

NOTICE OF EXEMPTION

To: County of Los Angeles
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Office of Land Use and Climate Innovation
1400 Tenth Street
Sacramento, California 95814
Via State Clearinghouse CEQANet



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

Applicant Contact: Mark Erickson
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Project Title: Pier J Zero Emissions Infrastructure Project – Harbor Development Permit No. 26-018

State Clearinghouse No.:

Project Location – Specific: 1521 Pier J Avenue, Long Beach, CA 90802, Harbor Planning District 8 – Southeast Harbor

Project Location – City: Long Beach

Project Location – County: Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project: The Pier J Zero Emissions Infrastructure Project involves reconfiguration of four existing cargo-handling equipment and vehicle parking areas at the Pier J marine terminal to accommodate electrical infrastructure improvements and installation of a total of 313 electric charging stations for human-operated utility tractor rigs (UTR), top handlers, forklifts, on-terminal trucks (White Trucks), and personal operated vehicles (POV). A new SCE service transformer will be installed within the SCE Wharf Substation. Supporting electrical infrastructure for electrified cargo handling equipment consists of electric vehicle service equipment, underground conduits and conductors, new substations, switchgear, and transformers., and electric chargers. Ancillary improvements include parking lot repaving, traffic paving and lane improvements, installation of bollards and new markings for parking, traffic and pedestrian pathways. Construction activities would involve demolishing of existing small structures, removal of existing light poles, gutters, chain link fencing, other small ancillary traffic and parking related structures and the demolition of pavement totaling approximately 14,700 cubic yards of material. Approximately 8,850 cubic yards of pavement will be added to the project site. Construction of the project is expected to take approximately 12 months.

The UTR Parking area will be reconfigured from the existing UTR Parking area with 130 new 200 kilowatt (kW) single-port electric chargers. At the northside of the area, Southern California Edison switchgear and secondary substations will serve as a connection point between the SCE Wharf Substation, new SCE transformer and the newly installed vehicle chargers. The parking area will be overlain with new asphalt and marked parking stalls. Throughout the area, there will be bollards, k-rails, curbs and wheel stops installed to provide physical boundaries from vehicle crossings. Traffic and pedestrian walkways will be marked to provide clear traffic flow and clear parking designations. Three canopy shade structures will be installed on the east side of the UTR Parking area that will serve as a point of check-in for employees before they walk westward into the parking area to access vehicles. Site circulation consists of two-lane drive aisles which lead to ingress and egress on the west end of the parking area.

The White Truck and POV EV Charging Area (Site 1) will be reconfigured to accommodate a total of 145 white truck (work truck) parking stalls, 220 POV parking stalls, five standard parking stalls compliant with the Americans with Disabilities Act (ADA), and two van accessible ADA parking stalls. Fifty-two (52) stalls will accommodate dual dispenser Level 2 chargers for the works trucks; 12 stalls will have dual dispensing Level 2 chargers for POV. The electric chargers will be powered by

connecting electrical lines with a series of conduit and pull boxes installed, to an SCE switcher south of the area. Throughout the parking area, new asphalt will be overlain, new traffic and parking striping will be marked and new curbs, bollards and wheel stops will be installed. A reinforced concrete traffic barrier (k-rail) will be installed to separate the POV and white truck parking areas and employees will access both areas via a turnstile. The k-rail barrier will separate the two areas in a division where POV parking will occupy the northern portion and white truck parking will occupy the southern portion. Ingress and egress of the site will be located on the east side of the area and two-way lanes will circulate throughout the parking areas.

The White Truck and POV EV Charging Area (Site 2) will be reconfigured to accommodate a total of 125 white truck (work truck) parking stalls, 125 new POV parking stalls, four standard ADA parking stalls and one van accessible ADA parking stall. Out of the total 126 white truck parking stalls, 52 stalls will have dual dispenser Level 2 chargers. Out of the total 125 POV vehicle parking stalls, 22 will have dual dispensing Level 2 chargers. The parking area's electric chargers' cabling will connect to a switchboard on the west side of the area, which would then connect to the secondary substation located at the UTR Parking area and ultimately will connect to- and be powered by the SCE Wharf Substation, which provides power to the entire electric distribution of the project. New pavement will be overlain on the parking area and traffic, pedestrian and parking striping will be painted. Curbs, wheel stops and bollards will be installed to prevent vehicle crossover and provide protection to chargers and electrical equipment. K-rail along the westside portion of the parking area will enclose it completely from any entry. The center of the parking area will divide the area into east and west portions. The east portion of the parking area will have POV vehicle stalls and the west portion will have stalls for white trucks. On the east portion of the parking area, vehicle ingress and egress are available from the north and south sides with three available drive aisles. The west portion of the parking area will have ingress and egress from the southside with three available drive aisles that will also have k-rails to maintain clear paths for each drive aisle.

The Top Handler Parking Area will be reconfigured to accommodate 42 future electrical top handlers and will be charged with single dispenser 200 kW Level 3 chargers, where each top handler will have its own dedicated stall and charger. The chargers will be powered by connection to a secondary substation southeast of the parking area, which will then connect to the primary SCE Wharf Substation, which provides power to the entire electric distribution of the project. There will also be 10 parking spaces are provided for 10kW light-duty forklift chargers, and 6 parking spaces are provided for 20kW heavy-duty forklift chargers. New pavement will be overlain on the parking area and traffic, pedestrian and parking striping will be painted. K-rails will also be provided around the walkways for additional pedestrian safety. Each parking stall is sized to locate the EV charger outside of the boom area and wheel stops will be provided to prevent the vehicle from pulling too far into the stall. A four feet walkway will be provided between each parking stall for additional user safety. A shaded canopy structure will be placed northeast of the parking area and will serve as an area for vehicle check-in, where workers will proceed to pick up their respective vehicles in the parking area, immediately east of the check-in area. A center drive aisle separates the parking area in a manner where parking stalls are located on the east, west and north edges of the parking area. Ingress and egress are available from the south side of the parking area.

Exempt Status:

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| ☐ Ministerial Exemption [Section 21080(b)(1); 15268]; | ☐ Common Sense Exemption (Section 15061(b)(3)) |
| ☐ Declared Emergency (Section 21080(b)(3); 15269(a)); | ☐ Other: |
| ☐ Emergency Project [Section 21080(b)(4); 15269(b)(c)] | |
| ☒ Categorical Exemption. State type and section number and class: <i>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)</i> | |
| ☐ Statutory Exemption. State code number and type: | |

Reasons why project is exempt: In accordance with the California Environmental Quality Act (CEQA), the project has been reviewed pursuant to State CEQA Guidelines Section 15002(k) – General Concepts, the three-step CEQA process for determining the appropriate environmental review documents for a project subject to CEQA and Section 15061 – Review for Exemption, the procedures for determining if a project is exempt from CEQA.

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 J 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 J in the Port of Long Beach, with a total of 313 electric vehicle charging stations and foundations consisting of 135 electric fleet vehicle charging dispensers, with flexibility for single- and dual-charging capability, 178 Level 3 electric vehicle chargers with single-charging dispensers for heavy duty equipment, and 20 grid tied eRTGs and installation of underground electrical cabling and conduits. The installation of electrical improvements with the charging stations and associated infrastructure and the construction of the parking lots for human-operated 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 would replace existing parking areas, with newly repaved and marked parking stalls with incorporated electric charging stalls for zero-emission equipment operation. The project will also implement a new secondary substation to serve 20 electrical grid-connected eRTGs and installation of underground electrical cabling and conduits to also transition these pieces of terminal equipment to zero-emissions. The conversions to accommodate electric charging 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, storm drains and fencing.

Section 15304 Minor Alterations to Land (Class 4(f)): 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; subsection f of Section 15304 consists of minor trenching and backfilling where the surface is restored. Trenching activities would include approximately 1,200 cubic feet of cut and fill to accommodate electrical, water, and storm drain utility improvements and would be balanced on site. The surface of the trenching areas will be restored through backfilling. Approximately 8,850 cubic yards of pavement will be added to the project site. There would be removal of 15 ornamental trees from the project site.

The project does not propose or authorize any specific new development or construction. Appropriate environmental review pursuant to CEQA, must and will be completed, if and before any commitment to a project or development occurs. Furthermore, the Port has determined that none of the exemptions to the exceptions set forth in State CEQA Guidelines Section 15300.2 foreclose the use of the categorical exemptions in Sections 15301, 15302, 15303 and 15304. Therefore, the project is exempt from CEQA and no further environmental review is required.



Lead Agency

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Signature:

Date: 9/14/2026

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.