

NOTICE OF EXEMPTION

To: County of Los Angeles
Registrar-Recorder/Clerk
Business Filing & Registration
12400 Imperial Highway, Room 1201
Norwalk, California 90650

Office of Land Use and Climate Innovation
1400 Tenth Street
Sacramento, California 95814
Via State Clearinghouse CEQAnet

From Lead Agency: Port of Long Beach
City of Long Beach Harbor Department
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

Applicant: Mark Erickson,
Director of Program Management
Port of Long Beach
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Project Title: Pier A Zero Emissions Infrastructure Project – Harbor Development Permit No. 26-004

State Clearinghouse No:

Project Location – Specific: 700 Pier A Plaza, Long Beach CA 90813; Harbor Planning District 3 – Northwest Harbor

Project Location – City: Long Beach and Los Angeles, **Project Location – County:** Los Angeles County
California

Description of Nature, Purpose and Beneficiaries of Project:

The Pier A Zero Emissions Infrastructure Project involves electrical improvements and the construction of cargo-handling lots with electric vehicle charging stations at the SSA Marine Terminal at Pier A in the Port of Long Beach, with a total of 166 electric vehicle charging stations and foundations consisting of 56 Level 2 single- and dual- dispenser electric vehicle chargers, 104 Level 3 dual-dispenser electric vehicle chargers, and 6 light-duty forklift chargers to support the deployment of human-operated, zero-emission electric cargo-handling utility tractor rigs, top handlers, forklifts, electric rubber-tired gantry (eRTG) cranes, and on-terminal vehicles used in cargo operations, administrative functions, security and maintenance activities. To accommodate the new cargo-handling equipment lots, an existing longshore labor parking lot at the marine terminal will also be relocated adjacent to the its current location.

The project involves the establishment of lots for the electric charging cargo-handling equipment and on-terminal vehicles: (1) Top Handler Lot, (2) Utility Tractor Rig (UTR) Southern Lot, (3) North Cargo-Handling Equipment (CHE) Lot; and (4) On-Terminal Lot. In addition, lanes for the operation of eRTGs will be created on the marine terminal. Electrical improvements at the project site include installation of primary and secondary unit substations, a new electrical distribution system with medium and low voltage equipment dedicated to the new zero-emission cargo-handling equipment and on-terminal vehicles, new duct banks, new load interrupter switches, utility access holes, and pull boxes. At the project site, approximately 20,000 linear feet of soil will be trenched and backfilled to accommodate electrical, water, and storm drain utility improvements and a total of approximately 60,000 square yards of pavement will be added to the project site. Construction of the project is expected to take approximately 28 months.

The Top Handler Lot will accommodate 34 top handlers, with a one-charger per top handler configuration. A 600-linear-foot, 8-foot tall security chain-link fence will be installed to separate the terminal from the labor parking lot. Five pedestrian security turnstiles will provide controlled worker access between the two areas; three turnstiles will be installed near the south end of the Top Handler Lot, between the Top Handler and UTR lots; two additional turnstiles will be installed at the north end of the lot. An Americans with Disability (ADA)-compliant pedestrian swing gate will also be installed. A 3-foot wide walkway will be installed around each top handler, extending from the base of the operator's access stairs to the main pedestrian pathway; striping will delineate the walkways. One fire hydrant will be installed in the Top Handler Lot in accordance with City of Long Beach Fire Code.

The UTR Southern Lot will support up to 106 UTRs and three heavy-duty forklifts. The electric charging stations in the UTR Southern Lot will be configured with dual cables to serve two adjacent UTR stalls and heavy-duty forklifts. The stationary charging system for the UTR Southern Lot will be powered from six sets of secondary unit substations. A continuous 3-foot wide walkway will be striped around each UTR and heavy-duty forklift. New ingress and egress points will be installed at the north and south ends of the parking lot, all drive aisles will be configured to support two-way traffic into the UTR Southern Lot. Each UTR parking space will include wheel stops and bollards, and reinforced concrete traffic barriers (K-Rail) to define drive aisles throughout the lot to protect the charging equipment and adjacent pedestrian walkways, electrical equipment. A 625-linear-foot long, 8-foot high security chain link fence will be installed at the UTR Southern Lot; a 16-foot wide manual chain link slide gate will be installed near the center of the lot for emergency fire department access between the Labor Parking Lot and the marine terminal.

The North CHE Lot will support electric charging in 14 UTR stalls and 10 non-charging UTR stalls, 2 heavy-duty forklift charging stalls, and 3 top handler charging stalls. The charging station in in North CHE Lot will be configures with dual cables and paired with a cable management system to serve two adjacent stalls. The stationary charging system will be powered from a secondary unit substation. A continuous 3-foot wide walkway will be striped around each UTR and heavy-duty forklift to maintain clear pedestrian circulation. Drive aisles will be configured to support two-way traffic and equipment movement.

The On-Terminal Lot will accommodate a total of 62 parking spaces for vehicles used in marine terminal operations, including administration, maintenance, crane maintenance, roadability, security, and rail. Electric Vehicle Supply Equipment (EVSE) will support the light-duty and medium-duty on-terminal vehicles. Where feasible, existing electrical service capacity from nearby building will be used to supply the new charging equipment in the On-Terminal Lot. One opportunity charger will in located at the terminal's maintenance building and one at the administration building. A 3-to-1 vehicle to dispenser ratio is expected for the marine operations, administration, maintenance, and roadability areas; a 2-to-1 ratio is estimated for the security, rail, crane maintenance, and gearman office areas. Bollards and K-Rail will be placed as needed to safeguard equipment, protect pedestrian walkways and define vehicle circulation paths.

The new eRTG lanes are anticipated to support up to 14 grid tied eRTGs, with the supporting transformer and switchgears located near the adjacent Top Handler Lot. K-Rail with integrated chain-link fencing will be installed along the eRTG lanes to restrict vehicle and pedestrian movements and protect the cabling that provides power to the eRTGs. A cable protection system will be installed to safeguard medium-voltage cables while allowing equipment to traverse the lanes without damaging conductors. Bollards will be installed to protect electrical distribution equipment.

The existing longshore labor parking lot will be relocated westward from and adjacent to its current location at the marine terminal. The new longshore labor parking lot will accommodate 255 parking spaces compared to the 250 parking spaces in the former parking lot. Parking stalls will comply with the City of Long Beach Municipal Code and will also meet applicable California Green Building Code (Title 24, Part 11) (CalGreen) parking lot requirements, including provisions for electric vehicle infrastructure, grading, and sustainable site development. In addition, minor modifications to the existing grades and storm drain systems would be performed, with the installation of new drainage inlets at the sump stations to collect stormwater runoff, routed to stormwater best management practices (BMPs) for treatments and subsequent discharge to the existing storm drain. A gravel area in the north portion of the labor parking lot will also collect surface runoff shore the adjacent North CHE Lot.

Exempt Status:

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| <input type="checkbox"/> Ministerial Exemption [Section 21080(b)(1); 15268]; | <input type="checkbox"/> Common Sense Exemption (Section 15061(b)(3)) |
| <input type="checkbox"/> Declared Emergency (Section 21080(b)(3); 15269(a)); | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Emergency Project [Section 21080(b)(4); 15269(b)(c)] | |
| <input checked="" type="checkbox"/> Categorical Exemption. State type and section number: Section 15301 (Class 1. Existing Facilities), Section 15302 (Class 2. Replacement or Reconstruction), Section 15303 (Class 3. New Construction or Conversion of Small Structures), and Section 15304 (Class 4. Minor Alterations to Land) | |
| <input type="checkbox"/> Statutory Exemption. State code number: | |

Reasons why project is exempt:

Section 15301 Existing Facilities (Class 1): The Class 1 Categorical Exemption consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Pier A Zero Emissions Infrastructure Project involves electrical improvements and the construction of cargo-handling lots with electric vehicle charging stations at the SSA Marine Terminal at Pier A in the Port of Long Beach, with a total of 166 electric vehicle charging stations and foundations consisting of 56 Level 2 single- and dual- dispenser electric vehicle chargers, 104 Level 3 dual-dispenser electric vehicle chargers, and 6 light-duty forklift chargers to support the deployment of human-operated, zero-emission electric cargo-handling utility tractor rigs, top handlers, forklifts, electric rubber-tired gantry (eRTG) cranes, and on-terminal vehicles used in cargo operations, administrative functions, security and maintenance activities. The installation of electrical improvements with the charging stations and associated infrastructure and the construction of the cargo-handling equipment lots for human-operated cargo handling equipment will involve negligible or no expansion of existing or former use of the site. The existing use and operation of the site will remain as a marine terminal facility with the zero emission and cargo-handling lot improvements. The project does not include any modifications to the marine terminal yard or wharf areas and the capacity will remain the same as existing.

Section 15302 Replacement or Reconstruction (Class 2): The Class 2 Categorical Exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. The project involves the replacement and reconstruction of lanes for the operation of eRTGs on the marine terminal in the existing RTG container stacking areas. The lanes for the electric charging cargo-handling equipment will be on the same site as the structures replaced and will have substantially the same purpose and capacity as the structures replaced. All items that are removed from the site, such as asphalt paving for replacement and reconstruction will be disposed of in a manner that meets all federal, state and local environmental and regulatory requirements.

Section 15303 New Construction or Conversion of Small Structures (Class 3): The Class 3 Categorical Exemption consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The project involves electrical infrastructure redevelopment and new installation and construction of small structures such as electric chargers, foundations, electrical distribution system, LED lighting, bollards, wheel stops, K-rails, fire hydrants, and fencing. The project also includes new construction with the relocation of the existing Longshore labor parking lot and developing a new parking lot adjacent to the existing lot under the SR-47 bridge to accommodate the zero emissions infrastructure and cargo-handling lot project. The new labor parking lot will accommodate 255 parking spaces compared to the 250 parking spaces in the former parking lot.

Section 15304 Minor Alterations to Land (Class 4): The Class 4 Categorical Exemption consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes and minor trenching and backfilling where the surface is restored. Approximately 20,000 linear feet of soil will be trenched for electrical lines, water lines, and storm drain utilities at the existing SSA marine terminal facility. There is no removal of trees proposed as part of the project. The surface of the trenching areas will be restored through backfilling.

The Port has determined that none of the exceptions to the exemptions in the California Environmental Quality Act (CEQA) Guidelines Section 15300.2 foreclose the use of Categorical Exemption CEQA Guidelines Section 15301 (Class 1. Existing Facilities), Section 15302 (Class 2. Replacement or Reconstruction), Section 15303 (Class 3. New Construction or Conversion of Small Structures), and Section 15304 (Class 4. Minor Alterations to Land) ; therefore, the Project is exempt from CEQA and no further environmental review is required.

Lead Agency

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Signature: _____ **Date:** 5/26/26 **Title:** Director of Environmental Planning
Renee Moilanen

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.