hook, tripping over loads, or getting injured by heavy lifting. Employment was also highly irregular because longshoremen worked only when cargo needed moving. The shipping industry demanded that dock workers be available on short notice, and ports needed a large labor force to handle peak periods. When a ship arrived with perishable cargo, there was full employment for the time it took to unload. However, the demand for labor was usually much less, and sometimes there was no work at all. Historically, the hiring process involved the foreman selecting workers during the morning "shape-up" or "call" at the docks, where longshoremen would gather for temporary assignments. The shape-up to compete for work involved begging, flattery, and kickbacks for pier foremen. Longshoremen received no pay while waiting for the ship to arrive, even if already assigned to a gang (Levinson 2016:28–29).

The first longshore unions on the West Coast were organized during the late nineteenth century. By 1902, longshoremen were loosely affiliated with the American Federation of Labor's International Longshoremen's Association (ILA), but local unions were divided and weakly linked to the national headquarters (ILWU 2025). The lack of coordination between the locals enabled shipowners to undermine West Coast longshore unions during the late 1910s to early 1920s (Bonthius 1977). Until 1934, employer-run (or "blue book") unions continued to dominate the shape-up at West Coast waterfronts. That year, the ILA organized the West Coast waterfront strike, which began in May and led to several months of violent labor struggles along the West Coast, including in Long Beach. The strike culminated in San Francisco on July 5, 1934, with "Bloody Thursday," which resulted in the deaths of a striking longshoreman and a member of another union. Following the strike, unions assumed control of the hiring process from West Coast employers. The morning shape-up was replaced with a daily public drawing of longshoremen badge numbers at a union-controlled hiring hall (Levinson 2016:29).

In 1937, the International Longshore and Warehouse Union (ILWU) formed with Harry Bridges as its first president, a role in which he served for 40 years. The ILWU still represents most dockworkers at the Port (ILWU 2025). As described by Herb Mills, an officer with Local 10, the ILWU labor hierarchy was based on respect and seniority. Gangs of holdmen (working in the ship's hold), winchmen (operating the winch), and dockmen (working on the dock) functioned as teams supervised by a "gang boss." The boss, who was usually an experienced holdman and winchman, was elected by other longshoremen. "Walking bosses" supervised all gangs in an operation, while "stewards" administered ILWU policy to ensure enforcement of labor rules and regulations and to resolve issues between union members and employers. For issues that stewards were unable to resolve, a union "business agent" would intervene (Mills 1978).

Following formation of the ILWU, nearly all labor at the Port of Long Beach, Port of Los Angeles, and adjacent area was organized into ILWU "locals," which operated under the master agreement between the ILWU and Waterfront Employer's Association for the Pacific Coast Ports. The agreement's rules and regulations regarding wages, hours, and working conditions basically applied to both ports. Cargo handling, pier handling, and car loading/unloading were performed by stevedoring contractors or terminal operators. Waterfront labor was coordinated with gangs dispatched from a central hiring or dispatching hall to either port "without discrimination." The central hiring or dispatching hall was operated by a Port Labor Relations Committee consisting of three ILWU representatives and three Waterfront Employer's Association representatives (USACE and USMC 1947:374, 394). The Longshoremen's Dispatch Hall is located at 343 North Broad Avenue in Wilmington, California.

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B10. Significance (continued from previous page)

During the 1950s, as waterfront labor grew into a larger percentage of operator shipping costs, the trend towards increased automation in cargo handling was continuing to gain momentum. In May 1955, Clarence G. Morse, chair of the Federal Maritime Board, addressed 800 people at a World Trade Week event in the newly completed Transit Shed at Berth D34, noting that waterfront labor was a major cost factor. He urged greater mechanization of cargo handling "to increase productivity and decrease the cost of handling cargo, so that more cargo will move by water, more longshoremen will be employed, and more vessels operated in the coastwise and intercoastal trades" (*Press-Telegram* 1955c). To further reduce labor costs, shipping companies not only increased mechanization but also reorganized their negotiating associations to enhance effectiveness during collective bargaining. On the West Coast, the Pacific Maritime Association (representing employers) and the ILWU, led by Harry Bridges, jointly promoted cost-saving measures such as larger sling loads, palletization, and mechanical conveyor belts. Bridges was willing to accept a smaller longshore workforce to guarantee higher pay and better benefits for union members (Donovan 1999:70–71).

As automation and, ultimately, containerization prevailed, the negotiations continued between operators and labor to establish the parameters and nature of longshore work. In 1968, longshore clerks and foremen defied a federal court order by refusing to handle containers aboard a Sea-Land vessel berthed at the Port. The dispute related to an earlier agreement designating teamsters for packing and unpacking containers. Longshoremen who handled containers during loading claimed that packing and unpacking was under their jurisdiction (*Press-Telegram* 1969). In 1969, ILWU entered into an agreement with the Pacific Maritime Association for training longshoremen in the operation of container-handling equipment such as container cranes, straddle lifts, and mobile land cranes (Baldwin 1969).

Transition to Container Shipping

Beginning in the late 1950s, containerization began revolutionizing the shipping industry. Ships, wharves and equipment at ports, and rail and truck transportation facilities were built or adapted specifically for container processing and handling. Fleets of large new container ships were built, while slips were infilled and wharves demolished and redesigned to accommodate the fully loaded steel boxes and multiple gantry cranes. The modular, waterproof steel containers could be mechanically handled by gantry cranes and provide storage for the variety of cargo types within (MARAD 2020:3.13-4–3.13-5; Queenan 1986:131–135). Purpose-built container vessels increased capacity from 15,000 tons in the 1950s to over 60,000 tons in the 1970s, while standardization resulted in simple transportation and handling equipment and proper tracking and tracing during the entire trip (van Ham et al. 2012:3).

When a container ship arrives at the Port, containers are loaded and unloaded with specialized cranes. Outbound containers are placed on the ship, while inbound containers are simultaneously placed onto trucks or automated guided vehicles. The vehicles transport containers from the terminal to the storage yard where container-handling equipment sorts containers within the yard. The heavy, waterproof steel containers are temporarily stacked in designated uncovered areas before being loaded onto trucks or trains for delivery to their next destination. The highly automated process requires relatively few workers, as thousands of containers can be mechanically loaded on and unloaded from a single ship in just hours. Containerization eliminated most waterfront jobs and rendered transit sheds and dockside warehouses virtually obsolete.

The Port was a pioneer in containerized shipping during the 1960s, when construction began on Piers J and F, and SeaLand Services initiated container terminal service at Pier G. In 1965, Piers J and F were completed as part of the world's largest landfill project at the time (Queenan 1986:135). During the early 1970s, the Port began a construction program for three new container terminals and a container freight station to enlarge existing container operations. Dredging deepened the harbor to 60 feet, the deepest in the nation. Fill from the dredging created landfill for extensive pier expansion, and the Port's new wharves and storage space made its container operations the busiest on the West Coast (Queenan 1986:143, 148–150).

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B10. Significance (continued from previous page)

In a 1969 article titled "A Decade of Growth," the *Independent* reported that the Port had about 2 million square feet of transit shed space, over 6 million square feet of open storage, 61 deep-water berths, and 50 miles of Port-owned rail trackage with a capacity for 800 railcars and direct access to the Santa Fe, Southern Pacific, and Union Pacific railroad system. By then, the Port had reached a milestone of 21 million tons handled in 12 months, double the tonnage of a decade earlier, and the Port's economic value to Long Beach had reached $180 million annually. The primary factors contributing to this growth were reportedly the Port's location, flexibility of Port management in implementing the master plan, and the designing of expanding and versatile facilities to address the evolution in shipping industry needs (*Independent* 1969). The complete transition from breakbulk cargo handling to intermodal container shipping and the construction of massive container terminals since 1969 transformed the Port's built environment.

History of Transit Shed at Berths D48-50

The Transit Shed at Berths D48–50, constructed in 1956, replaced two earlier transit sheds on what was then known as Pier 1, the Port's original municipal pier. Pier 1 formally opened on June 24, 1911, and was reconstructed in 1929. The following year, 1930, Pier 1's first transit shed—a steel clear-span structure—was completed (Brackenbury 1953a; Craig 1956). A second steel transit shed was completed at Pier 1 in 1938, bringing the pier's combined total shed capacity to 77,500 square feet (Craig 1956). Dedicated apron wharf tracks and low line tracks extended along the west and east sides of each transit shed. By 1953, the Port had demolished both sheds to make room for the Transit Shed at Berths D48–50 (Brackenbury 1953a; USACE and USMC 1957:237).

The Transit Shed at Berths D48–50 was completed on November 19, 1956, for $900,000 (Brackenbury 1953b; Press-Telegram 1957). The shed was designed by George F. Nicholson, the general contractor was J. C. Boespflug Construction Company, and the shed was fabricated and erected by Bethlehem Pacific Coast Steel Corporation (*Press-Telegram* 1955a).

The transit shed was originally serviced by double tracks on both sides, allowing cargo to be loaded and unloaded in rail cars from either side of the building. In addition, two sets of tracks served the interior, an innovation not incorporated into the Port's other transit sheds (Brackenbury 1954b; Craig 1956). Interior loading platforms were constructed along each side of the center tracks, and two "crossover bridges" spanned the tracks to facilitate cargo movement from one half of the shed to the other. When the tracks were in use, the bridges could be lifted. The shed was also constructed with two stories of offices totaling approximately 880 square feet (Brackenbury 1954b).

Construction of the new transit shed rendered the adjacent 100,000-gallon water tank and tower obsolete. The tank, constructed in 1931–1932, supplied water to the original transit shed sprinkler system and was sold and removed by the Board of Harbor Commissioners in 1954 (*Independent* 1954b).

During field survey on February 25, 2025, the transit shed did not appear to be in use.

Transit Shed Character-Defining Features

The mid-twentieth century transit shed is the primary extant resource type associated with the pre-containerization era at the Port. Transit sheds enabled the rapid loading, unloading, protection, assembly, sorting, and short-term storage of general breakbulk cargo (MacElwee 1918:820; *Press-Telegram* 1968). During the 1950s and 1960s, the number of transit sheds at the Port, including a former dockside warehouse functioning as a transit shed and excluding a small transit shed at the former Long Beach Naval Complex, peaked at 14; however, by the 1980s, many had been removed to accommodate construction of container terminals (NETR 2025).

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B10. Significance (continued from previous page)

The character-defining features of the mid-twentieth century transit shed are:

- Location on wharf directly adjacent to berth(s) for access to vessels;
- Oriented towards berth with shed length corresponding to length of berth(s) and vessel(s) to accommodate entire cargo of largest vessel using wharf;
- Numerous large cargo bays with roll-up metal (steel or aluminum) doors at waterside and landside to facilitate expeditious loading and unloading;
- Usually steel framing and concrete construction;
- Clear-span design without interior columns to maximize space for sorting, stacking, and arranging cargo and to prevent collisions with mechanical handling equipment;
- Monitor roof, skylights, and/or large multi-pane clerestory windows to enhance natural illumination; and
- Direct rail and truck access; tracks usually extend along both long sides of shed and loading docks present for truck access.

Transit sheds at the Port typically display a rectangular plan; however, some have irregular plans that conform to their smaller, irregularly shaped wharves. As discussed above, the Port's surviving transit sheds generally represent late examples of the Streamline Moderne architectural style, as applied to an industrial form and as reflected by smooth wall surfaces, flat roofs with coping or parapets, and strong sense of horizontality.

Transit Shed Integrity Considerations

Integrity is the ability of a resource to convey its significance. According to National Register Bulletin 15, "Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant" (NPS 1997:44). Transit sheds at the Port are mid-twentieth century commercial waterfront resources with specific integrity considerations related to their cargo-handling function.

Location: Location is a key aspect of integrity for evaluating the eligibility of a transit shed, a resource type that is inextricably linked to commercial shipping and ports of call. To retain integrity of location, a transit shed must be in its original location at the Port and maintain its original alignment in relationship to the berth(s) it was constructed to serve.

Design: Design is another key aspect of integrity, as transit sheds have designs developed specifically for early- to mid-twentieth century shipping processes, namely the clear-span design without interior columns. The transit shed design generally involves a long, narrow, rectangular plan with one long side oriented towards the berth(s) to facilitate loading and unloading from moored vessels. Transit sheds with irregular plans must still have long waterside elevations oriented towards the berth(s). To retain integrity of design, transit sheds must display their original rows of cargo bays.

Setting: Setting, specifically immediate setting, is a key aspect of integrity for transit sheds. Setting features such as the wharf, adjacent channel, and nearby historic-age buildings are more important than the overall Port setting, which has been substantially altered to adapt to containerized shipping processes. The presence of historic-age tracks along the shed's waterside and landside elevations contributes to integrity of setting.

Materials: Retention of primary construction materials, such as steel framing and concrete walls, is more important than retention of, for example, original window materials or pedestrian doors. Replacement of original steel rollup cargo doors with similar materials such as aluminum does not substantially diminish integrity of materials.

Workmanship: Integrity of workmanship is reflected by the original incised channel lettering corresponding with the particular shed and berth(s). (Continued on next page)

B10. Significance (continued from previous page)

Feeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time (NPS 1997:45). Transit sheds that retain their original location, overall design, primary materials, and immediate historic setting convey the historic character of the mid-twentieth century commercial waterfront.

Association: Association is the direct link between an important historic event or person and a historic property (NPS 1997:45). Transit sheds that retain their original location and basic design and material features maintain their integrity of association with cargo-handling activities during the pre-1969 pre-containerization era.

Eligibility for the NRHP and CRHR

The Transit Shed at Berths D48–50 is recommended eligible for the NRHP and CRHR under Criterion A/1 for its local significance in the area of commerce and under Criterion C/3 for its local significance in the area of architecture. The transit shed retains historic integrity.

NRHP Criterion A/ CRHR Criterion 1

The Transit Shed at Berths D48–50 possesses local significance under Criterion A/1 in the area of commerce for its association with the pre-containerization era of cargo handling at the Port, one of the West Coast's most important ports and a pioneer in transit shed design.

Constructed in 1956 to provide shelter and short-term cargo storage, the transit shed served as a transition point between ship and land (rail and truck) transport and was constructed adjacent to shipside to facilitate cargo handling. The building's location, size, orientation, and design reflected the shipping industry's heavy reliance on manual labor and dockside rail systems for the unloading, sorting, storage, and transportation of goods. As the shipping industry transitioned to containerized systems and ports constructed massive container terminals, the Port of Long Beach demolished or removed many of its mid-twentieth century transit sheds during the 1970s and 1980s. The Transit Shed at Berths D48–50 is one of only five remaining transit sheds at the Port, all of which were constructed after World War II (between 1947 and 1967). The five remaining transit sheds, including the Transit Shed at Berths D48–50, are significantly associated with the Port's postwar, pre-containerization era of cargo shipping and handling.

The proposed period of significance for Criterion A/1 begins in 1956, the year that the Transit Shed at Berths D48–50 was completed. The period of significance ends in 1968, when the Port's transition to containerized shipping processes was well underway and transit sheds were becoming virtually obsolete.

NRHP Criterion B/ CRHR Criterion 2

The Transit Shed at Berths D48–50 is recommended not eligible for listing under NRHP/CRHR Criterion B/2 as the transit shed does not appear to be significantly associated with any individuals important in local, state, or national history.

NRHP Criterion C/ CRHR Criterion 3

The Transit Shed at Berths D48–50 is recommended eligible for listing under NRHP/CRHR Criterion C/3 for embodying the distinctive characteristics of the transit shed resource type and representing a late industrial interpretation of the Streamline Moderne architectural style.

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B10. Significance (continued from previous page)

The Transit Shed at Berths D48–50 possesses virtually all the transit shed resource type's character-defining features (see above). The transit shed is located on the wharf at Pier D, directly adjacent to Berths D48–50, and its long, waterside elevations are oriented towards the berths to facilitate expeditious loading and unloading of cargo from vessels. While the transit shed displays a monitor roof with skylights to enhance natural illumination, numerous cargo bays with roll-up metal doors at waterside and landside further facilitate handling. Like other Port transit sheds from the era, the shed has steel framing and concrete construction. At the time of initial operations, the transit shed had direct rail and truck access, including tracks extending along both long sides of the shed and within the interior. All tracks have been removed.

The transit shed also embodies some distinctive characteristics of a Streamline Moderne building adapted to industrial uses. These building features include smooth concrete wall surfaces and bands of second-story windows.

The proposed period of significance for Criterion C/3 is 1956, the year that the Transit Shed at Berths D48–50 was completed.

NRHP Criterion D/ CRHR Criterion 4

The Transit Shed at Berths D48–50 is recommended not eligible for listing under NRHP Criterion D. The current recording of the transit shed encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The Transit Shed at Berths D48–50 retains overall integrity. The transit shed remains at its original location on Pier D, adjacent to Berth D34, and therefore retains integrity of location. The building has undergone a variety of changes since 1956. These changes include removal of the interior tracks, alteration of some incised channel lettering, application of a skim coat, and seismic retrofitting, which has somewhat diminished integrity of design, materials, and workmanship. The shed generally retains integrity of setting as characterized by the wharf, the nearby Transit Shed at Berth D52–54, and Channel No. 3; however, removal of the adjacent tracks has somewhat diminished integrity of setting. The remaining integrity of design, setting, and materials supports the building's integrity of feeling as a mid-twentieth century cargo handling facility and its integrity of association with pre-containerized cargo processes at the Port and along the West Coast during the pre-1969 period of significance.

According to National Register Bulletin 15, a property that is significant under Criterion C "must retain the physical features that characterize the type, period, or method of construction that the property represents" (NPS 1997:48). While design, materials, and workmanship are generally key aspects of integrity under Criterion C/3, for resources whose "design is a reflection of their immediate environment," such as the transit shed, location and setting gain importance (NPS 1997:48). The Transit Shed at Berths D48–50 is an example of a distinctive property type inextricably bound to its particular location and setting—the Port's mid-twentieth century commercial waterfront—and therefore retains sufficient integrity under both Criterion A/1 and Criterion C/3.

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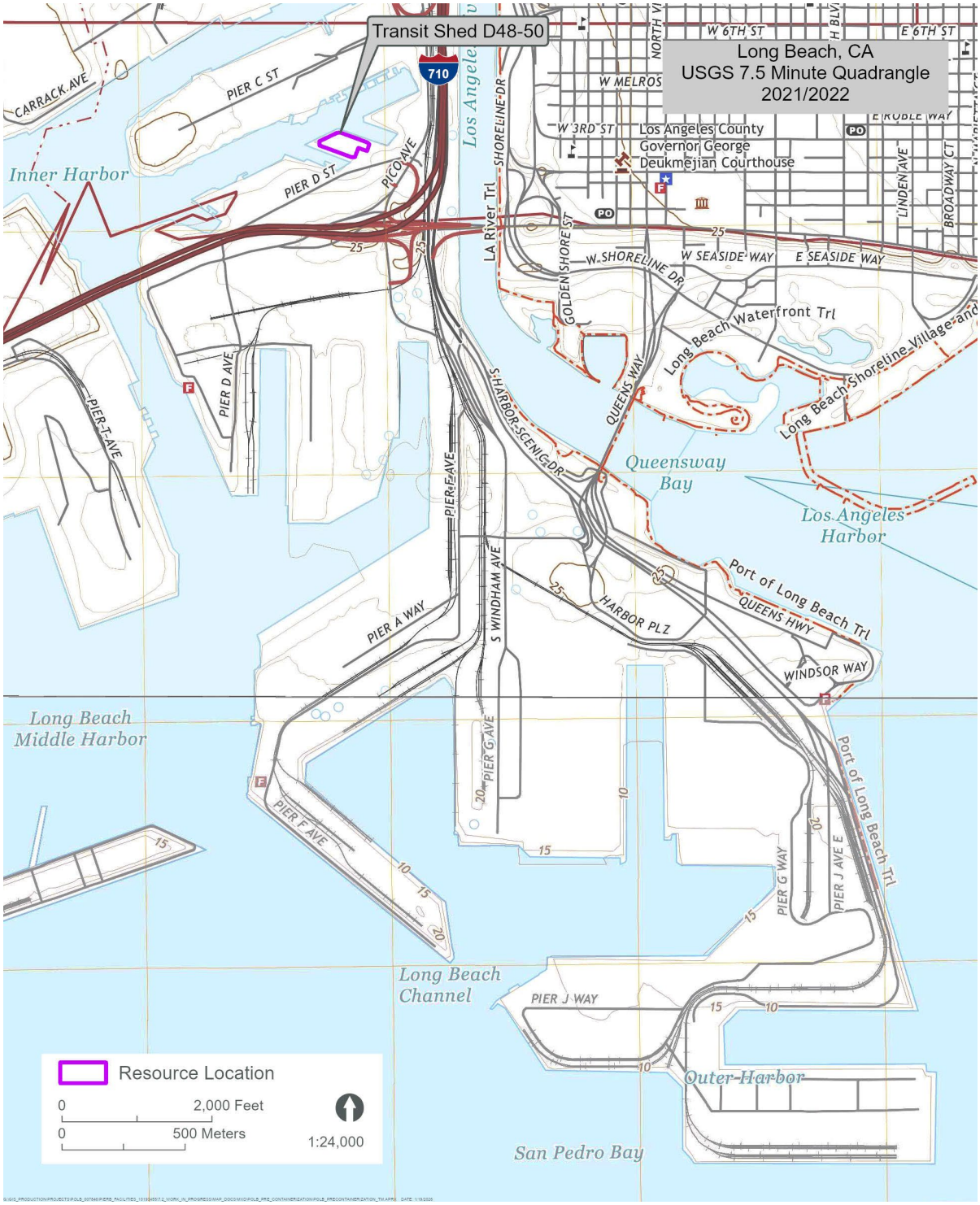
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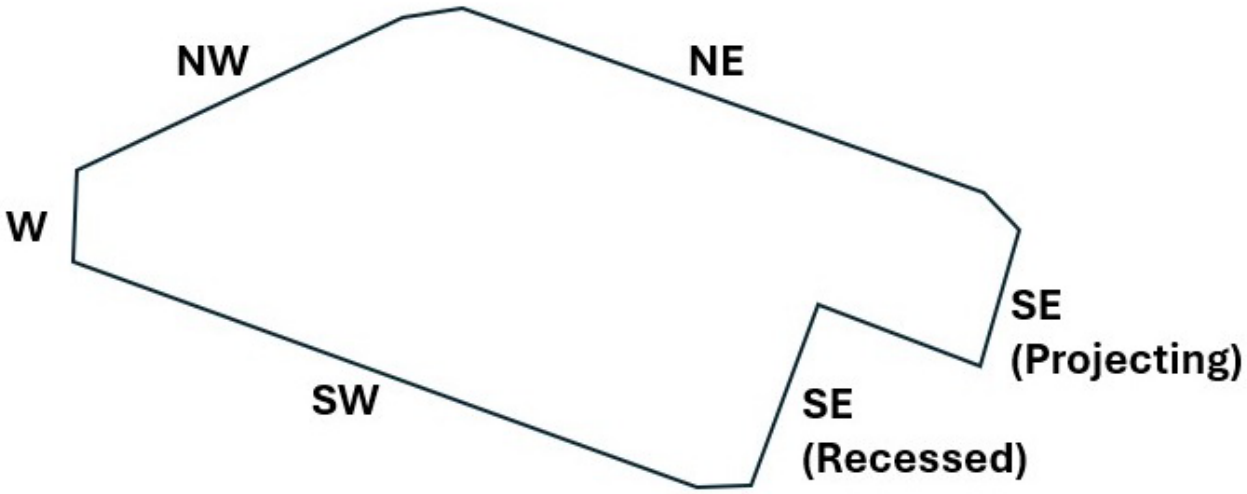
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Location Map



Elevation Labeling Convention for Transit Shed D48-50



Transit Shed D48-50, East Elevation, Southeast Elevation's Recessed South Section at Left and Projecting North Section at Right, View North (HDR 2025)



Transit Shed D48-50, View Northeast From SR-710 (HDR 2025)



Transit Shed D48-50, Southwest Elevation, View Northwest (HDR 2025)



Transit Shed D48-50, Canted West Corner, View Northeast (HDR 2025)



Transit Shed D48-50, Northwest Elevation, View East (HDR 2025)



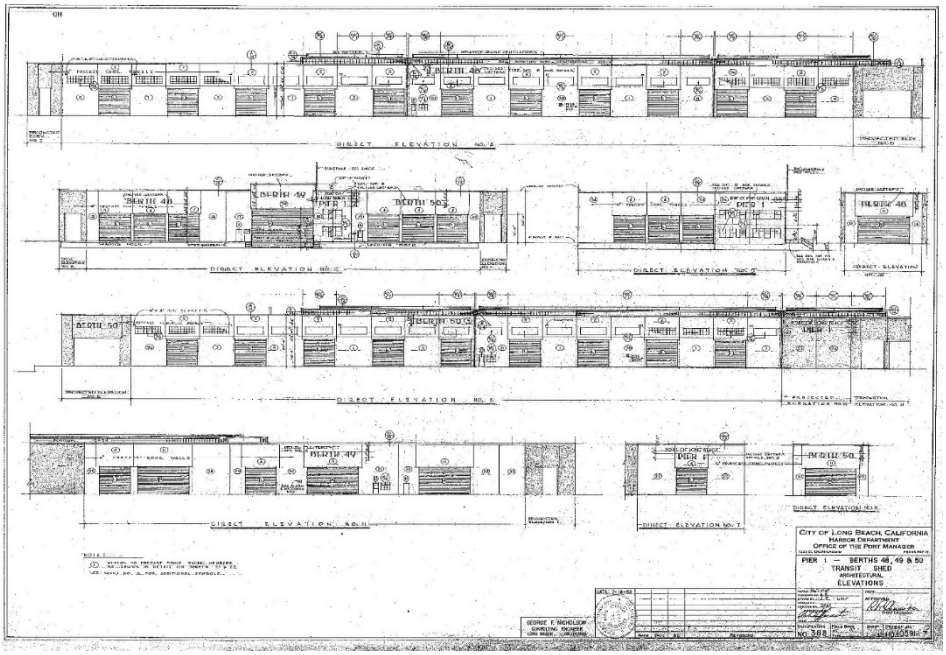
Transit Sheds at Former Pier 1, Berth 50 (Left) and Berth 48 (Right), View East-Southeast, 1950 (POLB Records Department 1950)



Transit Shed D48-50 (Center), View Northwest, May 27, 1956 (LBPL Digital Archive 1956a)



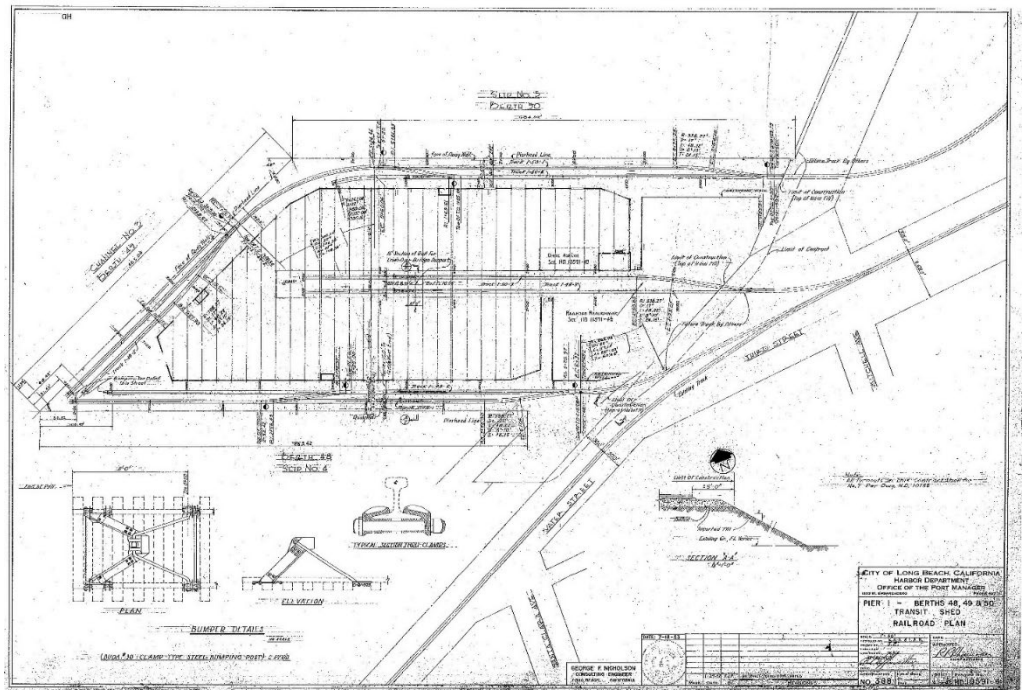
Elevations for Transit Shed D48-50 (City of Long Beach 1953c)



Transit Shed D48-50, View Northwest, Circa 1956 (LBPL Digital Archives 1956b)



Transit Shed D48-50, View Northwest, Circa 1956 (City of Long Beach 1953d)



Appendix D

Noise and Vibration Impact Assessment
Technical Memorandum Report

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Rid Hollands, ENV SP
Senior Environmental Planner/Project Manager
Ascent Environmental
2550 Fifth Avenue, Suite 640
San Diego, CA 92103

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 E

Sacred Lands File Search and
AB 52 Consultation

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

ACTING EXECUTIVE SECRETARY
STEVEN QUINN

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

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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

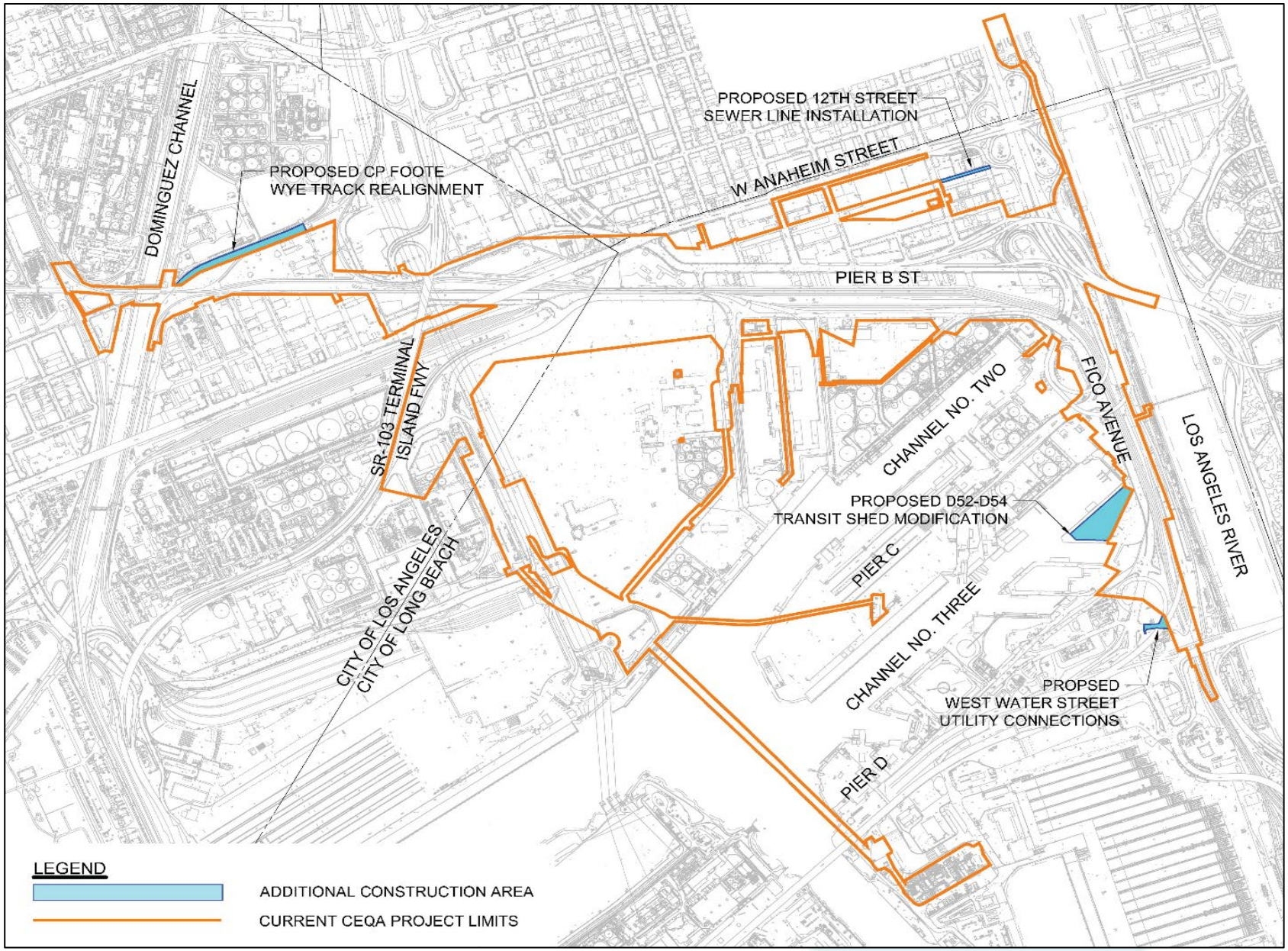


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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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Port of Long Beach
Environmental Planning Division
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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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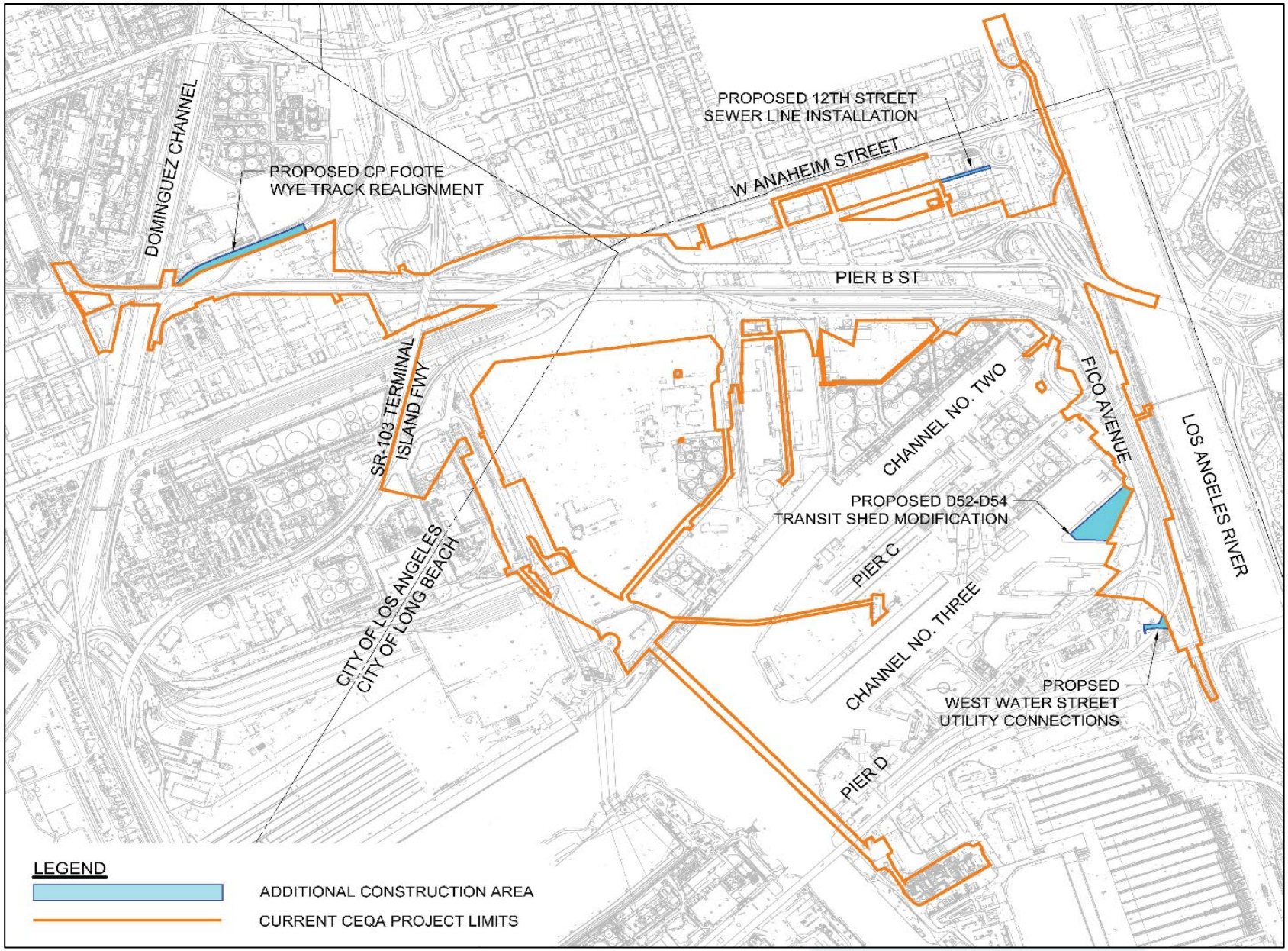


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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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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

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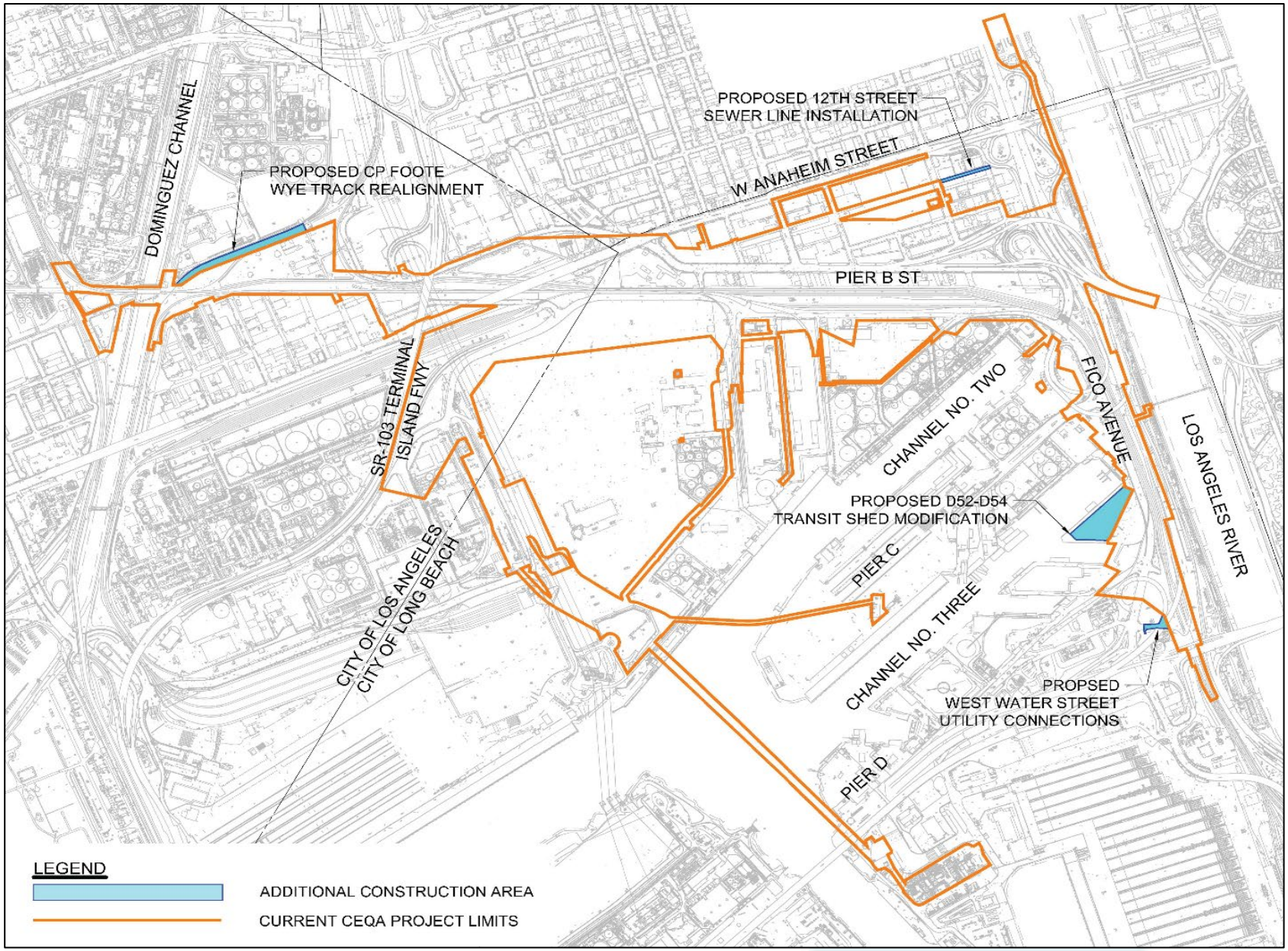


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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
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Dear Andrew Salas:

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Pursuant to California Public Resources Code Section 21080.3, the Gabrieleno Band of Mission Indians - Kizh Nation has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrieleno Band of Mission Indians - Kizh Nation request consultation, the Port will begin the consultation process within 30 days of receiving your request.

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Environmental Planning Division
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Email: alex.holford@polb.com

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Very Respectfully,



Renee Moilanen
Director of Environmental Planning

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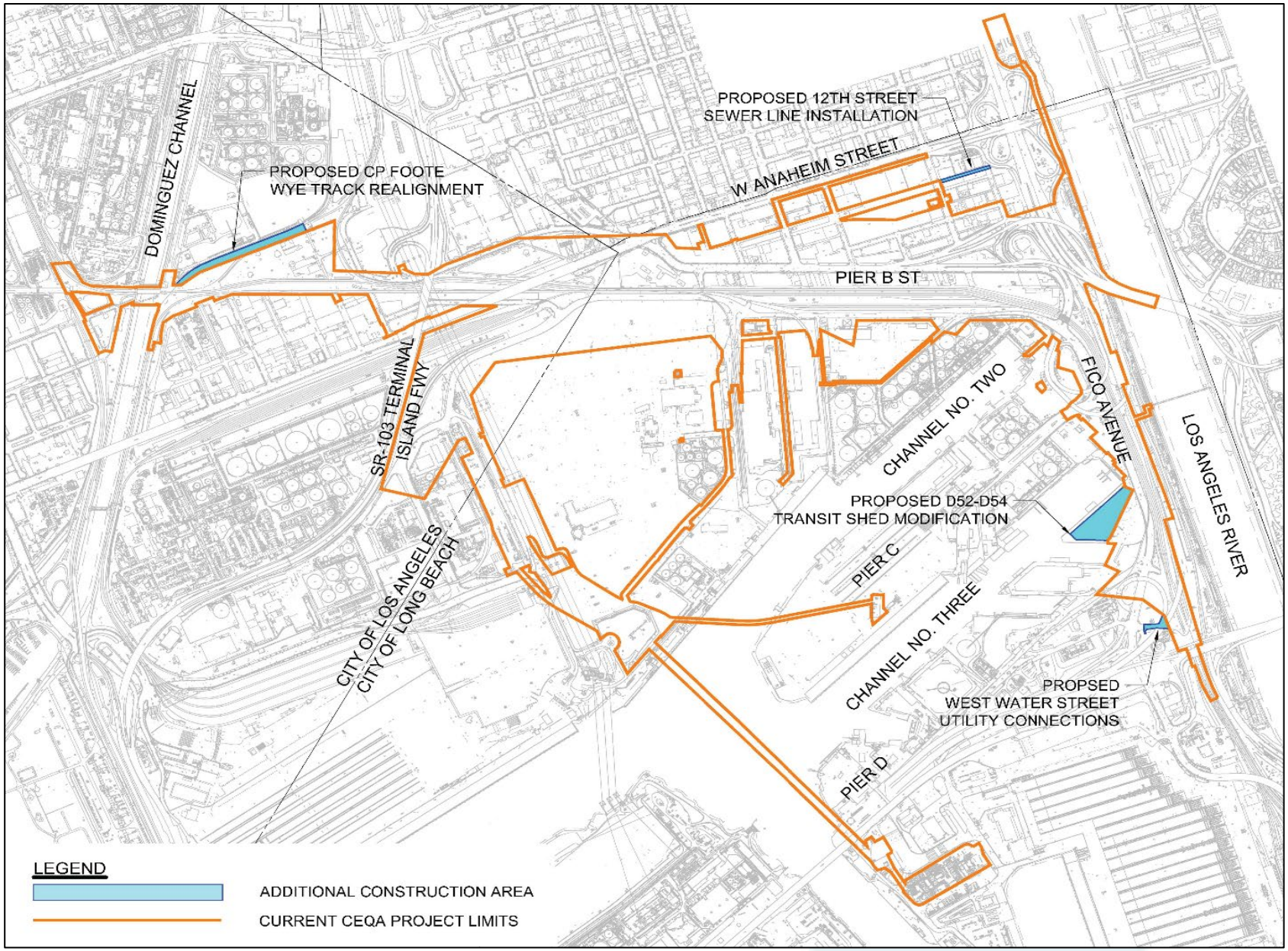


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

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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Very Respectfully,

Renee Moilanen
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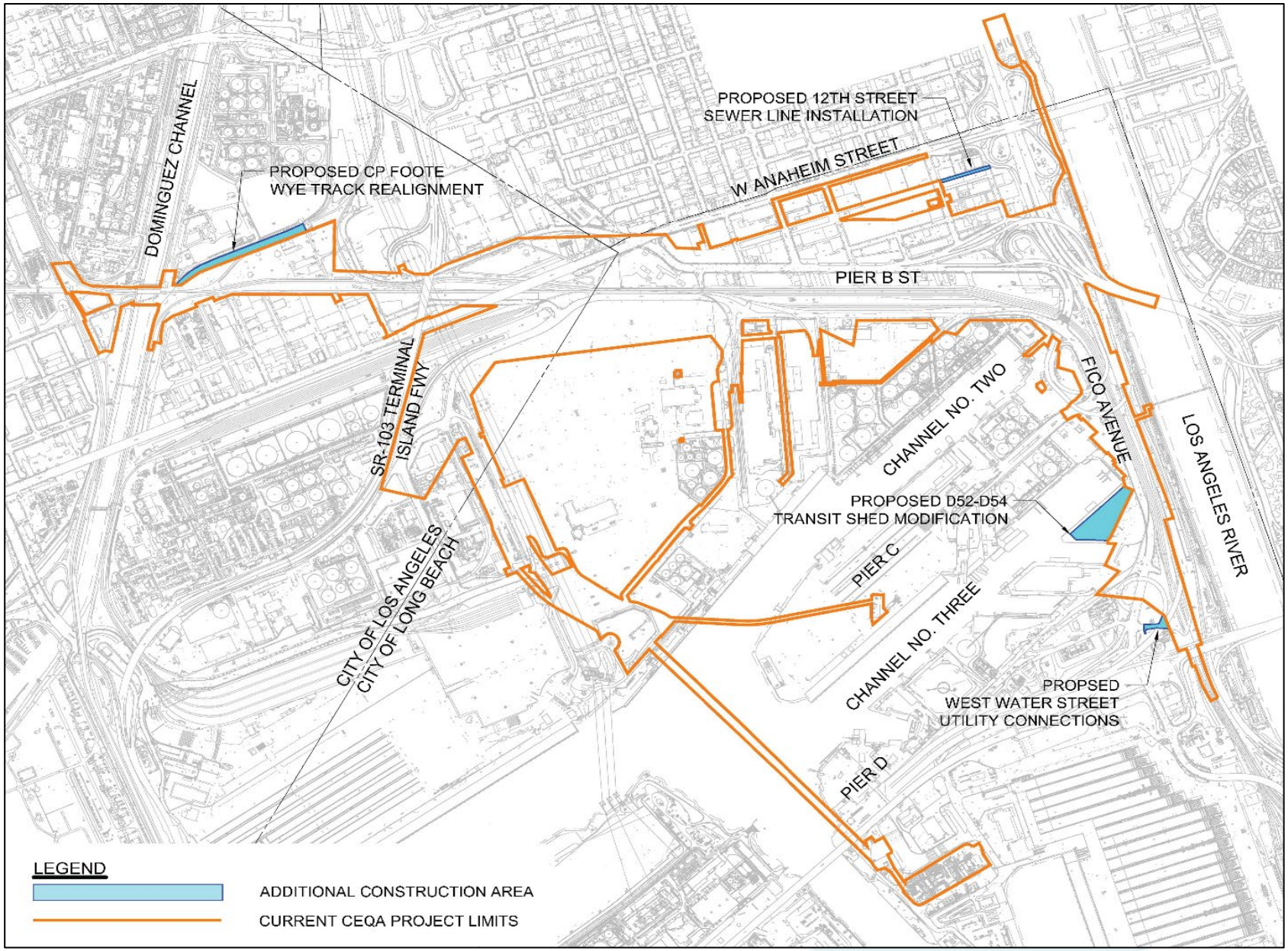


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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
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Dear Anthony Morales:

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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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Renee Moilanen
Director of Environmental Planning

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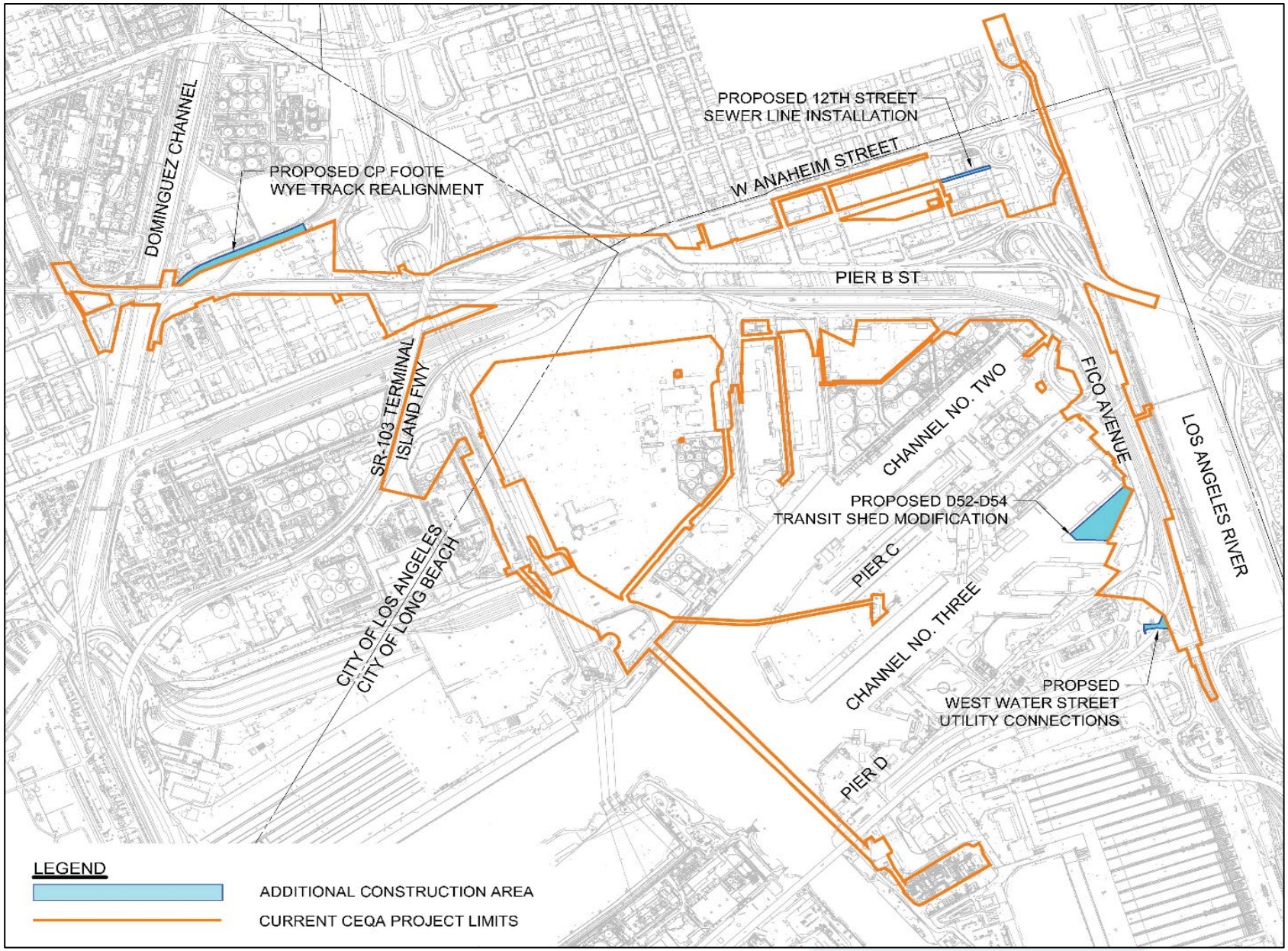


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

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
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Dear Christina Conley:

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Environmental Planning Division
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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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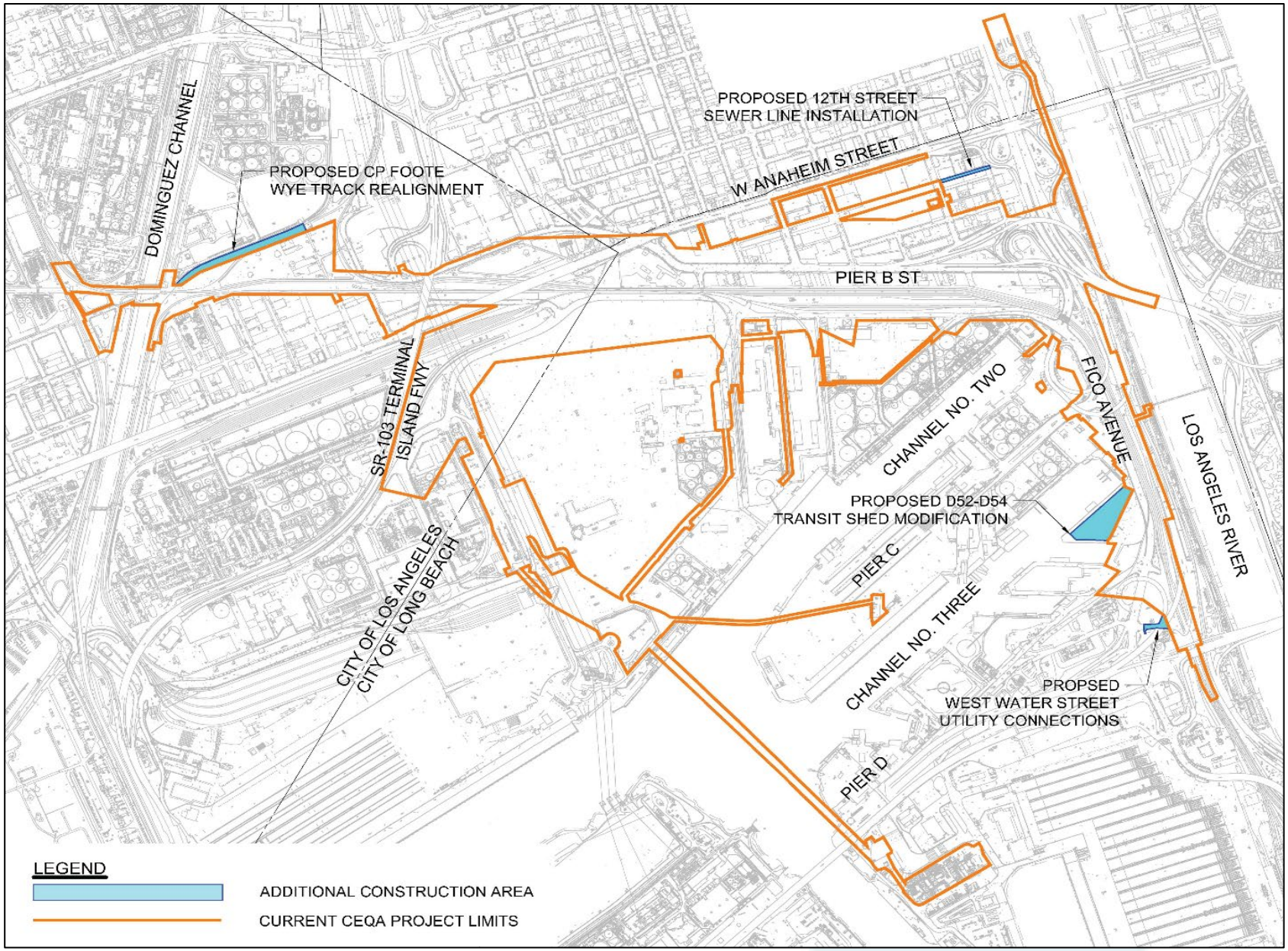


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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,
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Port of Long Beach
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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 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**
- **Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project**



Figure 1. Regional Vicinity Map

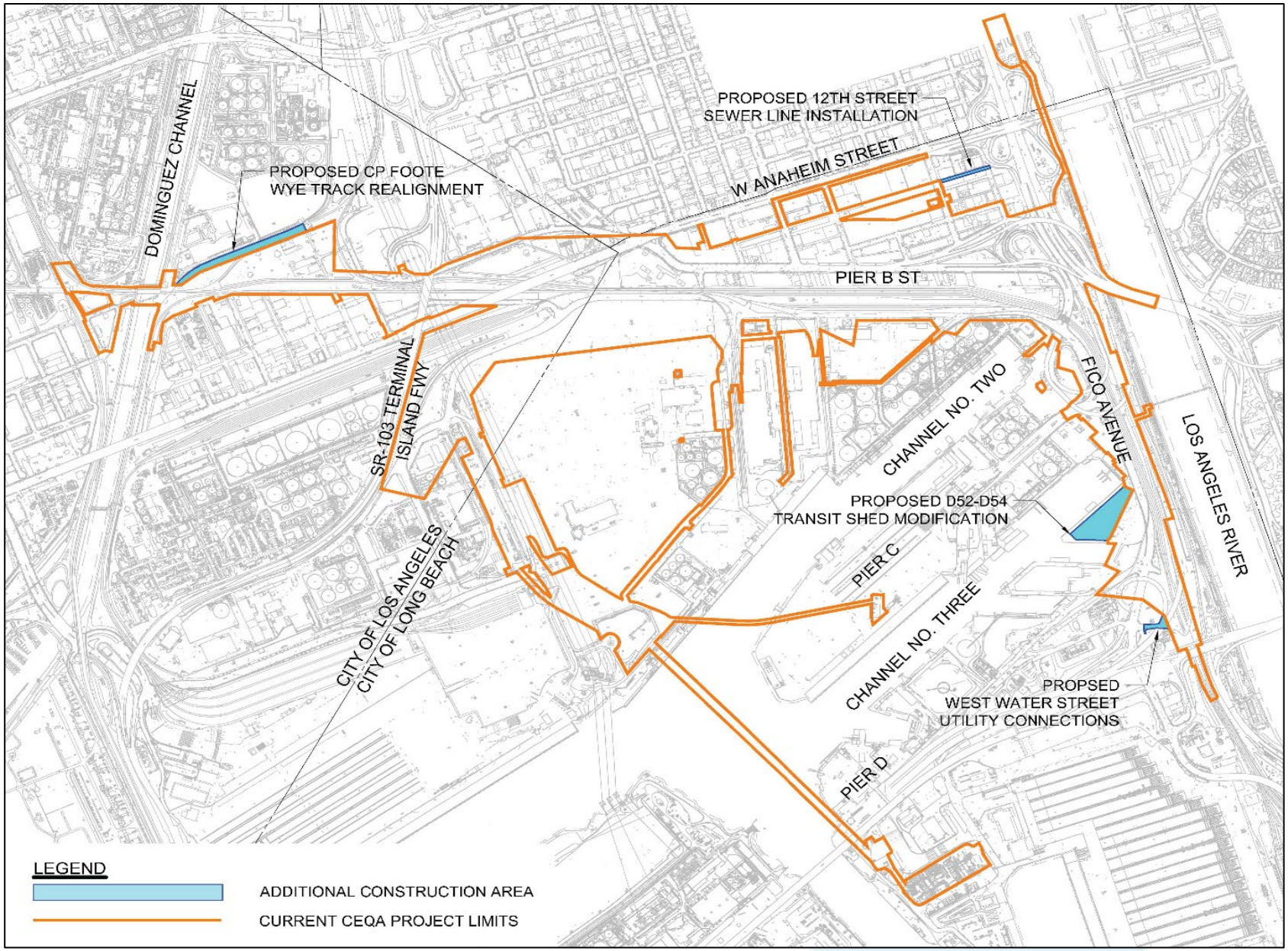


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

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:

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 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

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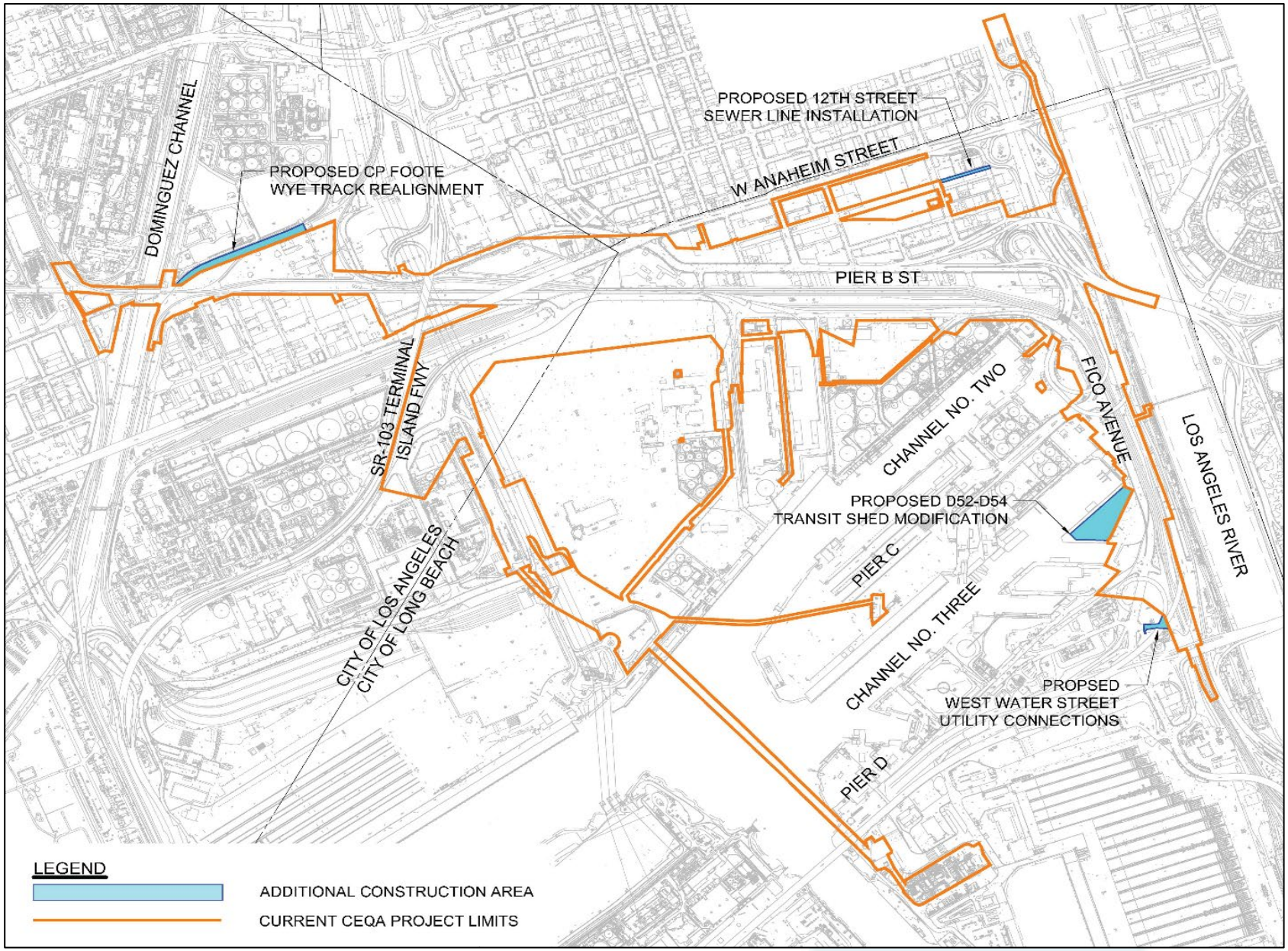


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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.

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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 Tribe has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino-Tongva Tribe 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
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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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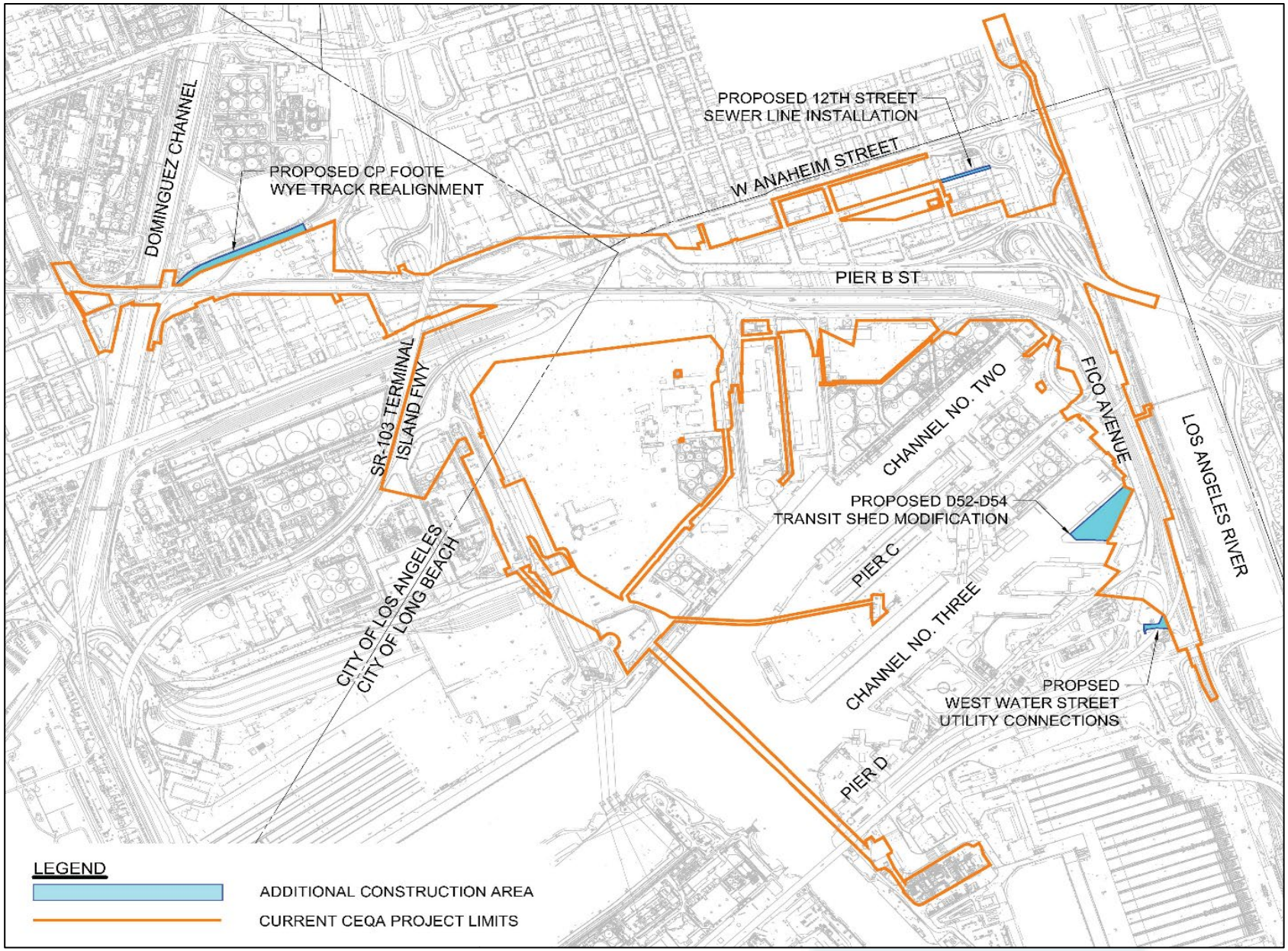


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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:

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 Tribe has 30 days from the receipt of this letter to request in writing, consultation with the Port. Should the Gabrielino-Tongva Tribe 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 Tribe may have on the proposed Project.

Very Respectfully,

Renee Moilanen
Director of Environmental Planning

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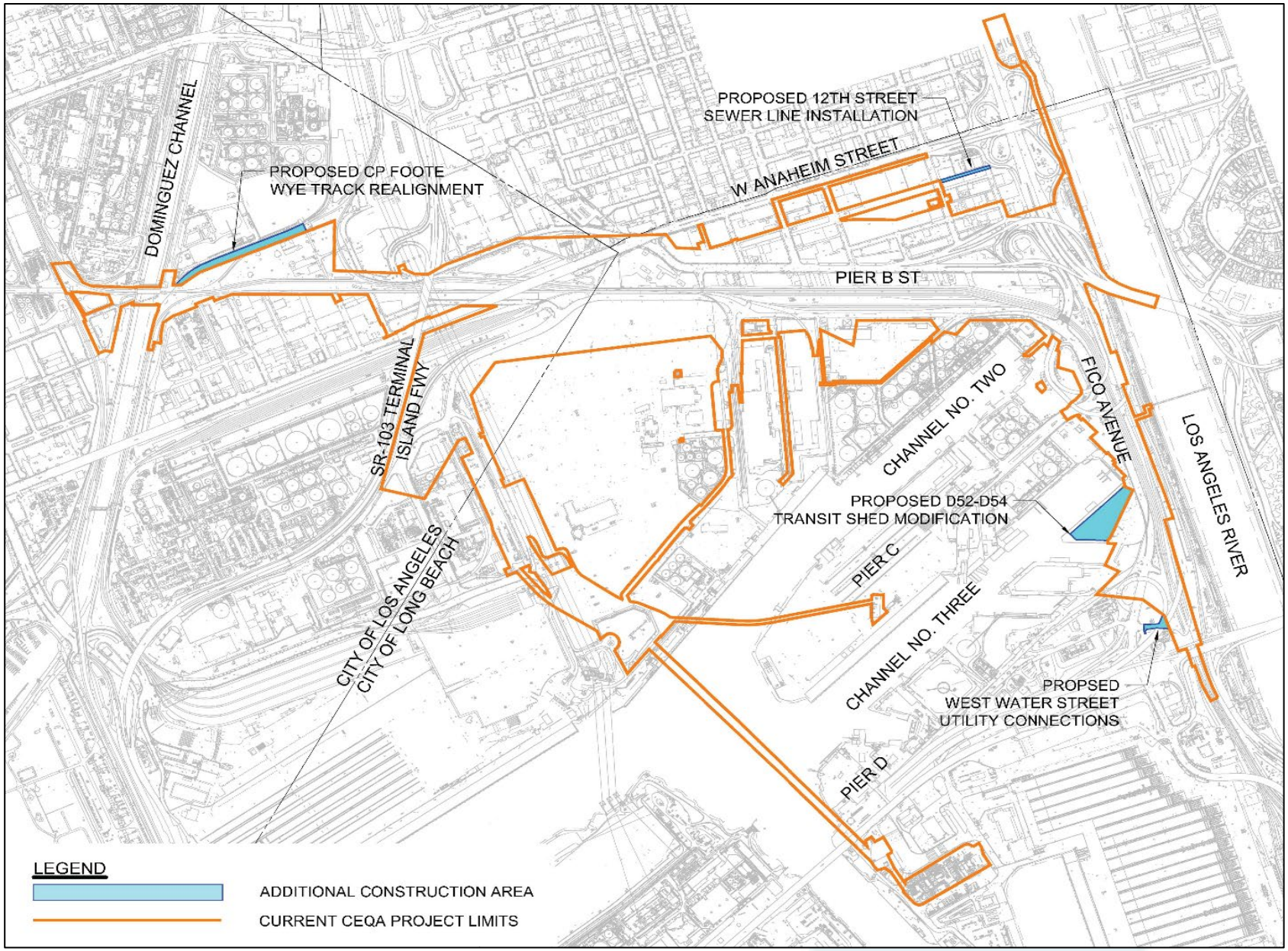


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

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:

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 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

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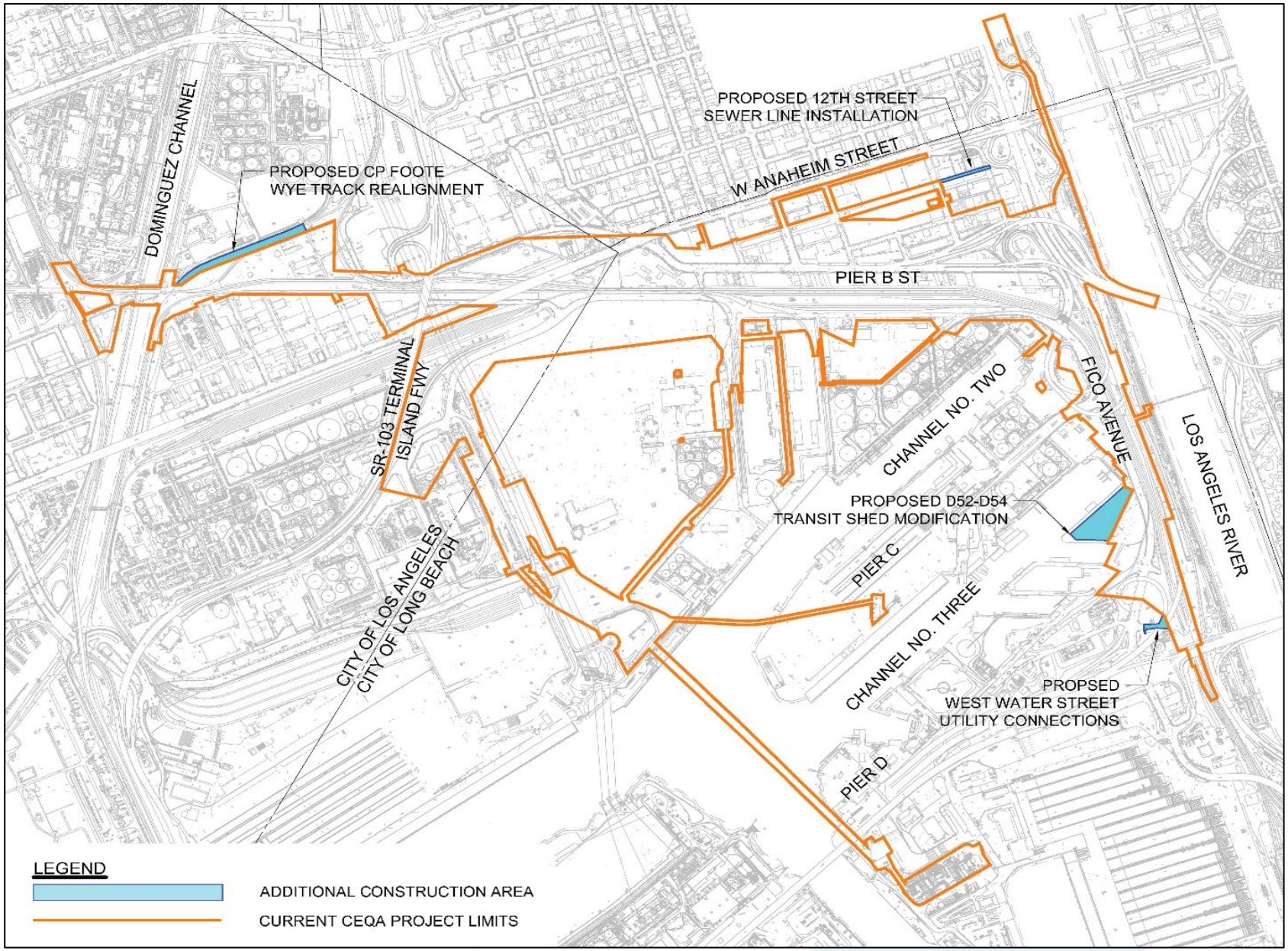


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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:

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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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

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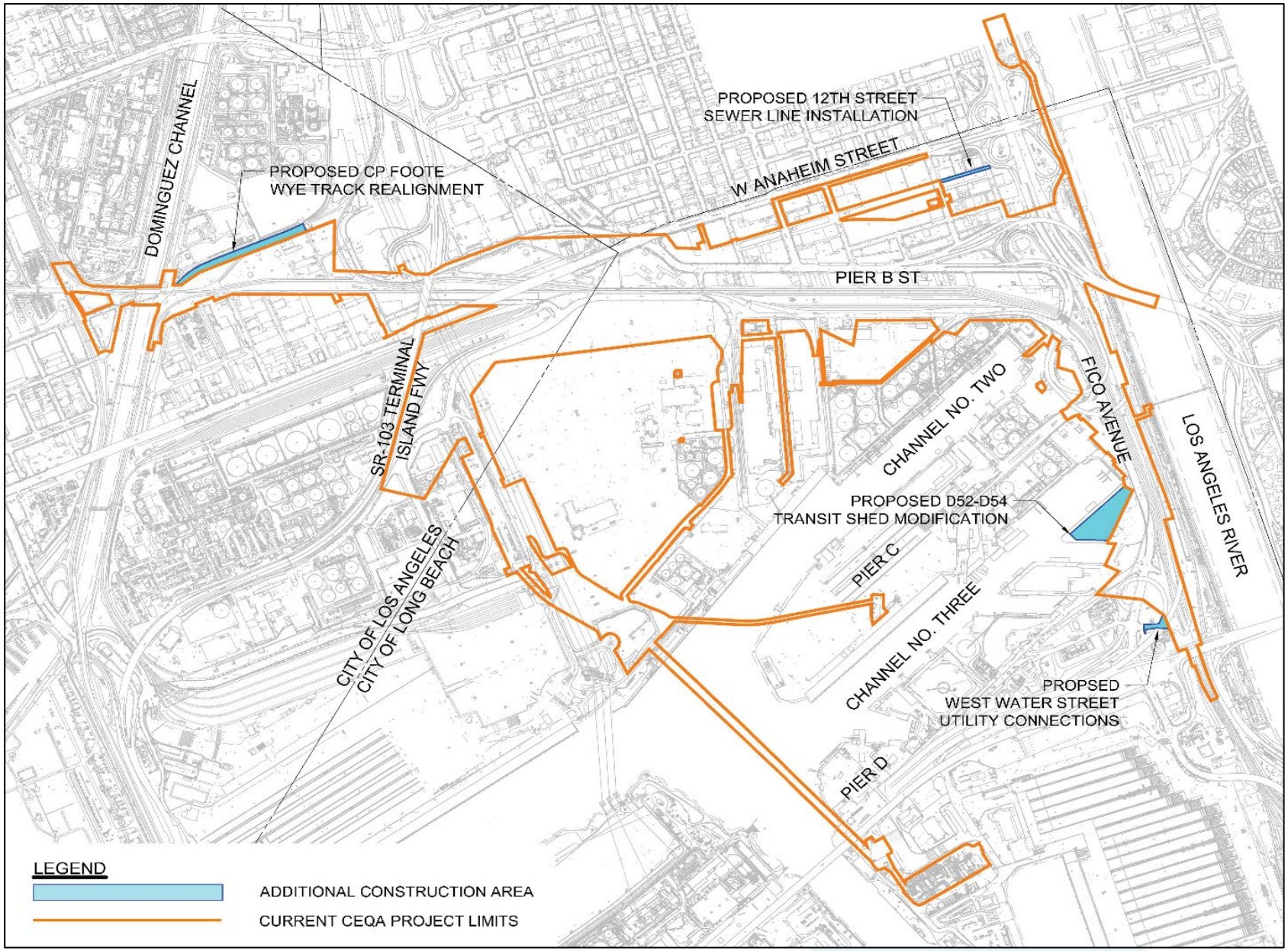


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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
Section 21080.3.1

Dear Vanessa Minott:

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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

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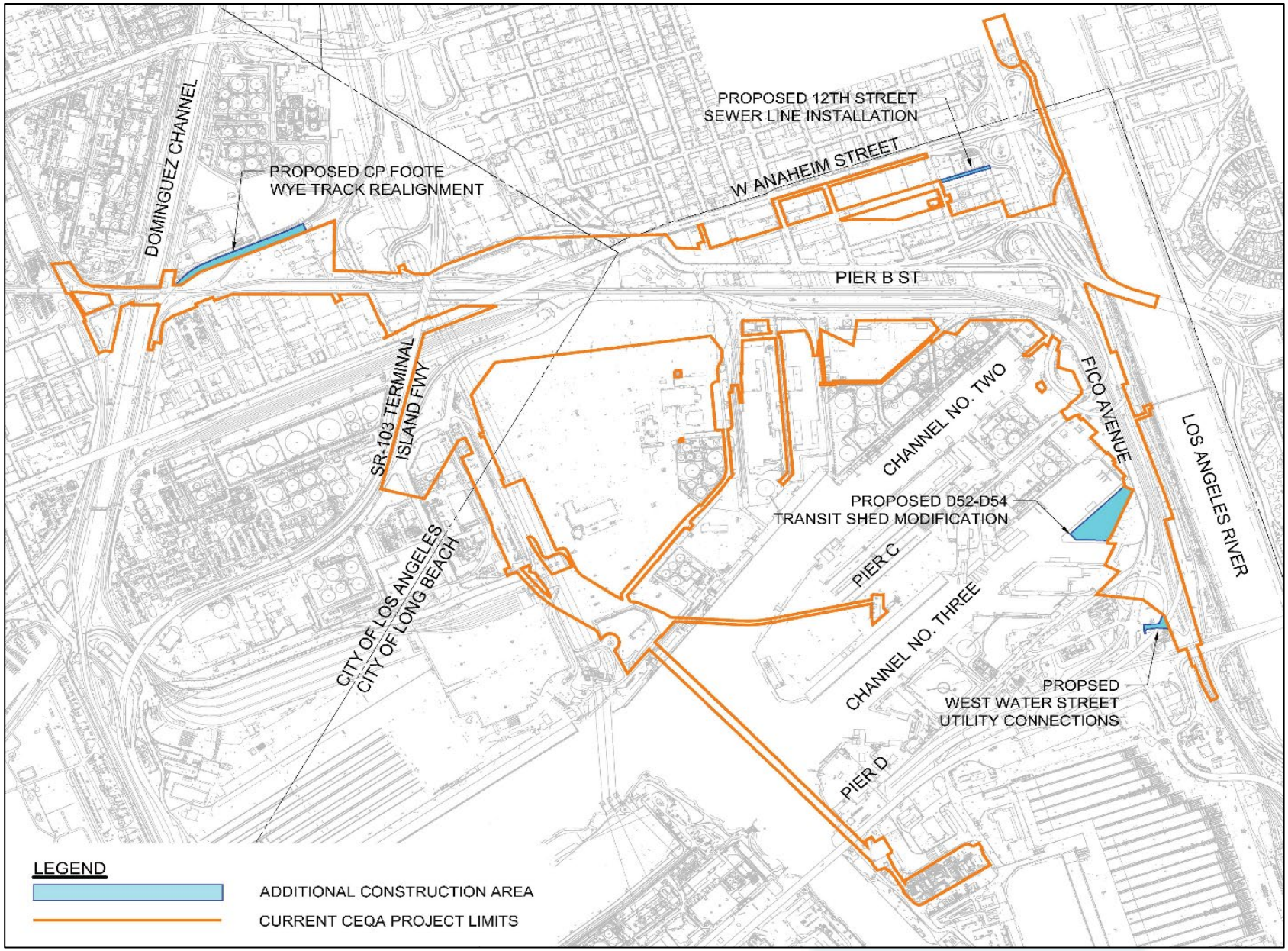


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

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.

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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.

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

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Very Respectfully,



Renee Moilanen
Director of Environmental Planning

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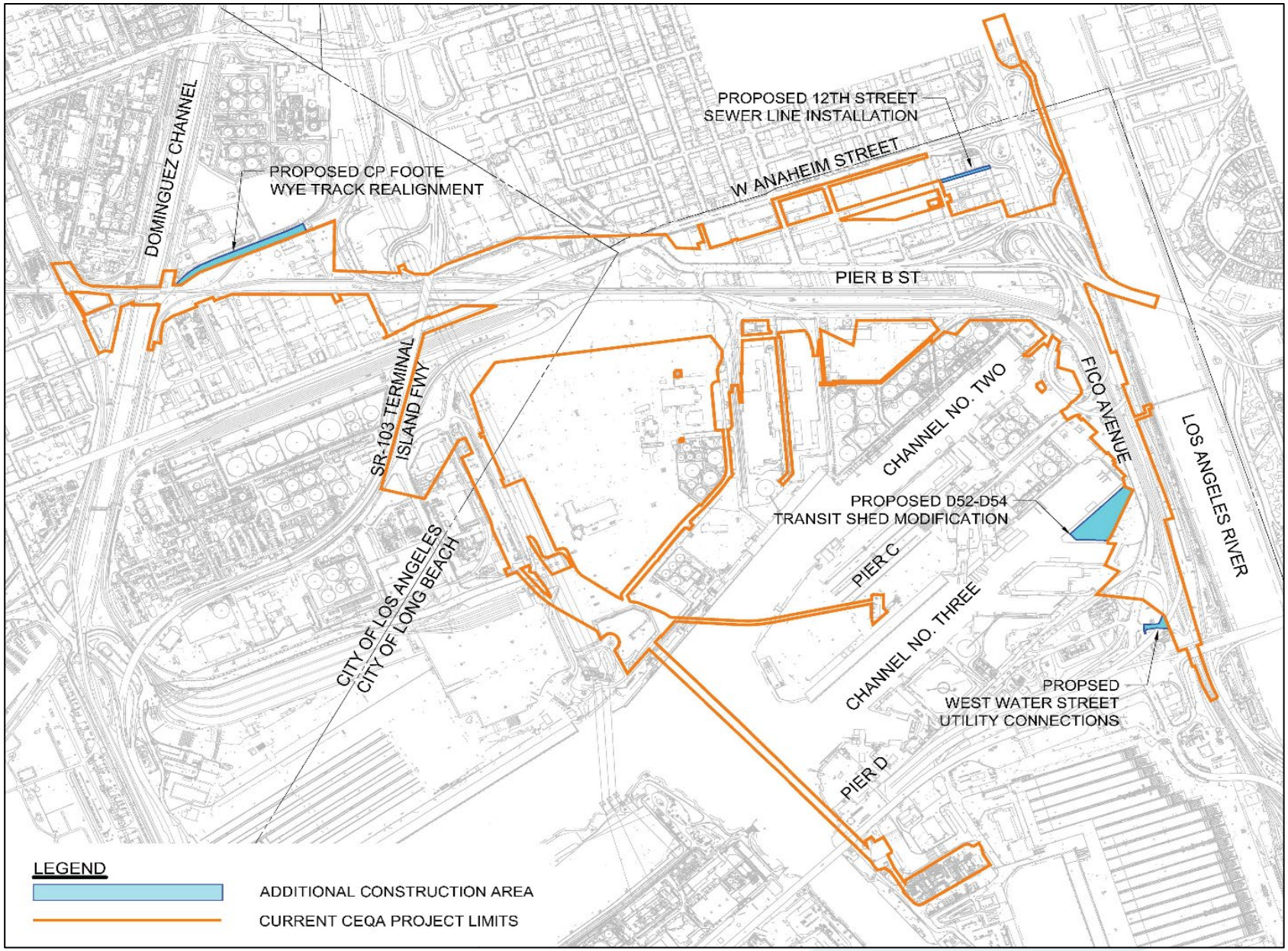


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

January 30, 2025

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
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Dear Joseph Ontiveros:

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Environmental Specialist
Port of Long Beach
Environmental Planning Division
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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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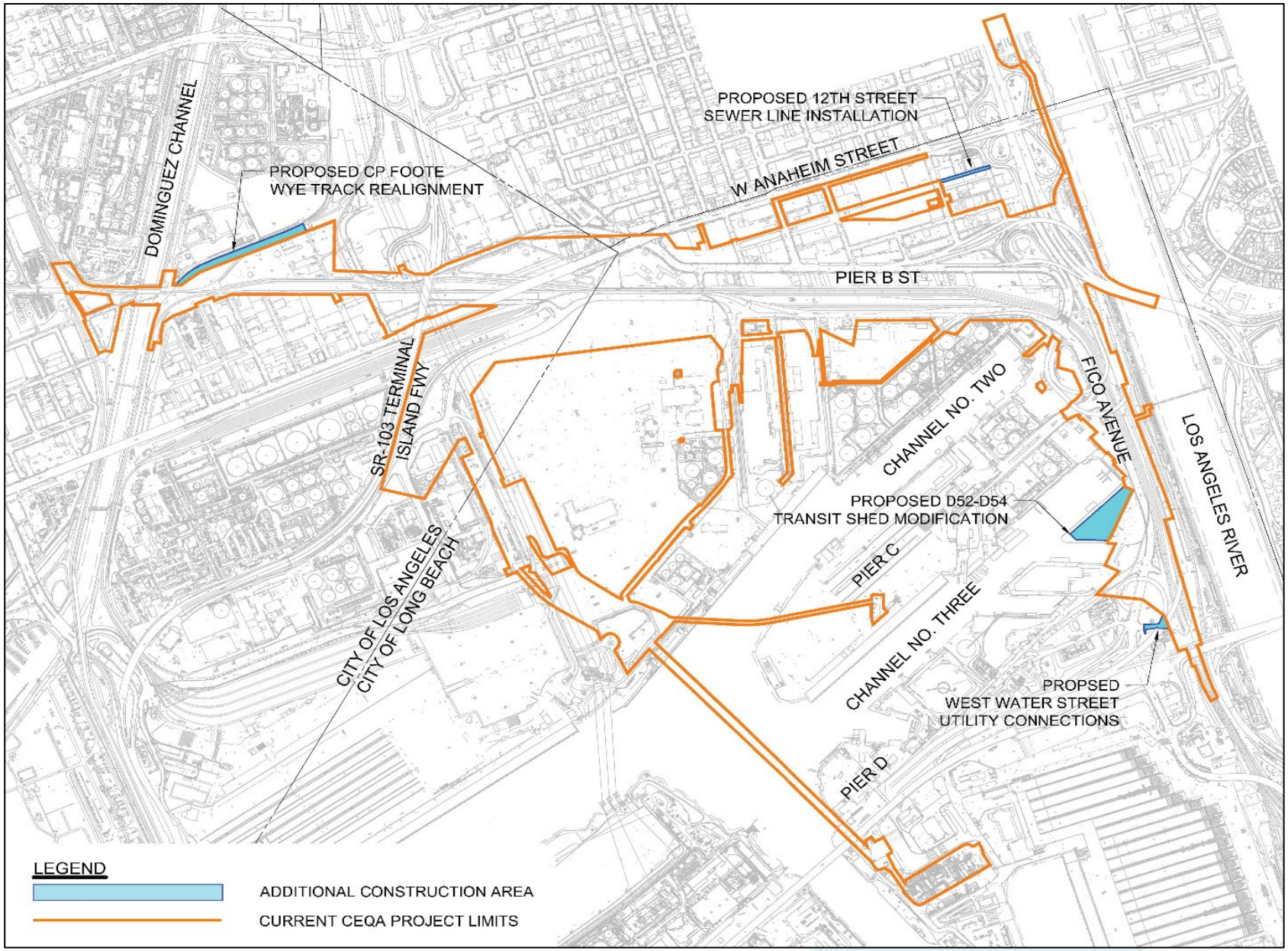


Figure 2. Proposed Additions to Pier B On-Dock Rail Support Facility Project

Appendix F

D52-D54 Transit Shed Demolition
Air Quality and Greenhouse Gas
Emissions Modeling

Table 1. Construction Schedule

Project Alternative/ Construction Phase	Work Activity (subphase)	Start Date	End Date	No. Work Days	Shifts/Hours	Workers Per Day
Proposed Project						
	Mob Site Prep	7/1/2028	7/3/2028	3	40 Hours / Week	6
	Roofing Removal	7/5/2028	7/11/2028	7	40 Hours / Week	10
	Wooden Deck Removal	7/12/2028	7/16/2028	5	40 Hours / Week	10
	Steel Truss Removal	7/17/2028	7/24/2028	8	40 Hours / Week	8
	Tilt Up Wall Removal	7/25/2028	8/13/2029	20	40 Hours / Week	8
	Concrete Processing and Stockpile	8/14/2028	8/23/2028	10	40 Hours / Week	6
	Haul-off and Cleanup	8/24/2028	8/28/2028	5	40 Hours / Week	5

Table 2. Off-Road Equipment

Offroad Equipment
Trucks

Project Alt./ Work Activity	Equipment Type	Caleemod Equivalent	Number	Schedule (# of Days Equipment Operates)	Engine Runtime (including idle), Avg. Day (Hrs/Day)	Engine Runtime (including idle), Peak Day (Hrs/Day)	Horsepower Rating	Fuel Type
Mob Site Prep	Skid Steer – CAT 250 or Equal	Skid Steer Loader	1	3	6	8	74	Diesel
	Water Truck		1	10	6	8	250	Diesel
	Pick-Up Truck		6	10	2	4	300	Gas
Roofing Removal	Excavator – CAT 350 or Equal	Excavator	1	7	6	8	413	Diesel
	Manlift	Aerial Lift	2	7	6	8	NA	Battery
	Skid Steer – CAT 250 or Equal	Skid Steer Loader	1	7	6	8	74	Diesel
	Super 10 trucks		5	3	6	8	400	Diesel
	Water Truck		1	7	6	8	250	Diesel
	Pick-Up Truck		10	7	2	4	300	Gas
Wooden Deck Removal	Excavator – CAT 350 or Equal	Excavator	1	5	6	8	413	Diesel
	Manlift	Aerial Lift	2	5	6	8	NA	Battery
	Skid Steer – CAT 250 or Equal	Skid Steer Loader	1	5	6	8	74	Diesel
	Super 10 trucks		5	2	6	8	400	Diesel
	Water Truck		1	5	6	8	250	Diesel
	Pick-Up Truck		10	5	2	4	300	Gas
Steel Truss Removal	Excavator – CAT 350 or Equal	Excavator	1	8	6	8	413	Diesel
	200 Ton Crane	Crane	1	8	6	8	400	Diesel
	Skid Steer – CAT 250 or Equal	Skid Steer Loader	2	8	6	8	74	Diesel
	Super 10 trucks		5	5	6	8	400	Diesel
	Water Truck		1	8	6	8	250	Diesel
	Pick-Up Truck		8	8	2	4	300	Gas
Tilt Up Wall Demo	Excavator – CAT 350 or Equal	Excavator	2	20	6	8	413	Diesel
	Loader – CAT 950 or Equal	Tractor/Loader /Backhoe	1	20	6	8	249	Diesel
	Skid Steer – CAT 250 or Equal	Skid Steer Loader	2	20	6	8	74	Diesel
	Water Truck		1	20	6	8	250	Diesel
	Pick-Up Truck		8	20	2	4	300	Gas
Concrete Processing and Stockpile	Excavator – CAT 350 or Equal	Excavator	2	10	6	8	413	Diesel
	Loader – CAT 950 or Equal	Tractor/Loader /Backhoe	1	10	6	8	249	Diesel
	Skid Steer – CAT 250 or Equal	Skid Steer Loader	1	10	6	8	74	Diesel
	Water Truck		1	10	6	8	250	Diesel
	Pick-Up Truck		8	10	2	4	300	Gas
Haul-off and Cleanup	Excavator – CAT 350 or Equal	Excavator	1	5	6	8	413	Diesel
	Loader – CAT 950 or Equal	Tractor/Loader /Backhoe	1	5	6	8	249	Diesel
	Super 10 trucks		8	5	6	8	400	Diesel
	Water Truck		1	5	6	8	250	Diesel
	Pick-Up Truck		8	5	2	4	300	Gas

Note: Water Trucks Modeled as separate phase using 2 onsite miles of travel per day with MHDT trucks
Pick up trucks modeled as vendor trips (modeled as medium duty with 1 onsite mile per truck per day)
Super 10 Trucks modeled as haul trips (roofing removal, wooden deck removal, steel truss removal, and haul-off and cleanup

Table 3. On-Road Trucks Used to Transport Construction Materials

Project Alt./ Work Activity	Truck Type	Truck Size	Schedule (# of Days Trucks Operate)	One-Way Trip Length Offsite (mi)	One-Way Trip Length Onsite (mi)	No. of One-Way Trips, Total	No. of One-Way Trips, Peak Day	Onsite Idling Time (min/truck visit)	Fuel Type	Trips Per Day
Haul Demo Debris to Landfill or Recycler	Super 10 Dump Trucks	HHD	15	40	0	300	10	60	Diesel	20

Table 4. Dust Generation

Project Alt./ Work Activity	Grading			Demolition		Soil Import		Soil Export		Internal Cut / Fill		Truck Trips			
	Area of Active Land Disturbance, Avg. Day (acres)	Area of Active Land Disturbance, Peak Day (acres)	No. of Work Days	Total Vol. of Structures (L x W x H prior to demolition) (cubic ft)	No. of Work Days	Total Volume of Material (cubic yards)	No. of Work Days	Total Volume of Material (cubic yards)	No. of Work Days	Total Volume of Material (cubic yards)	No. of Work Days	CY of materials	CY per truck	Total Truck Trips	Truck Trips Per Day
Demo	NA	NA	NA	48,262.50	58	NA	NA	NA	NA	NA	NA	1787.5	16	111.7188	1.92618534

Volume to Weight Conversion Table for Construction and Demolition Debris

2,000 pounds = 1 ton

Material Type	Pounds/Cubic Yard	Tons/Cubic Yard
Mixed Construction and Demolition (C&D) Debris	417	.2085
Trash/Municipal Solid Waste (MSW)	417	.2085
Appliances (White Goods)	340	0.17
Bulky Items (mattresses, box springs, sofas, etc.)	80	0.04
Cardboard and Paper	100	0.05
Carpet	147	0.0735
Carpet Padding	63	0.0315
Concrete and Asphalt	1,400	0.7
Fiberglass Insulation	17	0.0085
Glass (Plate Glass)	1,400	0.7
Gypsum Board (sheetrock)	467	0.2335
Metal	225	0.1125
Plastic	40	0.02
Roofing materials	731	0.3655
Tires	200	0.1
Wood	169	0.0845

Volume to Weight Conversion Table for Land Clearing and Excavation Debris

2,000 pounds = 1 ton

Material Type	Pounds/Cubic Yard	Tons/Cubic Yard
Tree Branches, Stumps, & Clean Plant Debris	127	0.0635
Soil, Dirt, and Clean Fill	929	0.4645
Sand, Gravel, and Rock	999	.04995
Contaminated Plant Debris (Disposal OK)	127	0.0635

Source: https://www.contracosta.ca.gov/DocumentCenter/View/49316/Volume-to-Weight-Conversion-Table?bidId=

Cubic Feet to cubic yards	27
Tons per cubic yard:	0.2085
Cubic Feet of demo:	48262.5
Cubic Yards of Demo:	1787.5
Tons of Demolition:	372.69375

POLB Shed Demolition Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	POLB Shed Demolition
Construction Start Date	7/1/2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30000
Precipitation (days)	18.4000
Location	33.77152287281166, -118.20901510940644
County	Los Angeles-South Coast
City	Long Beach
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4619
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Long Beach Gas & Oil
App Version	2022.1.1.43

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Office Building	0.00000	1000sqft	0.00000	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.94821	0.78897	6.15358	9.17299	0.03098	0.17984	18.4203	18.4987	0.16703	1.94924	2.02290	—	3,777.82	3,777.82	0.16617	0.25958	3.71281	3,862.88
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12069	0.09651	0.74472	1.12057	0.00428	0.02178	2.23253	2.25431	0.02016	0.23320	0.25336	—	519.570	519.570	0.02205	0.02267	0.13936	527.017
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02203	0.01761	0.13591	0.20450	0.00078	0.00398	0.40744	0.41141	0.00368	0.04256	0.04624	—	86.0207	86.0207	0.00365	0.00375	0.02307	87.2537

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.94821	0.78897	6.15358	9.17299	0.03098	0.17984	18.4203	18.4987	0.16703	1.94924	2.02290	—	3,777.82	3,777.82	0.16617	0.25958	3.71281	3,862.88

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.12069	0.09651	0.74472	1.12057	0.00428	0.02178	2.23253	2.25431	0.02016	0.23320	0.25336	—	519.570	519.570	0.02205	0.02267	0.13936	527.017
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.02203	0.01761	0.13591	0.20450	0.00078	0.00398	0.40744	0.41141	0.00368	0.04256	0.04624	—	86.0207	86.0207	0.00365	0.00375	0.02307	87.2537

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.87737	0.73222	5.04102	8.21178	0.03009	0.16852	17.7524	17.8114	0.15507	1.77666	1.83100	—	3,257.38	3,257.38	0.13686	0.03291	0.07919	3,270.67
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.10388	0.08651	0.60044	0.94643	0.00350	0.02030	2.17010	2.19041	0.01868	0.21735	0.23604	—	379.189	379.189	0.01610	0.00407	0.00440	380.810
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.01896	0.01579	0.10958	0.17272	0.00064	0.00371	0.39604	0.39975	0.00341	0.03967	0.04308	—	62.7791	62.7791	0.00267	0.00067	0.00073	63.0474

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.17547	0.09203	1.74790	1.79663	0.01015	0.01934	0.66793	0.68727	0.01934	0.17257	0.19191	—	1,690.87	1,690.87	0.07520	0.23765	3.63362	1,767.20

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.01681	0.01000	0.14427	0.17414	0.00078	0.00148	0.06243	0.06391	0.00148	0.01585	0.01732	—	140.380	140.380	0.00594	0.01860	0.13495	146.208
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	0.00307	0.00182	0.02633	0.03178	0.00014	0.00027	0.01139	0.01166	0.00027	0.00289	0.00316	—	23.2416	23.2416	0.00098	0.00308	0.02234	24.2064

3. Construction Emissions Details

3.1. Mob Site Prep (2028)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05443	0.04573	0.61991	1.17513	0.00177	0.01551	—	0.01551	0.01427	—	0.01427	—	191.451	191.451	0.00777	0.00155	—	192.108
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00913	0.00397	0.10027	0.06984	0.00026	0.00026	8.83223	8.83249	0.00026	0.88172	0.88198	—	28.8254	28.8254	0.00476	0.00463	0.03953	30.3636
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.00045	0.00038	0.00510	0.00966	0.00001	0.00013	—	0.00013	0.00012	—	0.00012	—	1.57357	1.57357	0.00006	0.00001	—	1.57897
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00007	0.00003	0.00085	0.00058	< 0.000005	< 0.000005	0.06893	0.06894	< 0.000005	0.00688	0.00688	—	0.23755	0.23755	0.00004	0.00004	0.00014	0.25000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.00008	0.00007	0.00093	0.00176	< 0.000005	0.00002	—	0.00002	0.00002	—	0.00002	—	0.26052	0.26052	0.00001	< 0.000005	—	0.26142
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00001	0.00001	0.00015	0.00011	< 0.000005	< 0.000005	0.01258	0.01258	< 0.000005	0.00126	0.00126	—	0.03933	0.03933	0.00001	0.00001	0.00002	0.04139

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04669	0.04101	0.04087	0.67686	0.00000	0.00000	0.15685	0.15685	0.00000	0.03677	0.03677	—	156.617	156.617	0.00159	0.00569	0.44652	158.798
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00038	0.00033	0.00038	0.00495	0.00000	0.00000	0.00127	0.00127	0.00000	0.00030	0.00030	—	1.23851	1.23851	0.00002	0.00005	0.00159	1.25441
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00007	0.00006	0.00007	0.00090	0.00000	0.00000	0.00023	0.00023	0.00000	0.00005	0.00005	—	0.20505	0.20505	< 0.000005	0.00001	0.00026	0.20768
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Roofing Removal (2028)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32510	0.27318	1.82146	3.33500	0.01188	0.05853	—	0.05853	0.05385	—	0.05385	—	1,285.57	1,285.57	0.05215	0.01043	—	1,289.98
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.01521	0.00661	0.16711	0.11640	0.00044	0.00044	14.7204	14.7208	0.00044	1.46953	1.46997	—	48.0423	48.0423	0.00794	0.00772	0.06589	50.6060
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.00623	0.00524	0.03493	0.06396	0.00023	0.00112	—	0.00112	0.00103	—	0.00103	—	24.6547	24.6547	0.00100	0.00020	—	24.7393
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00028	0.00012	0.00330	0.00226	0.00001	0.00001	0.26808	0.26809	0.00001	0.02676	0.02677	—	0.92379	0.92379	0.00015	0.00015	0.00055	0.97224
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00114	0.00096	0.00638	0.01167	0.00004	0.00020	—	0.00020	0.00019	—	0.00019	—	4.08186	4.08186	0.00017	0.00003	—	4.09587
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00005	0.00002	0.00060	0.00041	< 0.000005	< 0.000005	0.04892	0.04893	< 0.000005	0.00488	0.00489	—	0.15294	0.15294	0.00003	0.00002	0.00009	0.16097

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07782	0.06834	0.06812	1.12811	0.00000	0.00000	0.26142	0.26142	0.00000	0.06128	0.06128	—	261.029	261.029	0.00265	0.00948	0.74421	264.664
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.08907	0.02161	1.53221	0.60980	0.00926	0.01764	0.37080	0.38844	0.01764	0.10152	0.11916	—	1,303.52	1,303.52	0.06614	0.20812	2.63558	1,369.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00148	0.00129	0.00148	0.01923	0.00000	0.00000	0.00495	0.00495	0.00000	0.00116	0.00116	—	4.81641	4.81641	0.00006	0.00018	0.00617	4.87825
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00169	0.00040	0.03086	0.01175	0.00018	0.00034	0.00705	0.00739	0.00034	0.00193	0.00227	—	25.0038	25.0038	0.00127	0.00399	0.02186	26.2468
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00027	0.00024	0.00027	0.00351	0.00000	0.00000	0.00090	0.00090	0.00000	0.00021	0.00021	—	0.79741	0.79741	0.00001	0.00003	0.00102	0.80765
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00031	0.00007	0.00563	0.00214	0.00003	0.00006	0.00129	0.00135	0.00006	0.00035	0.00041	—	4.13967	4.13967	0.00021	0.00066	0.00362	4.34546

3.3. Wooden Deck Removal (2028)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32510	0.27318	1.82146	3.33500	0.01188	0.05853	—	0.05853	0.05385	—	0.05385	—	1,285.57	1,285.57	0.05215	0.01043	—	1,289.98
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.01521	0.00661	0.16711	0.11640	0.00044	0.00044	14.7204	14.7208	0.00044	1.46953	1.46997	—	48.0423	48.0423	0.00794	0.00772	0.06589	50.6060
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.00445	0.00374	0.02495	0.04568	0.00016	0.00080	—	0.00080	0.00074	—	0.00074	—	17.6105	17.6105	0.00071	0.00014	—	17.6709
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00020	0.00008	0.00236	0.00161	0.00001	0.00001	0.19149	0.19149	0.00001	0.01912	0.01912	—	0.65985	0.65985	0.00011	0.00011	0.00039	0.69446
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00081	0.00068	0.00455	0.00834	0.00003	0.00015	—	0.00015	0.00013	—	0.00013	—	2.91562	2.91562	0.00012	0.00002	—	2.92562
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00004	0.00002	0.00043	0.00029	< 0.000005	< 0.000005	0.03495	0.03495	< 0.000005	0.00349	0.00349	—	0.10925	0.10925	0.00002	0.00002	0.00006	0.11498

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07782	0.06834	0.06812	1.12811	0.00000	0.00000	0.26142	0.26142	0.00000	0.06128	0.06128	—	261.029	261.029	0.00265	0.00948	0.74421	264.664
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.08907	0.02161	1.53221	0.60980	0.00926	0.01764	0.37080	0.38844	0.01764	0.10152	0.11916	—	1,303.52	1,303.52	0.06614	0.20812	2.63558	1,369.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00105	0.00092	0.00106	0.01374	0.00000	0.00000	0.00354	0.00354	0.00000	0.00083	0.00083	—	3.44030	3.44030	0.00004	0.00013	0.00441	3.48446
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00121	0.00028	0.02204	0.00839	0.00013	0.00024	0.00503	0.00528	0.00024	0.00138	0.00162	—	17.8599	17.8599	0.00091	0.00285	0.01562	18.7477
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00017	0.00019	0.00251	0.00000	0.00000	0.00065	0.00065	0.00000	0.00015	0.00015	—	0.56958	0.56958	0.00001	0.00002	0.00073	0.57689
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00022	0.00005	0.00402	0.00153	0.00002	0.00004	0.00092	0.00096	0.00004	0.00025	0.00030	—	2.95691	2.95691	0.00015	0.00047	0.00259	3.10390

3.4. Steel Truss Removal (2028)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.66737	0.56077	4.27847	5.83278	0.01936	0.16010	—	0.16010	0.14729	—	0.14729	—	2,095.36	2,095.36	0.08500	0.01700	—	2,102.55
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.01217	0.00529	0.13369	0.09312	0.00035	0.00035	11.7763	11.7767	0.00035	1.17562	1.17597	—	38.4338	38.4338	0.00635	0.00617	0.05271	40.4848
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01463	0.01229	0.09377	0.12784	0.00042	0.00351	—	0.00351	0.00323	—	0.00323	—	45.9257	45.9257	0.00186	0.00037	—	46.0833
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00026	0.00011	0.00302	0.00206	0.00001	0.00001	0.24510	0.24511	0.00001	0.02447	0.02448	—	0.84461	0.84461	0.00014	0.00014	0.00050	0.88890
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00267	0.00224	0.01711	0.02333	0.00008	0.00064	—	0.00064	0.00059	—	0.00059	—	7.60352	7.60352	0.00031	0.00006	—	7.62962
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00005	0.00002	0.00055	0.00038	< 0.000005	< 0.000005	0.04473	0.04473	< 0.000005	0.00447	0.00447	—	0.13983	0.13983	0.00002	0.00002	0.00008	0.14717

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06226	0.05467	0.05450	0.90248	0.00000	0.00000	0.20914	0.20914	0.00000	0.04902	0.04902	—	208.823	208.823	0.00212	0.00758	0.59536	211.731
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.08907	0.02161	1.53221	0.60980	0.00926	0.01764	0.37080	0.38844	0.01764	0.10152	0.11916	—	1,303.52	1,303.52	0.06614	0.20812	2.63558	1,369.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00135	0.00118	0.00135	0.01758	0.00000	0.00000	0.00453	0.00453	0.00000	0.00106	0.00106	—	4.40358	4.40358	0.00005	0.00017	0.00565	4.46011
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00193	0.00045	0.03526	0.01342	0.00020	0.00039	0.00805	0.00844	0.00039	0.00221	0.00259	—	28.5758	28.5758	0.00145	0.00456	0.02499	29.9964
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00025	0.00022	0.00025	0.00321	0.00000	0.00000	0.00083	0.00083	0.00000	0.00019	0.00019	—	0.72906	0.72906	0.00001	0.00003	0.00093	0.73842
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00035	0.00008	0.00644	0.00245	0.00004	0.00007	0.00147	0.00154	0.00007	0.00040	0.00047	—	4.73105	4.73105	0.00024	0.00076	0.00414	4.96624

3.5. Tilt Up Wall Removal (2028)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.86461	0.72651	4.90019	8.11372	0.02969	0.16812	—	0.16812	0.15467	—	0.15467	—	3,213.58	3,213.58	0.13036	0.02607	—	3,224.61
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.01217	0.00529	0.13369	0.09312	0.00035	0.00035	11.7763	11.7767	0.00035	1.17562	1.17597	—	38.4338	38.4338	0.00635	0.00617	0.05271	40.4848
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04738	0.03981	0.26850	0.44459	0.00163	0.00921	—	0.00921	0.00848	—	0.00848	—	176.086	176.086	0.00714	0.00143	—	176.691
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00065	0.00027	0.00754	0.00516	0.00002	0.00002	0.61275	0.61277	0.00002	0.06117	0.06119	—	2.11152	2.11152	0.00035	0.00034	0.00125	2.22226
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00865	0.00727	0.04900	0.08114	0.00030	0.00168	—	0.00168	0.00155	—	0.00155	—	29.1531	29.1531	0.00118	0.00024	—	29.2532
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00012	0.00005	0.00138	0.00094	< 0.000005	< 0.000005	0.11183	0.11183	< 0.000005	0.01116	0.01117	—	0.34959	0.34959	0.00006	0.00006	0.00021	0.36792

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06226	0.05467	0.05450	0.90248	0.00000	0.00000	0.20914	0.20914	0.00000	0.04902	0.04902	—	208.823	208.823	0.00212	0.00758	0.59536	211.731
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00337	0.00296	0.00338	0.04396	0.00000	0.00000	0.01132	0.01132	0.00000	0.00265	0.00265	—	11.0089	11.0089	0.00014	0.00042	0.01411	11.1503
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00062	0.00054	0.00062	0.00802	0.00000	0.00000	0.00207	0.00207	0.00000	0.00048	0.00048	—	1.82266	1.82266	0.00002	0.00007	0.00234	1.84606
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Concrete Processing and Stockpiles (2028)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81018	0.68077	4.28028	6.93859	0.02792	0.15261	—	0.15261	0.14040	—	0.14040	—	3,022.13	3,022.13	0.12259	0.02452	—	3,032.50
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00913	0.00397	0.10027	0.06984	0.00026	0.00026	8.83223	8.83249	0.00026	0.88172	0.88198	—	28.8254	28.8254	0.00476	0.00463	0.03953	30.3636
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.02220	0.01865	0.11727	0.19010	0.00077	0.00418	—	0.00418	0.00385	—	0.00385	—	82.7980	82.7980	0.00336	0.00067	—	83.0821
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00024	0.00010	0.00283	0.00194	0.00001	0.00001	0.22978	0.22979	0.00001	0.02294	0.02295	—	0.79182	0.79182	0.00013	0.00013	0.00047	0.83335
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00405	0.00340	0.02140	0.03469	0.00014	0.00076	—	0.00076	0.00070	—	0.00070	—	13.7082	13.7082	0.00056	0.00011	—	13.7552
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00004	0.00002	0.00052	0.00035	< 0.000005	< 0.000005	0.04194	0.04194	< 0.000005	0.00419	0.00419	—	0.13109	0.13109	0.00002	0.00002	0.00008	0.13797

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04669	0.04101	0.04087	0.67686	0.00000	0.00000	0.15685	0.15685	0.00000	0.03677	0.03677	—	156.617	156.617	0.00159	0.00569	0.44652	158.798
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00126	0.00111	0.00127	0.01649	0.00000	0.00000	0.00425	0.00425	0.00000	0.00099	0.00099	—	4.12835	4.12835	0.00005	0.00016	0.00529	4.18135
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00023	0.00020	0.00023	0.00301	0.00000	0.00000	0.00077	0.00077	0.00000	0.00018	0.00018	—	0.68350	0.68350	0.00001	0.00003	0.00088	0.69227
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Haul-off and Clean Up (2028)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48508	0.40760	2.45882	3.60360	0.01605	0.09408	—	0.09408	0.08655	—	0.08655	—	1,736.56	1,736.56	0.07044	0.01409	—	1,742.52
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00761	0.00331	0.08356	0.05820	0.00022	0.00022	7.36019	7.36041	0.00022	0.73476	0.73498	—	24.0211	24.0211	0.00397	0.00386	0.03294	25.3030
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.00664	0.00558	0.03368	0.04936	0.00022	0.00129	—	0.00129	0.00119	—	0.00119	—	23.7885	23.7885	0.00096	0.00019	—	23.8701
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00010	0.00004	0.00118	0.00081	< 0.000005	< 0.000005	0.09574	0.09575	< 0.000005	0.00956	0.00956	—	0.32992	0.32992	0.00005	0.00005	0.00020	0.34723
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00121	0.00102	0.00615	0.00901	0.00004	0.00024	—	0.00024	0.00022	—	0.00022	—	3.93846	3.93846	0.00016	0.00003	—	3.95198
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00002	0.00001	0.00021	0.00015	< 0.000005	< 0.000005	0.01747	0.01747	< 0.000005	0.00174	0.00174	—	0.05462	0.05462	0.00001	0.00001	0.00003	0.05749

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03891	0.03417	0.03406	0.56405	0.00000	0.00000	0.13071	0.13071	0.00000	0.03064	0.03064	—	130.514	130.514	0.00132	0.00474	0.37210	132.332
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.08907	0.02161	1.53221	0.60980	0.00926	0.01764	0.37080	0.38844	0.01764	0.10152	0.11916	—	1,303.52	1,303.52	0.06614	0.20812	2.63558	1,369.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00053	0.00046	0.00053	0.00687	0.00000	0.00000	0.00177	0.00177	0.00000	0.00041	0.00041	—	1.72015	1.72015	0.00002	0.00006	0.00221	1.74223
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00121	0.00028	0.02204	0.00839	0.00013	0.00024	0.00503	0.00528	0.00024	0.00138	0.00162	—	17.8599	17.8599	0.00091	0.00285	0.01562	18.7477
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00010	0.00008	0.00010	0.00125	0.00000	0.00000	0.00032	0.00032	0.00000	0.00008	0.00008	—	0.28479	0.28479	< 0.000005	0.00001	0.00037	0.28845
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00022	0.00005	0.00402	0.00153	0.00002	0.00004	0.00092	0.00096	0.00004	0.00025	0.00030	—	2.95691	2.95691	0.00015	0.00047	0.00259	3.10390

3.8. Demolition (For Dust Generation) (2028)

3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.08826	0.08826	—	0.01337	0.01337	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.01403	0.01403	—	0.00212	0.00212	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.00256	0.00256	—	0.00039	0.00039	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00858	0.00208	0.14757	0.05873	0.00089	0.00170	0.03571	0.03741	0.00170	0.00978	0.01148	—	125.541	125.541	0.00637	0.02004	0.25383	131.927
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00135	0.00032	0.02462	0.00937	0.00014	0.00027	0.00562	0.00589	0.00027	0.00154	0.00181	—	19.9528	19.9528	0.00101	0.00319	0.01745	20.9447
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00025	0.00006	0.00449	0.00171	0.00003	0.00005	0.00103	0.00108	0.00005	0.00028	0.00033	—	3.30342	3.30342	0.00017	0.00053	0.00289	3.46764

3.9. Water Trucks (2028)

3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00060	0.00042	0.00714	0.00494	0.00004	0.00004	2.94377	2.94381	0.00004	0.29377	0.29382	—	5.36380	5.36380	0.00015	0.00066	0.01330	5.57806
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00009	0.00006	0.00118	0.00082	0.00001	0.00001	0.44420	0.44420	0.00001	0.04433	0.04434	—	0.85270	0.85270	0.00002	0.00011	0.00091	0.88554
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00002	0.00001	0.00021	0.00015	< 0.000005	< 0.000005	0.08107	0.08107	< 0.000005	0.00809	0.00809	—	0.14117	0.14117	< 0.000005	0.00002	0.00015	0.14661

3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Mob Site Prep	Site Preparation	7/1/2028	7/3/2028	7.00000	3.00000	Mob Site Prep
Roofing Removal	Site Preparation	7/5/2028	7/11/2028	7.00000	7.00000	Roofing Removal
Wooden Deck Removal	Site Preparation	7/12/2028	7/16/2028	7.00000	5.00000	Wooden Deck Removal
Steel Truss Removal	Site Preparation	7/17/2028	7/24/2028	7.00000	8.00000	Steel Truss Removal
Tilt Up Wall Removal	Site Preparation	7/25/2028	8/13/2028	7.00000	20.0000	Tilt Up Wall Removal
Concrete Processing and Stockpiles	Site Preparation	8/14/2028	8/23/2028	7.00000	10.00000	Concrete Processing and Stockpiles
Haul-off and Clean Up	Site Preparation	8/24/2028	8/28/2028	7.00000	5.00000	Haul-off and Clean Up
Demolition (For Dust Generation)	Site Preparation	7/1/2028	8/27/2028	7.00000	58.0000	Demolition (For Dust Generation)
Water Trucks	Site Preparation	7/1/2028	8/27/2028	7.00000	58.0000	Water Trucks

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Mob Site Prep	Skid Steer Loaders	Diesel	Average	1.000000	6.00000	74.0000	0.37000

Roofing Removal	Excavators	Diesel	Average	1.000000	6.00000	413.000	0.38000
Roofing Removal	Aerial Lifts	Electric	Average	2.00000	6.00000	46.0000	0.31000
Roofing Removal	Skid Steer Loaders	Diesel	Average	1.000000	6.00000	74.0000	0.37000
Wooden Deck Removal	Excavators	Diesel	Average	1.000000	6.00000	413.000	0.38000
Wooden Deck Removal	Aerial Lifts	Electric	Average	2.00000	6.00000	46.0000	0.31000
Wooden Deck Removal	Skid Steer Loaders	Diesel	Average	1.000000	6.00000	74.0000	0.37000
Steel Truss Removal	Excavators	Diesel	Average	1.000000	6.00000	413.000	0.38000
Steel Truss Removal	Cranes	Diesel	Average	1.000000	6.00000	400.000	0.29000
Steel Truss Removal	Skid Steer Loaders	Diesel	Average	1.000000	6.00000	74.0000	0.37000
Tilt Up Wall Removal	Excavators	Diesel	Average	2.00000	6.00000	413.000	0.38000
Tilt Up Wall Removal	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	249.000	0.37000
Tilt Up Wall Removal	Skid Steer Loaders	Diesel	Average	2.00000	6.00000	74.0000	0.37000
Concrete Processing and Stockpiles	Excavators	Diesel	Average	2.00000	6.00000	413.000	0.38000
Concrete Processing and Stockpiles	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	249.000	0.37000
Concrete Processing and Stockpiles	Skid Steer Loaders	Diesel	Average	1.000000	6.00000	74.0000	0.37000
Haul-off and Clean Up	Excavators	Diesel	Average	1.000000	6.00000	413.000	0.38000
Haul-off and Clean Up	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	6.00000	249.000	0.37000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Mob Site Prep	Worker	12.0000	18.5000	LDA,LDT1,LDT2

Mob Site Prep	Vendor	—	10.2000	HHDT,MHDT
Mob Site Prep	Hauling	0.00000	20.0000	HHDT
Mob Site Prep	Onsite truck	6.00000	1.000000	HHDT
Roofing Removal	Worker	20.0000	18.5000	LDA,LDT1,LDT2
Roofing Removal	Vendor	—	10.2000	HHDT,MHDT
Roofing Removal	Hauling	20.0000	20.0000	HHDT
Roofing Removal	Onsite truck	10.00000	1.000000	HHDT
Wooden Deck Removal	Worker	20.0000	18.5000	LDA,LDT1,LDT2
Wooden Deck Removal	Vendor	—	10.2000	HHDT,MHDT
Wooden Deck Removal	Hauling	20.0000	20.0000	HHDT
Wooden Deck Removal	Onsite truck	10.00000	1.000000	HHDT
Steel Truss Removal	Worker	16.0000	18.5000	LDA,LDT1,LDT2
Steel Truss Removal	Vendor	—	10.2000	HHDT,MHDT
Steel Truss Removal	Hauling	20.0000	20.0000	HHDT
Steel Truss Removal	Onsite truck	8.00000	1.000000	HHDT
Tilt Up Wall Removal	Worker	16.0000	18.5000	LDA,LDT1,LDT2
Tilt Up Wall Removal	Vendor	—	10.2000	HHDT,MHDT
Tilt Up Wall Removal	Hauling	0.00000	20.0000	HHDT
Tilt Up Wall Removal	Onsite truck	8.00000	1.000000	HHDT
Concrete Processing and Stockpiles	Worker	12.0000	18.5000	LDA,LDT1,LDT2
Concrete Processing and Stockpiles	Vendor	—	10.2000	HHDT,MHDT
Concrete Processing and Stockpiles	Hauling	0.00000	20.0000	HHDT
Concrete Processing and Stockpiles	Onsite truck	6.00000	1.000000	HHDT
Haul-off and Clean Up	Worker	10.00000	18.5000	LDA,LDT1,LDT2
Haul-off and Clean Up	Vendor	—	10.2000	HHDT,MHDT
Haul-off and Clean Up	Hauling	20.0000	20.0000	HHDT
Haul-off and Clean Up	Onsite truck	5.00000	1.000000	HHDT
Demolition (For Dust Generation)	Worker	0.00000	18.5000	LDA,LDT1,LDT2

Demolition (For Dust Generation)	Vendor	—	10.2000	HHDT,MHDT
Demolition (For Dust Generation)	Hauling	1.92619	20.0000	HHDT
Demolition (For Dust Generation)	Onsite truck	—	—	HHDT
Water Trucks	Worker	0.00000	18.5000	LDA,LDT1,LDT2
Water Trucks	Vendor	—	10.2000	HHDT,MHDT
Water Trucks	Hauling	0.00000	20.0000	HHDT
Water Trucks	Onsite truck	1.000000	2.00000	MHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Mob Site Prep	—	—	0.00000	0.00000	0.00000
Roofing Removal	—	—	0.00000	0.00000	0.00000
Wooden Deck Removal	—	—	0.00000	0.00000	0.00000
Steel Truss Removal	—	—	0.00000	0.00000	0.00000
Tilt Up Wall Removal	—	—	0.00000	0.00000	0.00000
Concrete Processing and Stockpiles	—	—	0.00000	0.00000	0.00000
Haul-off and Clean Up	—	—	0.00000	0.00000	0.00000
Demolition (For Dust Generation)	—	—	0.00000	372.694	0.00000
Water Trucks	—	—	0.00000	0.00000	0.00000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Tilt Up Wall Removal	General Office Building	0.00000	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2028	255.208	531.983	0.03300	0.00400

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.24000	annual days of extreme heat
Extreme Precipitation	4.10000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	17.6478
AQ-PM	69.4960
AQ-DPM	99.8133
Drinking Water	34.7321
Lead Risk Housing	—
Pesticides	0.00000
Toxic Releases	96.4616
Traffic	72.7000
Effect Indicators	—
CleanUp Sites	97.7230
Groundwater	98.2899
Haz Waste Facilities/Generators	98.3984
Impaired Water Bodies	99.6010
Solid Waste	96.2658
Sensitive Population	—
Asthma	40.4910
Cardio-vascular	19.5165
Low Birth Weights	—
Socioeconomic Factor Indicators	—
Education	—
Housing	—
Linguistic	—
Poverty	—
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Median HI	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—

Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	5.6
Asthma ER Admissions	29.7
High Blood Pressure	2.9
Cancer (excluding skin)	14.0
Asthma	91.1
Coronary Heart Disease	1.0
Chronic Obstructive Pulmonary Disease	10.5
Diagnosed Diabetes	5.9
Life Expectancy at Birth	0.0
Cognitively Disabled	0.0
Physically Disabled	0.0
Heart Attack ER Admissions	73.4
Mental Health Not Good	52.8
Chronic Kidney Disease	3.6
Obesity	41.1
Pedestrian Injuries	0.0
Physical Health Not Good	25.9
Stroke	3.8
Health Risk Behaviors	—
Binge Drinking	61.9
Current Smoker	43.1
No Leisure Time for Physical Activity	47.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	9.9

Children	0.0
Elderly	0.0
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	0.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	7.5
Traffic Density	0.0
Traffic Access	51.0
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	Wilmington Long Beach Carson

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	Schedule based on schedule provided by client
Construction: Off-Road Equipment	Equipment Usage Provided by Client
Construction: Dust From Material Movement	none
Construction: Demolition	Based on 48,262.5 cubic feet of demolition materials, converted using Contra Costa weight conversion: https://www.contracosta.ca.gov/DocumentCenter/View/49316/Volume-to-Weight-Conversion-Table?
Construction: Trips and VMT	1 onsite water truck per day, onsite pick up trucks, and super 10 dump trucks
Construction: Architectural Coatings	no arch coating

8.4. Construction

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Mob Site Prep	Worker	One-Way Trips per Day	2.50000	12.0000
Roofing Removal	Worker	One-Way Trips per Day	10.00000	20.0000
Roofing Removal	Hauling	One-Way Trips per Day	0.00000	20.0000
Wooden Deck Removal	Worker	One-Way Trips per Day	10.00000	20.0000
Wooden Deck Removal	Hauling	One-Way Trips per Day	0.00000	20.0000
Steel Truss Removal	Worker	One-Way Trips per Day	7.50000	16.0000
Steel Truss Removal	Hauling	One-Way Trips per Day	0.00000	20.0000
Tilt Up Wall Removal	Worker	One-Way Trips per Day	12.5000	16.0000
Concrete Processing and Stockpiles	Worker	One-Way Trips per Day	10.00000	12.0000

Haul-off and Clean Up	Worker	One-Way Trips per Day	5.00000	10.00000
Haul-off and Clean Up	Hauling	One-Way Trips per Day	0.00000	20.0000
Demolition (For Dust Generation)	Hauling	One-Way Trips per Day	1.62069	1.92619
Water Trucks	Onsite truck	One-Way Trips per Day	—	1.000000
Water Trucks	Onsite truck	Miles per Trip	—	2.00000
Water Trucks	Onsite truck	Vehicle Mix	HHDT	MHDT