

Final Application Summary Report for the Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project Port of Long Beach

*Applicant: Gold Bond Building Products, LLC
Harbor Development Permit Application No. 23-019*

Prepared for:



Port of Long Beach
415 W. Ocean Boulevard
Long Beach, California 90802

Prepared by:

Environmental Science Associates
633 West 5th Street, Suite 830
Los Angeles, CA 90071

December 2025

This page is intentionally blank

APPLICATION SUMMARY REPORT
Prepared in Accordance with the
Certified Port Master Plan
and California Coastal Act of 1976
for the
Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project

This Application Summary Report is prepared in accordance with the certified Port of Long Beach Master Plan (Port Master Plan) as amended, and the California Coastal Act of 1976. Based on the analysis contained herein, the proposed Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project conforms to the stated policies and goals of the Port Master Plan. This document was circulated for public review and the staff recommendations provided in this Application Summary Report are subject to adoption by the Long Beach Board of Harbor Commissioners.

FINAL ISSUED: December 29, 2025

BY: DIRECTOR OF ENVIRONMENTAL PLANNING:



Renee Moilanen

APPLICATION SUMMARY REPORT ADOPTED ON: _____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Harbor Development Permit Application No. 23-019

This page intentionally left blank

CONTENTS

	<u>Page</u>
Acronyms and Abbreviations.....	iii
Section 1. Introduction.....	1
Section 2. Incorporated by Reference.....	3
Section 3. Summary of the Proposed Project	5
3.1 Site History.....	8
3.2 Overview of the Proposed Project Site.....	8
Section 4. Summary of Staff Recommendations	9
Section 5. HDP Conditions	11
5.1 Standard Conditions.....	11
5.2 Special Conditions	13
Section 6. Applicable Policies.....	17
6.1 Consistency with California Coastal Act Policies.....	17
6.1.1 Coastal Act Chapter 3 (Coastal Resources Planning and Management Policies).....	17
6.1.2 Coastal Act Chapter 8 Policies (Ports)	17
6.2 Consistency with Port Master Plan	21
6.2.1 Overview	21
6.2.2 Port Master Plan Elements	21
Section 7. Public Comments	27
Section 8. References	29

Figures

Figure 1 Regional Vicinity Map	6
Figure 2 Project Location Map	7

Tables

Table 1 Coastal Act Chapter 8 Policy Consistency Summary.....	18
Table 2 Port Master Plan Development Goals Consistency Summary.....	22
Table 3 Port Master Plan Element Consistency Summary.....	24

This page intentionally left blank

Acronyms and Abbreviations

AQMP	Air Quality Management Plan
BHC	Board of Harbor Commissioners
CAAP	Clean Air Action Plan
CCA	California Coastal Act
CCC	California Coastal Commission
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
District 2	Northeast Harbor Planning District
DTSC	Department of Toxic Substances Control
HDP	Harbor Development Permit
IS/MND	Initial Study/Mitigated Negative Declaration
PMP	Port Master Plan
POLB	Port of Long Beach
PRC	Public Resources Code
RTP	Regional Transportation Program
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

This page intentionally left blank

SECTION 1

Introduction

This Application Summary Report is prepared in conjunction with the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project (Project) in accordance with the certified Port of Long Beach (POLB or Port) Port Master Plan (PMP) (Ordinance No. HD1701) (POLB 1996), and the California Coastal Act of 1976 (Coastal Act).

Pursuant to Section 30715, Chapter 8, Division 20 of the Public Resources Code, since the Port of Long Beach has a certified PMP, the Long Beach Board of Harbor Commissioners (BHC) has permitting authority for the issuance of Coastal Development Permits (CDP) within the Long Beach Harbor District.

In addition to the CDP requirement, Long Beach City Charter Section 1215, in relevant part, provides that:

No person or persons shall construct, extend, alter, improve, erect, remodel or repair any pier, slip, basin, wharf, dock or other harbor structure, or any building or structure within the Harbor District without first applying for and securing from the Commission a permit so to do, in accordance with the rules and regulations adopted by it. In approving or denying the right to said permit, the Commission shall consider the application therefor, the character, nature, size and location of the proposed improvement and exercise reasonable and sound discretion during said consideration.

In implementing the Long Beach City Charter and Coastal Act requirements, the BHC adopted Resolution No. HD 1234 on October 12, 1982, amending the Implementation Guidelines establishing a consolidated building permit under Section 1215 of the Long Beach City Charter and CDP, termed a Harbor Development Permit (HDP).

In accordance with Section 30715.5 of the Public Resources Code, the Long Beach BHC shall not approve or grant an application for a permit for any public or private development within the Harbor District unless a determination has been made by the BHC or, where authorized by the Guidelines for Implementation of the Certified Port Master Plan, by the Director of Environmental Planning that either (1) the development conforms with the certified Port Master Plan or (2) the development is exempt from the provisions of the Coastal Act and the applicant is otherwise required to obtain a permit from the BHC pursuant to Section 1215 of the Long Beach City Charter.

As discussed in this Application Summary Report, the proposed Project conforms to the stated policies of the certified Port Master Plan, as amended, and the Coastal Act. This Application Summary Report is circulated for public review; the staff recommendations, including the special conditions for issuance of the HDP are subject to approval by the BHC.

SECTION 2

Incorporated by Reference

The Port, as the lead agency in accordance with the California Environmental Quality Act (CEQA), prepared an Initial Study (IS) to identify the potential significant environmental effects of the proposed Project. The Draft IS/MND includes detailed discussion of the proposed Project and analysis of the potential environmental impacts associated with the proposed Project. The IS concludes that potential significant impacts to the environment associated with the proposed Project related to Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Tribal Cultural Resources, and Mandatory Findings of Significance would be reduced to less-than-significant with the incorporation of mitigation measures; therefore, a mitigated negative declaration (MND) has been prepared. The Draft IS/MND for the proposed Project is hereby incorporated by reference:

Port of Long Beach (POLB) 2025. *Draft Initial Study/Mitigated Negative Declaration for Gold Bond Gypsum Wallboard Manufacturing Facility Demolition Project*. Available electronically online at: <https://www.polb.com/ceqa>.

This page intentionally left blank

SECTION 3

Summary of the Proposed Project

Gold Bond Building Products, LLC (Gold Bond or Applicant) submitted an application for a Harbor Development Permit with the Port of Long Beach (Port) on April 12, 2023, proposing to demolish and remove improvements at the existing Gypsum Wallboard Manufacturing Facility (Project) prior to vacating the premises and restore the site to a condition equivalent to or superior to its condition prior to commencement of the lease, as required in NGC, Inc. Ground Lease with the Port, HD-1071. The HDP application was deemed complete and filed by the Port on January 29, 2024.

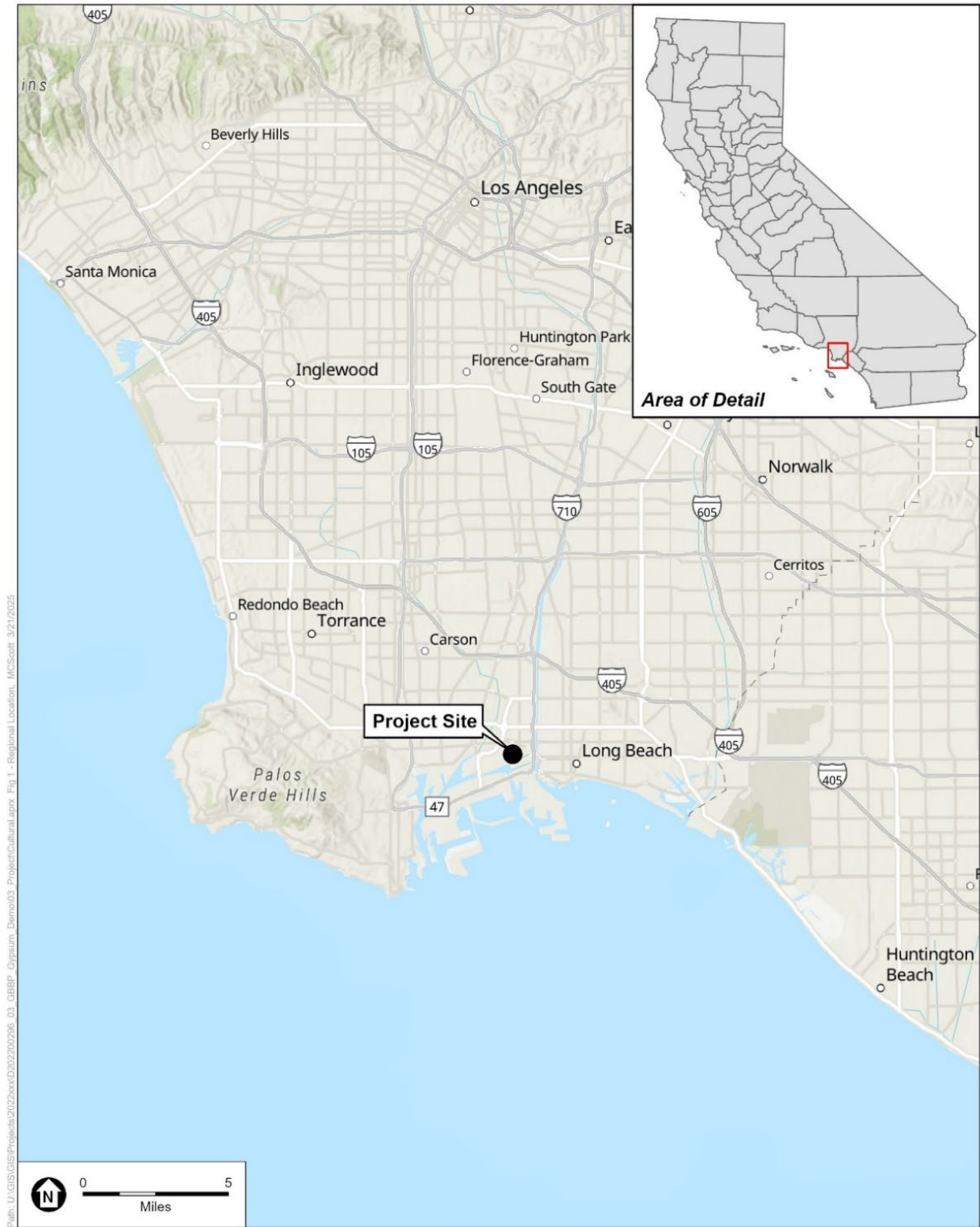
The Gypsum Facility is located on Pier B on POLB-owned property at 1850 Pier B Street, Long Beach, CA 90802 (see **Figure 1** and **Figure 2**). The Gypsum Facility, which began operations on 1965, ceased operations in December 2024 and has been non-operational since.

The proposed Project would demolish and remove all improvements on the premises constructed, erected, installed, used, operated, maintained, repaired and/or renewed by the Lessee. The improvements consist of the warehouse, rock storage building (gypsum dome)¹, mill building, plaster mill, tape joint system building, board plant, office building and basement, ship unloading hopper and associated supporting footing on wharf, overhead rock conveyor system and associated supporting footings from the wharf to the gypsum dome, reclaim conveyor system to rock conveyor system, two (2) rock conveyor systems from the gypsum dome to the mill building and associated footings, two (2) underground storage tanks (USTs), underground utilities, interior access roads, parking areas, and electrical distribution and components owned by Gold Bond.

The existing electrical distribution panel and its foundation and appurtenances owned by Southern California Edison Company (SCE), as well as an existing rail spur and fencing at the site would remain in-place. There is currently no proposed or anticipated development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility.

¹ In Lease HD-1071, the gypsum dome is referred to as the “rock storage building”. In this ASR, the term “gypsum dome” is used.

Figure 1 Regional Vicinity Map



SOURCE: ESRI, 2024; ESA, 2024

GBBP Gypsum Facility Demolition Project

Figure 2 Project Location Map



SOURCE: ESA, 2024

GBBP Gypsum Facility Demolition Project

3.1 Site History

Until at least 1902, the Project site was undeveloped native marshland within the San Pedro Bay. By 1923, portions of the Project site appear to have been developed and the majority of the site was reconstructed as Channel No. 1 within the POLB. By 1928, the channel portion of the Project site had been infilled to resemble topographic conditions similar to present day. Available records indicate that oil wells were drilled within the Project site boundaries beginning in or around 1938, with up to six wells drilled in total. Several other oil wells were advanced in the immediate vicinity of the Project site. By 1949, topographic maps and historical records indicate the Project site had been improved with at least six oil wells, two rail spurs running from north to south, and two long rectangular buildings in the southwest portion of the Project site. Specific operations on the Project site from 1928 to the late 1960s are unknown, however, aerial photographs and historical records indicate operations included oil production and potentially marine repair or manufacturing. Beginning in 1964, the current office building, warehouse and manufacturing building, and storage dome were constructed for National Gypsum; which produced gypsum board (drywall), drywall plaster, and interior finishing products, including joint compound or “mud”. It appears that the two previously identified rail spurs were removed and a new rail spur was installed to service the National Gypsum operations. On January 1, 2021, National Gypsum changed the name of the entity owning and operating the Facility to Gold Bond Building Products, LLC. Gold Bond thereby took over manufacturing operations of the gypsum board plant.

3.2 Overview of the Proposed Project Site

The Project site is located at 1850 Pier B Street, Long Beach, CA 90813 on approximately 17 acres. The Project site is located within the boundaries of the City of Long Beach and is zoned Port-related Industrial (IP) by the City of Long Beach (COLB 2021). The City of Long Beach General Plan Land Use Element, adopted in 2019, designates the POLB as a Regional-Serving Facility “PlaceType,” which is defined as a flexible zoning type including “facilities, businesses and operations that not only serve the City of Long Beach, but also the region and parts of the nation.” According to Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix in the City of Long Beach General Plan Land Use Element, this PlaceType is consistent with Light, Medium, General, and Port related Industrial Zoning Districts (COLB 2019a).

SECTION 4

Summary of Staff Recommendations

Port staff recommends that the Board of Harbor Commissioners adopt this Application Summary Report and issue Level II HDP 23-019 in accordance with Section 1215 of the Long Beach City Charter and the certified Port Master Plan, as amended, conditioned pursuant to the staff recommendation. Chapter 8, Section 30715 of the Public Resources Code. Section 13.1 of the Guidelines for Implementation of the Certified Port of Long Beach Master Plan identify categories of projects that may be appealed to the California Coastal Commission, none of which include demolition of industrial facilities. Therefore, the proposed Project is not appealable to the California Coastal Commission (CCC).

The proposed Project would not require an amendment to the existing PMP because it is not a new development; the proposed Project would merely demolish and remove improvements at the existing, non-operational Gypsum Facility and its associated structures. There is currently no proposed or anticipated development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility.

This page intentionally left blank

SECTION 5

HDP Conditions

5.1 Standard Conditions

Level II HDP 23-019 for the construction and operation of the Gold Bond Building Products Wallboard Manufacturing Facility Demolition Project would be subject to the following Standard Conditions:

1. **Effective Date:** This permit shall not become effective until the ORIGINAL has been returned to the Environmental Planning Division, fully signed by the permittee or agent(s) authorized in the permit application. Failure to return the original within thirty (30) days of approval shall render the permit invalid. Other conditions notwithstanding, if the project is appealable the permit shall not become effective until after the tenth (10th) working day following notification of approval, unless an appeal has been filed with the California Coastal Commission within that time. By executing this permit, permittee or its agent(s) acknowledge that they have received a copy of the fully-signed permit for its use and post said copy conspicuously at the project site.
2. **Non-Waiver Condition and Assignment:** Nothing in this permit shall be deemed or construed as a waiver of any term or condition contained in permittee lease, preferential assignment, permit, or other agreement with the Long Beach Harbor Commission. This permit shall not be assigned except as provided in the Board of Harbor Commissioners Port Master Plan Implementation Guidelines and in Section 13170 of Title 14 of the California Administrative code, to the extent applicable.
3. **Permit Expiration:** Work authorized by this permit must commence within two years of the effective date of this permit unless otherwise specified. If work has not commenced, this permit will expire two (2) years from its effective date. Any application for an extension of said commencement date must be made at least thirty (30) days prior to the expiration of this permit.
4. **Compliance with Laws and Regulations:** Permittee shall comply with all laws, statutes, rules, regulations, and orders of all governmental agencies having jurisdiction over the permittee's project. Permittee, at its own expense, shall obtain all requisite permits, approvals, and consents from the appropriate agencies, including but not limited to the City of Long Beach (COLB) Harbor Department, the COLB Development Services, COLB Fire Department, the South Coast Air Quality Management District, the California Department of Health Services, and the Regional Water Quality Control Board, and shall comply with any such permit, approval or consent. Copies of all requisite permits shall be available for inspection at the Project site.
5. **Construction Drawings:** Final plans and specifications for construction (hard copies and CADD files in Bentley MicroStation format), incorporating any modifications made by the Harbor Department, shall be submitted to the Environmental Planning Division for review and approval prior to commencement of any portion of the development.
6. **Notification:** Permittee shall notify the Chief Harbor Engineer, in writing, of the anticipated start date of any construction at least ten (10) days in advance.
7. **Permission from Property Owner:** Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

Permittee shall contact the Harbor Department Terminal Services Section at 562-283-7760, or tenantservices@polb.com, for assistance with notifications.

8. **Subsurface Construction Activities:** Permittee shall contact Underground Service Alert of Southern California (dig-alert at 811) before any excavation begins, a minimum of two (2) working days NOT including the date of notification prior to digging. Permittee shall conduct all subsurface work in accordance with Section 306 – Underground Conduit Construction of the latest edition of Standard Specifications for Public Works Constructions (The “Green Book”) unless otherwise noted herein. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project construction and shall restore all ground surfaces disturbed by excavation to original conditions per POLB Standard U-4. This includes, but is not limited to, irrigation lines, water main lines, underground conduit, and surface landscaping. The alignment of any underground utilities that must be relocated as a result of the permitted project must be approved by the Director of Environmental Planning and the utility owner. Permittee, except as otherwise provided for or agreed to, is responsible for any costs associated with repairing, replacing, or relocating underground or surface utilities or landscaping disturbed or destroyed during the permitted project.
9. **Conduct of Work:** Permittee shall perform all work in strict accordance with the plans and specifications approved by the Harbor Department Environmental Planning Division. For Project site preparation and construction activities the permittee shall utilize appropriate best management practices to minimize dust without release of pollutants into harbor waters. Distribution and/or removal of surplus materials (fills, dirt, broken asphalt, etc.) generated by the construction on property under the jurisdiction of the Harbor Commission must have prior approval of the Chief Harbor Engineer, or his/her designee.
10. **As-Built Drawings and Specifications:** As-built drawings and specifications for construction within the Harbor District (hard copies and CADD files in digital format) shall be submitted to Port of Long Beach Inspection at (562) 283-7218 or inspection@polb.com within thirty (30) days of the completion of work. Except in the case of underground work, final construction drawings may serve as as-built provided a set of such drawings are submitted and stamped “as-built”. Clearly identify the item by accurate note such as “electrical duct bank”, “water”, etc. Show by symbol or note, the vertical location of the item. For underground work, permittee shall submit to the Port of Long Beach Inspection, within thirty (30) days of completion of the work, two (2) sets of as-built drawings and survey notes, signed and stamped by a licensed surveyor who shall certify to the accuracy of the horizontal and vertical positions of underground alignments and structures in California Coordinate System of 1983 (CCS’83) Zone 5 coordinates, 2007.00 epoch, in feet and elevations in NGVD’29 Mean Lower Low Water (MLLW) in feet. For horizontal and vertical control within the Harbor District contact the Port Survey Division (562) 283-7203. Digital data shall be in CADD format along with an ascii file including pt. number, northing, easting, elevation, and description with comma delimiters.
11. **Traffic Management:** For all projects that impact Harbor Department roads, permittee shall submit for approval a Traffic Control Plan. Permittee shall comply with all traffic warning and control devices, signs, and plans described in the Work Area Traffic Control Handbook or the Manual on Uniform Traffic Control Devices (MUTCD) 2003 California Supplement. At least 10 business days in advance of implementing traffic control measures the permittee shall contact TrafficControl@polb.com and 562-283-7850 to coordinate lane closure dates and hours of work. Permittee shall indicate the Harbor Development Permit number in the subject and body of your email.
12. **Non-Compliance Penalties:** Violation of any provision or condition in this permit shall constitute grounds for revocation of this permit and shall render the permittee liable for civil penalties of up to \$10,000.00. Any person who willfully and knowingly conducts work in the Harbor District in violation of the Port Master Plan Guidelines shall be liable for civil penalties of \$5,000.00 per violation per day.
13. **Regulated Substance:** Regulated Substance: If during the course of the permitted project permittee shall discover or have reason to believe that regulated substances, including but not

limited to hazardous wastes or extremely hazardous wastes as those terms are or have been defined by the administrator of the Environmental Protection Agency, the California Department of Toxic Substances Control, or any other person or agency having jurisdiction over such materials, permittee, at its cost, shall: (i) promptly notify the Director of Environmental Planning of the permittees discovery or belief; (ii) at the request of the Director of Environmental Planning, initiate chemical and or physical characterization of the regulated substance and, upon request, provide access to authorized representatives of the Director of Environmental Planning for independent characterization; (iii) upon receipt, provide copies of all characterization results to the Director of Environmental Planning; (iv) develop and submit for approval to the Director of Environmental Planning a plan for the appropriate management of the regulated substances; (v) implement that plan in accordance with the regulations and orders of the governmental agencies having jurisdiction; (vi) if removed, replace the regulated substances with appropriate material approved by the Director of Environmental Planning; and (vii) promptly submit copies of records documenting the appropriate management of the regulated substance to the Director of Environmental Planning.

14. **Indemnity:** Permittee shall indemnify the Harbor Department from and against any and all actions, suits, proceedings, claims, demands, damages, losses, liens, costs, expenses, or liabilities of any kind and nature whatsoever ("claims") which may be brought, made, filed against, imposed upon, or sustained by the Harbor Department, arising from, attributable to, caused by, in connection with, or pertaining to the activities described in this permit, except to the extent such claims are caused by the negligence or willful misconduct of the Harbor Department.
15. **Commencement of Work:** Permittee shall notify Port of Long Beach Inspection at (562) 283-7218 or inspection@polb.com a minimum 48 hours in advance of commencement of work or continuation after stoppage of work for 48 hours or more.

5.2 Special Conditions

The following special conditions shall be implemented by the Permittee and/or required in contractor specifications or other documents governing the activities for the proposed Project.² The Permittee shall be required to monitor the Project and the Project site to ensure that contractors comply with all special conditions contained in the issued HDP. Issuance of Level II HDP 23-019 for the proposed Project would be subject to the following special conditions:

SC-AQ-1. Air Quality Best Management Practices for Construction Activities:

1. **Fuels Used in Construction Equipment.** Any on-road or off-road diesel engines used in construction activities must use fuels that comply with the California Air Resources Board (CARB) regulation for ultra-low sulfur diesel fuel (15 parts per million or less) (Title 13, California Code of Regulations, Section 2281) and/or the CARB Low Carbon Fuel Standard Regulation (Title 17, California Code of Regulations, Sections 95480-95503).
2. **Off-Road Construction Equipment.** All off-road construction equipment shall meet the United States Environmental Protection Agency (EPA) Tier 4 Final off-road engine emission standards. At least ten (10) business days prior to equipment use on-site, Permittee shall submit to the Port of Long Beach Director of Environmental Planning via electronic mail to: HDPDesk@polb.com documentation showing the following:
 - a. CARB unique Equipment Identification Number (EIN) for each piece of off-road equipment used;

² The special conditions listed herein do not change the impact conclusions and mitigation requirements included in the Project's CEQA documentation. That is, the special conditions not related to regulatory compliance are not needed to reduce any of the Project's potentially significant impacts to a less than significant level. The Project's CEQA documentation assumes compliance with the cited regulatory requirements, as applicable.

- b. EPA/CARB engine certification or manufacturer specifications showing the certified engine emission/tier level; Engine horsepower, make, and model, and serial number;
 - c. Any emission control devices installed, including, but not limited to diesel oxidation catalysts and/or diesel particulate filters/traps.
3. **On-Road Heavy Duty Trucks.** All on-road, heavy-duty trucks used to transport construction materials to and from the Project site shall meet EPA 2010 on-road, heavy-duty diesel engine emission standards. Diesel-fueled commercial vehicles licensed for operation on highways with a gross vehicle weight rating greater than 10,000 pounds that access the Project site shall not idle for more than five (5) minutes at any location (Title 13, California Code of Regulations, Section 2485). Prior to arriving on-site, Permittee shall submit to the Port of Long Beach Director of Environmental Planning via electronic mail to: HDPDesk@polb.com documentation showing the following:
 - a. Truck company name; make, model of truck, and vehicle identification number;
 - b. EPA/CARB truck engine certification indicating truck meets or exceeds 2010 EPA on- road, heavy-duty diesel engine emission standards;
 - c. Any emission control devices installed, including, but not limited to diesel oxidation catalysts and/or diesel particulate filters/traps; and
 - d. Proof of compliance that the truck fleet of the companies, including subcontractors, from which on-road trucks are hired or dispatched for the Project are in compliance with the CARB Truck and Bus Regulation by providing one of the following documents:
 - i. Truck and Bus Regulation Reporting Certificate printed from CARB website - see <https://ww3.arb.ca.gov/msprog/onrdiesel/documents/printcert.pdf>
 - ii. Written statement from the truck fleet owner that verifies that they are aware of the CARB Truck and Bus regulation (Title 3, California Code of Regulations, Section 2025) and their fleet is in compliance with the engine model year schedule specified in the Truck and Bus Regulation.
4. **Portable Diesel-Fueled Engines and Equipment.** Permittee shall obtain the appropriate permits to operate from the South Coast Air Quality Management District or Portable Equipment Registration Program (PERP) for any portable diesel-fueled equipment with engines with 50 horsepower or more and plasma arc-cutting or laser cutting equipment rated more than 400 watts used to cut stainless steel and batch mixers with a brimful capacity of more than 55 gallons (7.35 cubic feet) (SCAQMD Rule 219, Sections e (8) and k(1)). Permittee shall post said copy conspicuously at the Project site.
5. **Fugitive Dust Control During Construction Activities.** The generation of airborne dust particles shall be prevented in accordance with South Coast Air Quality Management District (SCAQMD) Rule 403 – Fugitive Dust. Track-out of bulk material onto public or paved roadways shall be prevented; such material shall be removed any time track-out occurs. All visible roadway dust tracked-out upon public paved roadways shall be removed at the conclusion of each work day.

SC-AQ-2. Site Dust and Erosion Control:

1. Upon completion of demolition activities, the premises shall be covered in gravel or crushed rock to control and prevent dust and erosion.

SC-WQ-1. Stormwater Best Management Practices:

1. To control runoff during construction activities, Permittee shall implement stormwater BMPs, as appropriate, as described in the Stormwater BMPs Handbook developed by the California Stormwater Quality Association (CASQA).
2. Permittee shall ensure that all trash cans and/or dumpsters used on-site have lids and remain covered for the duration they are on site.
3. Permittee shall ensure that containment trays are placed under all portable toilets on-site.

SC-HAZ-1. Oilfield Facilities: Prior to the start of construction permittee shall coordinate with Long Beach Energy & Environmental Services Department (EES) to ensure construction activities do not conflict with existing oil facilities on the Project site. Permittee shall contact ESS at (562) 770-3900 or ER-OilOperationsTeam@Longbeach.gov to request a consultation.

This page intentionally left blank

SECTION 6

Applicable Policies

This Application Summary Report provides an analysis of the proposed Project's conformance with and applicability to the policies and goals in the Coastal Act and the certified PMP, as amended.

6.1 Consistency with California Coastal Act Policies

Pursuant to the Coastal Act, the Coastal Zone includes all areas within 3 miles seaward and approximately 1,000 yards inland, depending upon the level of existing inland development. Chapter 3 of the Coastal Act provides the standards by which the adequacy of local coastal programs is determined, while Chapter 8 of the Coastal Act governs California ports, including the POLB, and recognizes the ports as primary economic and coastal resources that are essential elements of the national maritime industry (Section 30701[a]). The following is a discussion of applicable Coastal Act policies and appropriate Project-related information.

6.1.1 Coastal Act Chapter 3 (Coastal Resources Planning and Management Policies)

Chapter 3 of the Coastal Act applies to any projects in a port master plan listed in Section 30715 of the Public Resources Code (appealable projects). The specific policies of Chapter 3 would not apply because the demolition of the non-operational Gypsum facility is a "development" under Sections 30715 and 30106 and is not among the appealable project categories in Section 30715 of Chapter 8 of the Coastal Act.

6.1.2 Coastal Act Chapter 8 Policies (Ports)

Chapter 8 of the Coastal Act recognizes California ports, including the POLB, as primary economic and coastal resources that are essential elements of the national maritime industry (Public Resources Section 30701[a]). The Coastal Act policies governing ports in Chapter 8 sections of the Public Resources Code are listed below and their relationship to the proposed Project are discussed in Table 1.

TABLE 1
COASTAL ACT CHAPTER 8 POLICY CONSISTENCY SUMMARY

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
Section 30702. Public Policy - Port-Related Developments. Port-related developments consistent with coastal protection in the port areas to which Chapter 8 applies, which require no CCC permit after certification of a port master plan and which, except as provided in Section 30715 of Chapter 8 of the Coastal Act, are not appealable to the CCC after certification of a master plan.	The proposed Project would demolish and remove all improvements on the site with the exception of the rail spur. Gold Bond's Ground Lease Agreement HD-1071 requires Gold Bond to remove from the leased premises all improvements and all other property belonging to them, and restore the leased premises to a condition to or superior to its conditions prior to the commencement of the lease. There is currently no proposed or anticipated development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Section 30702 of the Coastal Act would not apply to the proposed Project because the proposed Project demolition is not among the appealable project categories in Section 30715 of Chapter 8 of the Coastal Act (See discussion of Section 30715 that follows).
Section 30703. Protection of Commercial Fishing Harbor Space. Section 30703 of the Coastal Act states that ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate space has been provided. Proposed recreational boating facilities within port areas shall, to the extent feasible, be designed and located in such fashion as not to interfere with the needs of the commercial fishing industry.	The proposed Project would demolish and remove all improvements on the site with the exception of the rail spur. Thus, the proposed Project would not involve the elimination, reduction, or use of existing commercial fishing space, nor would the proposed Project involve the development of recreational boating facilities. Therefore, Section 30703 of the Coastal Act is not applicable to the proposed Project.
Section 30705. Diking, Filling, or Dredging of Water Areas.	The proposed Project would not involve any diking, filling, or dredging of water areas; therefore Section 30705 of the Coastal Act does not apply to the proposed Project.
Section 30706. Filling Seaward of Mean High Tide Line.	The proposed Project would not involve any filling seaward of the mean high tide; therefore Section 30706 of the Coastal Act does not apply to the proposed Project.
Section 30707. Design and Construction of New or Expanded Tanker Terminals.	The proposed Project would not involve the development of a new or expansion of a tanker terminal; therefore Section 30707 of the Coastal Act does not apply to the proposed Project.
Section 30708: Location, Design, and Construction of Port-Related Developments. All port-related developments shall be located, designed, and constructed so as to: (a) Minimize substantial adverse environmental impacts.	The IS/MND prepared pursuant to CEQA finds that the proposed Project would result in less than significant impacts with implementation of mitigation measures for the environmental factors listed in Section 3.1 of the IS/MND (Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Tribal Cultural Resources, and Mandatory Findings of Significance). There would be "no impact" or "less than significant impacts" without mitigation for all other environmental factors. As designed, the proposed Project would avoid substantial adverse effects on the environment and would be consistent with Coastal Act Section 30708(a).
(b) Minimize potential traffic conflicts between vessels.	There is currently no proposed or anticipated development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. The proposed Project merely involves the demolition and removal of all improvements on the site with the exception of the rail spur. Therefore, the proposed Project would not increase current or future vessel traffic within the Port. As such, the proposed Project would have no effect on vessel traffic and would be consistent with Coastal Act Section 30708(b).
(c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.	The proposed Project would not involve the development of navigational facilities, shipping industries, and necessary support and access facilities; therefore Section 30708(c) of the Coastal Act does not apply to the proposed Project.

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.	The Project site is located within Northeast Harbor Planning District (District 2). As described in the certified PMP, as amended, the goals of Planning District 2 is to improve efficiency in cargo movement and provide better allocation of available primary Port facilities by expansion through acquiring privately held property (POLB, 1990). Recreational uses are considered inconsistent with the primary Port development goals of Planning District 2 and therefore are not encouraged in this district (POLB 1990). Currently, the Project Site is comprised of the non-operational Gypsum facility and associated operating equipment, parking, and a small amount of landscaping on the perimeter of the Project Site. No special-status plant species are known to occur in the Project area and there are no habitat that would support such species due to the existing industrial related-activities on-site. Therefore, no impacts would occur to special-status plants. The POLB provides 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 (<i>Sterna antillarum browni</i>); peregrine falcon (<i>Falco peregrinus</i>); elegant tern (<i>Thalasseus elegans</i>); Caspian tern (<i>Hydroprogne caspia</i>); black skimmer (<i>Rynchops niger</i>); great blue heron (<i>Ardea herodias</i>); black-crowned night heron (<i>Nycticorax nycticorax</i>); double-crested cormorant (<i>Phalacrocorax auratus</i>); black oystercatcher (<i>Haematopus bachmani</i>); and osprey (<i>Pandion haliaetus</i>) (POLA and POLB, 2018). According to Figure 6-1, Bird and Marine Mammal Survey Zones, of the 2018 Biosurvey, the Project site is located directly north of Zone 25d. While Zone 25d is most commonly associated with an abundance of gulls, nearby zones are known to support species such as double-crested cormorants, peregrine falcons, and osprey (POLA and POLB, 2018). 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 non-native birds such as the house sparrow, the take of any birds or active bird nests or young is regulated by these statutes. Due to the Project site’s proximity to nesting habitats of special status bird species, and the likelihood that proposed Project demolition activities would result in loud noises that could disturb avian species in the immediate Project vicinity, impacts could be potentially significant. Also, the Gold Bond facility ceased operations in December 2024, creating the opportunity for avian species to nest in areas within the Project site. Implementation of Mitigation Measures MM-BIO-1 and BIO-MM-2 would reduce impacts to nesting birds protected under the MBTA to less than significant. Therefore, the proposed Project would not be inconsistent with or conflict with Coastal Act Section 30708(d).
(e) Encourage rail service to port areas and multicompany use of facilities	The proposed Project would not affect rail service. The proposed Project would demolish and remove all improvements on the site with the exception of the rail spur. While there is no proposed or anticipated new development, operations, or land uses following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility, the rail spur located within the demolition area would remain on-site. Therefore, the proposed Project would not be inconsistent with or conflict with Coastal Act Section 30708(e).

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
Section 30715. Permit Authority; Appealable Approvals. Chapter 8, Section 30715(a) of the Public Resources Code states that following certification of a PMP, the permit authority of the CCC shall no longer be exercised by the CCC over any new development contained in the certified plan...and shall at that time be delegated to the appropriate port governing body. As such, the Board of Harbor Commissioners exercises permit authority over any new development contained in the certified PMP. Section 30175 goes on to identify the following categories of development appealable to the CCC: (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation.	The Project site consists of the non-operational gypsum wallboard manufacturing facility and associated operating equipment, parking and a small amount of landscaping on the perimeter of the Project site. The proposed Project consists of the demolition and removal of all improvements on the site with the exception of the rail spur. The Project does not propose the development for the storage, transmission, or processing of liquefied natural gas or crude oil in any such quantities; nor is there currently any proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the proposed Project would have no impact on the oil and gas supply of the state or nation and is not appealable under Coastal Act Section 30715(a)(1).
(2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.	The proposed Project would not involve the development of a new waste water treatment facility. The proposed Project consists of the demolition and removal of all improvements on the site with the exception of the rail spur. During demolition and grading activities, portable restrooms would be available for construction workers and would not contribute to wastewater flows to the City's wastewater system. There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the proposed Project is not appealable under Coastal Act Section 30715(a)(2).
(3) Roads or highways which are not principally for internal circulation within the port boundaries.	The proposed Project would not involve the construction or modification of roads or highways which are not principally for internal circulation within POLB boundaries. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(3).
(4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.	The proposed Project does not involve the construction of office and residential buildings devoted to the administration of activities within the port; hotels, motels, and shopping facilities not devoted to the sale of commercial goods utilities for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities. Therefore, the proposed Project is not appealable under Coastal Act Section 30715(a)(4).
(5) Oil refineries.	The proposed Project site consists of a non-operational gypsum wallboard manufacturing facility, not a refinery. The proposed Project does not include the construction and operation of a new oil refinery but demolition and removal of all on the site with the exception of the rail spur. Therefore, the proposed Project is not appealable under Coastal Act Section 30715(a)(5).
(6) Petrochemical production plants.	The Project site consists of a non-operational gypsum wallboard manufacturing facility, not a petrochemical production plant. The proposed Project does not include the construction and operation of a new petrochemical plant but demolition of all improvements on the site with the exception of the rail spur. Therefore, the proposed Project is not appealable under Coastal Act Section 30715(a)(6).

6.2 Consistency with Port Master Plan

6.2.1 Overview

The PMP was first certified by the CCC in 1978 in conformance with the policies of Chapter 8 (Ports) of the Coastal Act. The PMP was comprehensively updated and certified in 1983 and again in 1990. Since the last comprehensive update and certification of the PMP in 1990, the Board of Harbor Commissioners and the CCC have approved and certified 12 additional amendments to the PMP. proposed Project site is located within the Northeast Harbor Planning District (District 2). The PMP identifies permitted land uses for the Northeast Harbor Planning District to include oil production, primary port facilities, port-related, hazardous cargo facilities, navigation, and ancillary port facilities (POLB 1990). The proposed Project, which consists of the demolition of the non-operational gypsum wallboard manufacturing facility with the exception of the rail spur, would be consistent with the permitted uses in Northeast Harbor Planning District (District 2).

Table 2 provides a consistency summary of the proposed Project and POLB Development Goals identified in the PMP.

6.2.2 Port Master Plan Elements

The PMP, as amended provides guidance and direction for policy and business decisions affecting the future growth and development of the Port. The six plan elements of the certified PMP, as amended include Public Access, Visual Quality, and Recreation/Tourist; Navigation; Environmental; Vehicular Transportation/Circulation; Intermodal Rail Facilities; and Oil Production and Operations. Each plan element outlines specific planning goals and issues and provides a list of recommendations and/or an implementation program. **Table 3** provides a consistency summary of the proposed Project and POLB PMP Elements.

TABLE 2
PORT MASTER PLAN DEVELOPMENT GOALS CONSISTENCY SUMMARY

Port Master Plan Development Goal	Project Consistency
Goal 1: Consolidate Similar and Compatible Land and Water Areas This goal seeks to consolidate Recreation/Tourist activities away from primary Port uses to maximize the efficiency of Port activities. The objectives of Port Development Goal 1 are to separate hazardous cargo from non-compatible vulnerable resources, augment and consolidate recreational and tourist activities in the Queensway Bay Planning District, and consolidate, as much as possible, land-based activities associated with Outer Continental Shelf (OCS) exploratory drilling, and/or supply operations.	The Project site is located in Northeast Harbor Planning District (District 2) which does not include recreational facilities as a permitted use. Therefore, the proposed Project would have no effect on, nor conflict with, the Port development goal to consolidate similar and compatible land and water areas.
Goal 2: Encourage maximum use of facilities	The proposed Project would consist of the demolition and removal of all aboveground structures and underground facilities of the Gypsum facility except for the existing rail spur. Gold Bond's Ground Lease Agreement HD-1071 requires Gold Bond to remove from the leased premises all improvements and all other property belonging to them, and restore the leased premises to a condition to or superior to its conditions prior to the commencement of the lease. The Port owns the property on which the Gypsum facility is situated; the proposed demolishing of the non-operational Gypsum facility and restoration of the premises to a condition to or superior to its conditions prior to the commencement of the lease would render the property available for use as primary port land which would provide the potential to serve for future uses on-site. There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. The proposed Project would have no effect on, nor conflict with, the Port development goal to encourage maximum use of facilities.
Goal 3: Improve Internal Circulation Involving Roadways and Rail Goal 3 seeks to improve internal roadways, major arterials, and rail movements serving the Port to accommodate the projected growth in container volumes. The objectives of Port Development Goal 3 are to actively pursue implementation of the Consolidated Transportation Corridor Plan (Alameda Corridor), pursue Port access demonstration projects, encourage ondock double stack trains, and provide additional rail and highway access to Terminal Island.	Rail service is not associated with proposed demolition of the Project. Any increase in truck trips during demolition activities would be temporary and would have negligible effects on transportation. Furthermore, the rail spur to and on the Project site would remain in place after demolition, maintaining connectivity with the current rail network for any future development. However, at this time, there is no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the proposed Project would have no effect on, nor conflict with, the Port development goal to improve internal circulation involving roadways and rail.
Goal 4: Provide for the Safe Cargo Handling and Movement of Vessels within the Port Goal 4 seeks to focus on "anticipated" projects and their relationship to future vessel activity, ship navigation, and accommodating larger vessel size by deepening channels and basins to accommodate supertanker and post-panamax vessels (greater than 5,000 TEU capacity) and concentrate public small-craft marina facilities in the Queensway Bay Planning District to minimize vessel hazards.	Vessel trips are not associated with the Project. Demolition materials would be transported via regional and local roadways via on-road transport trucks. As such, the proposed Project would have no effect on the safe handling of cargo and/or movement of vessels within the Port and therefore, would not be in conflict with Port Development Goal 4.

Port Master Plan Development Goal	Project Consistency
Goal 5: Development for primary port facilities and port-related uses	The proposed Project consists of the demolition of all aboveground structures and underground facilities, returning the Project site to pre-construction conditions. By returning the Project site to pre-construction conditions, the Project would have no effect on, nor conflict with, the Port development goal to provide land for primary port facilities and port-related uses.
Goal 6: Protect, Maintain, and Enhance the Overall Quality of the Coastal Environment Port Development Goal 6 aims to balance the Port's service as an international port with the demands for a cleaner and visually aesthetic environment. Goal 6's objectives are to minimize view obstruction and improve the visual quality at the entry and within the boundaries of the Port, implement the Harbor Beautification Plan that aesthetically "unifies" the Port, provide an attractive landscaping buffer separating the recreational waterfront area from Port industrial areas, promote quality recreational and tourist activities in the Queensway Bay Planning District, and create a fish and wildlife habitat mitigation bank of credits for proposed landfill projects.	The demolition of the Gypsum facility will remove a heavy-industrial facility from the Port which will improve the visual quality. With the facility now being non-operational, impacts to air quality have reduced and thus the proposed Project would be consistent with the aim of protecting, maintaining, and enhancing the overall quality of the coastal environment.

TABLE 3
PORT MASTER PLAN ELEMENT CONSISTENCY SUMMARY

Port Master Plan Element	Project Consistency
A. Public Access, Visual Quality, and Recreation/ Tourist Element	Northeast Harbor Planning District (District 2) is not among the Port planning districts where recreational uses are generally found or permitted. The majority of the Port's public and commercial recreational activities are located to the south of the proposed Project, by design, within the Queensway Bay Planning District. The Queensway Bay Planning District serves as a buffer between the higher-industrialized inner Port complex and the waterfront recreation activities of the Port and the City of Long Beach. Therefore, the planning goals of the Public Access, Visual Quality, and Recreation/Tourist Element of the PMP are not applicable to the proposed Project.
B. Navigation Element The Navigation Element of the certified Port Master Plan primarily focuses on navigational procedures and operational and physical constraints governing the maneuvering of vessels for existing and proposed vessel activities within the Port.	The proposed Project does not involve any improvements or modifications to the existing physical configuration of channels, turning basins, and/or berths, nor is marine transport associated with the proposed Project. Therefore, the planning goals of the Navigation Element are not applicable to the proposed Project.
C. Environmental Element The Environmental Element identifies specific issues of concern regarding Port development and operations, which include air quality, habitat preservation/marine mitigation, hazardous waste, and permit processing. The following goals and implementation recommendations from the Environmental Element would be applicable to the proposed project: Goal 1: Minimize pollutant levels from existing and future sources	Goal 1 of the Environmental Element aims to minimize air pollutants primarily from trucks and existing and as well as future movable and stationary sources. The proposed Project would demolish and remove the existing Gold Bond Gypsum Wallboard Facility; the facility has been non-operational since November 2024. The demolishing and removal of the Gypsum facility would remove pollutants associated with historical operation of the Gypsum facility. There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility; therefore future sources of pollutants would be speculative. As such, the proposed Project would not conflict with the planning goals or implementation recommendations of Goal 1 of the Environmental Element to minimize pollutant levels from existing and future sources. With regard to air emissions associated with the proposed Project, as discussed in the IS/MND Section 4.III, the proposed Project would be required to comply with applicable air quality regulations and best management practices to ensure the proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan or San Pedro Bay Ports Clean Air Action Plan. With respect to temporary construction emission sources the Project would comply with all applicable SCAQMD rules and regulations, including Rule 403 (Fugitive Dust), which requires the implementation of best available control measures to control dust during active operations, such as earth-moving activities, construction/demolition activities, or heavy- and light-duty vehicle movement. The Project would not conflict with the transportation, technology, and fuels sector because Project trucks and vehicles would comply with the Advanced Clean Cars II regulation, Advanced Clean Trucks regulation, Advanced Clean Fleet regulation all of which help support the transition to zero emissions vehicles (ZEVs) under the 2022 Scoping Plan. After demolition, the Project site would be returned to its original condition and the surface would be covered with crushed rock or gravel for erosion control, which would also have the effect to minimize fugitive dust. Therefore, the proposed Project would not conflict with the planning goal or implementation recommendations of this element.
Goal 2: Minimize habitat loss within Port boundaries	As discussed in the IS/MND Section 4.IV, the proposed Project would be required to comply with the Federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503.5 and Section 3513 and MM-BIO-1 and MM-BIO-2. Implementation of Mitigation Measures MM-BIO-1 and MM-BIO-2 would ensure Project impacts to special-status bird species and nesting avian species are reduced to a less than significant level. Therefore, the proposed Project would avoid substantial adverse effects on the environment, and any short-term demolition impacts would be less than significant. The Project would not conflict with the planning goals or implementation recommendations of this element.

Port Master Plan Element	Project Consistency
Goal 3: Identify and remediate soil and groundwater contamination within the Harbor District In anticipation of projects, the Port conducts soil and groundwater assessments to determine the types and amounts of hazardous wastes, if any, which exist throughout the Harbor District. Goal 3 of the Environmental Element recommends the development of a Hazardous Material Auditing Program to identify possible hazardous wastes throughout the Harbor District and monitoring MARPOL regulations to determine their impacts on the Port of Long Beach.	As discussed in the IS/MND Section 4.IX, known contamination is present in the soils under the Project site. Mitigation Measure MM-HAZ-2, would require the preparation and implementation of a Site Management Plan (SMP), prior to and during Project demolition. Groundwater management is included in the SMP because excavation is anticipated to be deep enough to encounter groundwater that may be contaminated from prior land uses or the deposition of undocumented fill. The implementation of this mitigation measure would reduce impacts to less than significant. The proposed Project would not impede the Port's efforts to conduct soil and groundwater assessments, develop a Hazardous Material Auditing Program, or monitor MARPOL regulations. Therefore, the proposed Project would not conflict with Goal 3 of the Environmental Element.
Goal 4: "Streamline" Harbor Development Permit processing procedures	The Level II HDP for the proposed Project would be issued in accordance with the Port's Guidelines for the Implementation of the Certified Port Master Plan. None of the proposed Project activities would impede the POLB goals of "streamlining" the permitting process, and as such, Goal 4 to "streamline" the HDP processing procedure is not applicable, nor would implementation of the proposed Project be inconsistent with Goal 4 of the certified PMP, as amended.
Goal 5: Develop additional mitigation banks Goal 5 of the Environmental Element recommends the development of additional mitigation banks.	There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. The proposed Project would not impede, nor would it be inconsistent with the POLB goal to develop additional mitigation banks.
D. Vehicular Transportation/Circulation Element The purpose of the Vehicular Transportation/ Circulation Element is to: (1) identify existing transportation/circulation problems; (2) identify future transportation needs of the Port; and (3) present current plans and recommendations to address the POLB's transportation demands	Only Goal 1 from the Transportation/Circulation Element would be applicable to the Project: Goal 1: Provide for efficient circulation of vehicular and rail traffic within the Port (with minimum disruption of Port activities). As discussed in the IS/MND Section 4.XVII Transportation, the proposed Project would not fully close nearby roads or modify any public roadways or driveways. Due to the short-term duration of demolition activities (approximately 9 months) and no substantial road and/or land closures proposed for the Project, the Project would not interfere with efficient circulation of vehicular and rail traffic within the Port. The proposed Project would not conflict with the planning goal of this element.
E. Intermodal Rail Facility Element The Intermodal Rail Facilities Element focuses on the development of on-dock "double-stacked train" facilities throughout the Port.	The proposed Project would demolish and remove all improvements on the premises. There is currently no proposed or anticipated new development, operations, or land uses for the site following the proposed demolition of the existing Gold Bond Gypsum Wallboard Facility. Therefore, the Intermodal Rail Facilities Element is not applicable to the proposed Project.
F. Oil Production and Operations Element The Oil Production and Operations Element focuses oil production activities.	According to the Phase I Environmental Site Assessment prepared for the premises, there are seven (7) wells on the Project site: five oil and gas wells that were plugged and abandoned between 1960 to 1997, one oil and gas well that has been active since 1938, and one waterflood well (a former oil and gas well) that has been active since 1989. The plugged and active wells would remain on-site in their current states. The proposed Project would not increase the rates of existing oil extraction or affect production and abandonment plans for any wells within the Project site. The management of these oil activities is the responsibility of the Long Beach Energy Resources Department (Energy Resources). Gold Bond would coordinate with Energy Resources to ensure demolition activity would not interfere with existing oil facilities.

This page intentionally left blank

SECTION 7

Public Comments

Public comments received during the public review period on the Draft IS/MND, with written responses to each comment received, will be provided in the Final IS/MND. Comments received on this Draft Application Summary Report will be provided in this section of the Final Application Summary Report for the Board of Harbor Commissioners' consideration.

This page intentionally left blank

SECTION 8

References

- City of Long Beach (COLB). 1973. *City of Long Beach General Plan – Conservation Element*. Available online at: <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/1973-conservation-element>. Accessed April 08, 2025.
- . 2019. *City of Long Beach General Plan – Land Use Element*. Available online at: <https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/lueude/land-use-element-final-adopted-december-2019>. Accessed April 08, 2025.
- . 2021. *City of Long Beach Zoning Map*. Available online at: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/maps/zoning-maps/zoning_map_book_color_page_2. Accessed April 08, 2025.
- Port of Long Beach (POLB). 1990. *Port Master Plan Update 1990 – An Amendment to the 1978 and 1983 Port Master Plans*. Available online at: <https://polb.com/port-info/mission-vision/#master-plan-update>. Accessed April 09, 2025.
- . 2017. *San Pedro Bay Ports – Clean Air Action Plan 2017 – Final Clean Air Action Plan Update*. Available online at: <https://cleanairactionplan.org/2017-clean-air-action-plan-update/>. Accessed April 09, 2025.
- . 2025. *Draft Initial Study/Mitigated Negative Declaration for the Gold Bond Building Products Facility Demolition Project*. Available online at: <https://www.polb.com/ceqa>.
- Port of Los Angeles (POLA). 2017. *San Pedro Bay Ports – Clean Air Action Plan 2017 – Final Clean Air Action Plan Update*. Available online at: <https://cleanairactionplan.org/2017-clean-air-action-plan-update/>. April 09, 2025.
- POLA and POLB, 2018. *Biological Surveys of the Los Angeles and Long Beach Harbors Report*. Available at: <https://kentico.portoflosangeles.org/getmedia/7f280e7a-f6cc-44f4-bfe5-2191961be20a/2018-biological-surveys-pola-polb>. Accessed April 16, 2025.
- South Coast Air Quality Management District (SCAQMD). 2022. *2022 Air Quality Management Plan*. Available online at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>. Accessed April 07, 2025.
- Tetra Tech, Inc, 2025. Phase I Environmental Site Assessment of the Gold Bond Facility 1850 Pier B Street, Long Beach, CA. May 14, 2025.

This page intentionally left blank