PIER B ON-DOCK RAIL SUPPORT FACILITY PROJECT ENVIRONMENTAL IMPACT REPORT ADDENDUM

Harbor Development Permit No. 07-121
State Clearinghouse Number 2009081079

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Port of Long Beach
Environmental Planning Division
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Acronyms and Abbreviations

Approved Project	12th Street Alternative or Pier B On-Dock Rail Support Facility Project
ACTA	Alameda Corridor Transportation Authority
ADL	Aerially Disposed Lead
BHC	Board of Harbor Commissioners
BMP	best management practice
BNSF	Burlington Northern Santa Fe Railroad
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CO	carbon monoxide
COLA	City of Los Angeles
COLB	City of Long Beach
CRC	California Resources Corporation
CRHR	California Register of Historical Resources
DOGGR	Division of Oil, Gas, and Geothermal Resources
EIR	Environmental Impact Report
GHG	greenhouse gas
HDD	Horizontal Directional Drill
LACFCD	Los Angeles County Flood Control District
LBER	Long Beach Energy Resources
MBTA	Migratory Bird Treaty Act
NOI	Notice of Intent
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System requirements
OOA	Oil Operating Area
PAH	polycyclic aromatic hydrocarbons
$PM_{2.5}$	fine particulate matter less than 2.5 microns
POLA	Port of Los Angeles
POLB	Port of Long Beach
ROW	right-of-way
SCAQMD	South Coast Air Quality Management District

SCE	Southern California Edison
SR	State Route
SVOC	semi-volatile organic compounds
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminants
TCE	temporary construction easements
TMP	traffic management plan
TWW	treated wood waste
UPRR	Union Pacific Railroad
UST	underground storage tanks
VdB	velocity level in decibels
VOC	volatile organic compounds

Chapter 1
Introduction

1.1 Background and Overview of Approved Project

The City of Long Beach (COLB), acting by and through the Board of Harbor Commissioners (BHC), is the lead agency for compliance with the California Environmental Quality Act (CEQA) to identify and evaluate the potential environmental impacts associated with implementation of the Pier B On-Dock Rail Support Facility Project (Approved Project, 12th Street Alternative). In December 2016, pursuant to CEQA, the Port of Long Beach (POLB or Port) issued a Notice of Availability for the Draft EIR for the Project. In January 2018, the BHC certified the Final EIR, approved the 12th Street Alternative, and adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.

Components of the Approved Project as evaluated in the EIR consist of:

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

1.2 Purpose of this Addendum

Since certification of the Final EIR, further engineering design of the Pier B On-Dock Rail Support Facility identified the need for technical changes and minor additions to the Approved Project (hereinafter Proposed Modified Project), involving:

- Adjustments to the Approved Project boundary limits to provide additional land space during and for construction activities including: utility relocation, traffic control, temporary construction equipment staging and contractor work areas.
- Incorporation of the use of Horizontal Directional Drilling (HDD) to relocate existing oil infrastructure currently within the Approved Project limits and along Pico Avenue to new utility corridors.

According to State CEQA Guidelines Section 15164(a), "the lead agency or responsible party shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred."

State CEQA Guidelines Section 15162 lists the following conditions that would require preparation of a subsequent EIR rather than an Addendum:

- Substantial changes are proposed in the project, which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project was undertaken, which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known at the time the previous EIR was certified as complete, shows any of the following:
    - The project would have one or more significant effects not discussed in the previous EIR;
    - Significant effects previously examined would be substantially more severe than shown in the previous EIR;
    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative; or
    - Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declined to adopt the mitigation measure or alternative.

A description of the Proposed Modified Project is provided in Chapter 2 of this Addendum. Based on the analysis presented in this Addendum, no significant impacts would occur as a result of the Proposed Modified Project, nor would there be a substantial increase in the severity of any previously identified significant impacts. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the certified EIR would substantially reduce one or more significant effects on the environment. Therefore, none of the conditions in State CEQA

Guidelines Sections 15162 have occurred. An addendum to the certified Final EIR is the appropriate document to comply with CEQA for the Proposed Modified Project.

In accordance with State CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review, but can be included in or attached to the certified EIR. The decision-making body must consider the addendum with the certified EIR prior to making a decision on the project (State CEQA Guidelines Section 15164(d)).

1.3 Incorporated by Reference

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

Port of Long Beach. 2016. *Pier B On-Dock Rail Support Facility Draft EIR*. SCH# 2009081079. December. Available: Pier-B-On-Dock-Rail-Support-Facility-Draft-EIR-121416 (1).pdf.

Port of Long Beach. 2018. *Pier B On-Dock Rail Support Facility Final EIR*. SCH# 2009081079. January. Available: Pier-B-On-Dock-Rail-Support-Facility-Project_Final-EIR-011118.pdf.

Port of Long Beach. 2020. *Project Memorandum: SCE Transmission Tower Replacement Project EIR Addendum*. May. Available: https://thehelm.polb.com/download/455/sce-transmission-towers-project/9721/southern-california-edison-transmission-tower-replacement-project-eir-addendum.pdf.

Port of Long Beach. 2017. *Southern California Edison's Transmission Tower Replacement Project Environmental Impact Report and Application Summary Report*. Final. November. Available: https://thehelm.polb.com/download/455/sce-transmission-towers-project/7043/southern-california-edison-transmission-tower-replacement-project-final-eir-113017.pdf.

Chapter 2

Description of Proposed Modified Project

2.1 Project Location and Setting

The Proposed Modified Project is located in southern Los Angeles County in the POLB and includes portions of the COLB, Port of Los Angeles (POLA) and City of Los Angeles (COLA). Figure 1 shows the regional location. The Approved Project area includes rail tracks that extend west beyond the Terminal Island Freeway (State Route [SR] 103) to just west of Dominguez Channel, where they connect with the Alameda Corridor, and also south as far as Ocean Boulevard. The Proposed Modified Project site is generally situated between Dominguez Channel to the west, Interstate 710 (I-710) to the east, Ocean Boulevard/Pier E to the south, and West 15th Street to the north. The Proposed Modified Project site is located in three POLB Planning Districts (the Northeast Harbor, North Harbor and Middle Harbor), and also includes the Wilmington-Harbor City Community Plan area of the COLA. In addition to privately owned property, a variety of public agencies own property within the Approved Project site as well as the Proposed Modified Project site, including the POLB; COLB; COLA; POLA; Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSF); Alameda Corridor Transportation Authority (ACTA); Los Angeles County Flood Control District (LACFCD); and Southern California Edison (SCE). Figure 2-1 shows the Proposed Modified Project location respective to the regional area.

Figure 2-1 Regional Location Map

2.2 Project Objectives

The proposed modifications and adjustments would not change the scope of the Approved Project's construction activities, track configurations, operational features, operational capacity, or operational activities. All activities associated with the Proposed Modified Project were included, considered, and analyzed in the certified EIR. The Project objectives remain the same as those identified for the Approved Project described in the Final EIR (POLB, 2018), consisting of the following:

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

2.3 Proposed Project Modifications

Adjustment to the limits of the Approved Project boundary from that previously identified in the Final EIR is required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas. The proposed modifications to the Approved Project boundary would result in an increase of approximately 90 acres compared to the total project area assessed in the Final EIR and would include acquisition of three additional private properties not previously included in the Final EIR and the full acquisition of two private properties previously identified in the Final EIR as requiring partial acquisition.

In addition, the removal and relocation of certain pipelines operated and maintained by California Resources Corporation (CRC) on behalf of the Long Beach Energy Resources (LBER) Department was previously evaluated assuming the use of traditional dig and trench methods. While traditional dig and trench method is proposed for several of the aforementioned utility relocations, the use of Horizontal Directional Drilling (HDD) of pipelines beneath Carrack Avenue, the Anaheim Street Bridge as well as the Turning Basin and Channel No. 2 would be a technical change to the Approved Project. HDD eliminates the need for surface trenching along the route of the pipeline, significantly reduces subsurface material generated and environmental disturbance, and also prevents property impacts and transportation delays associated typically associated with dig and trench installation

activities. The proposed relocation of CRC pipelines would consolidate existing infrastructure from 108,900 linear feet to 66,360 linear feet and would better connect existing and proposed Oil Operating Areas (OOA).

Figure 2-2 shows a comparison of the Proposed Modified Project limits beyond the Approved Project limits from the Final EIR while Table 2-1 provides a summary of the activities and uses associated with the Proposed Modified Project. The numbering on Figure 2-2 corresponds with the Map ID listed in Table 2-1.

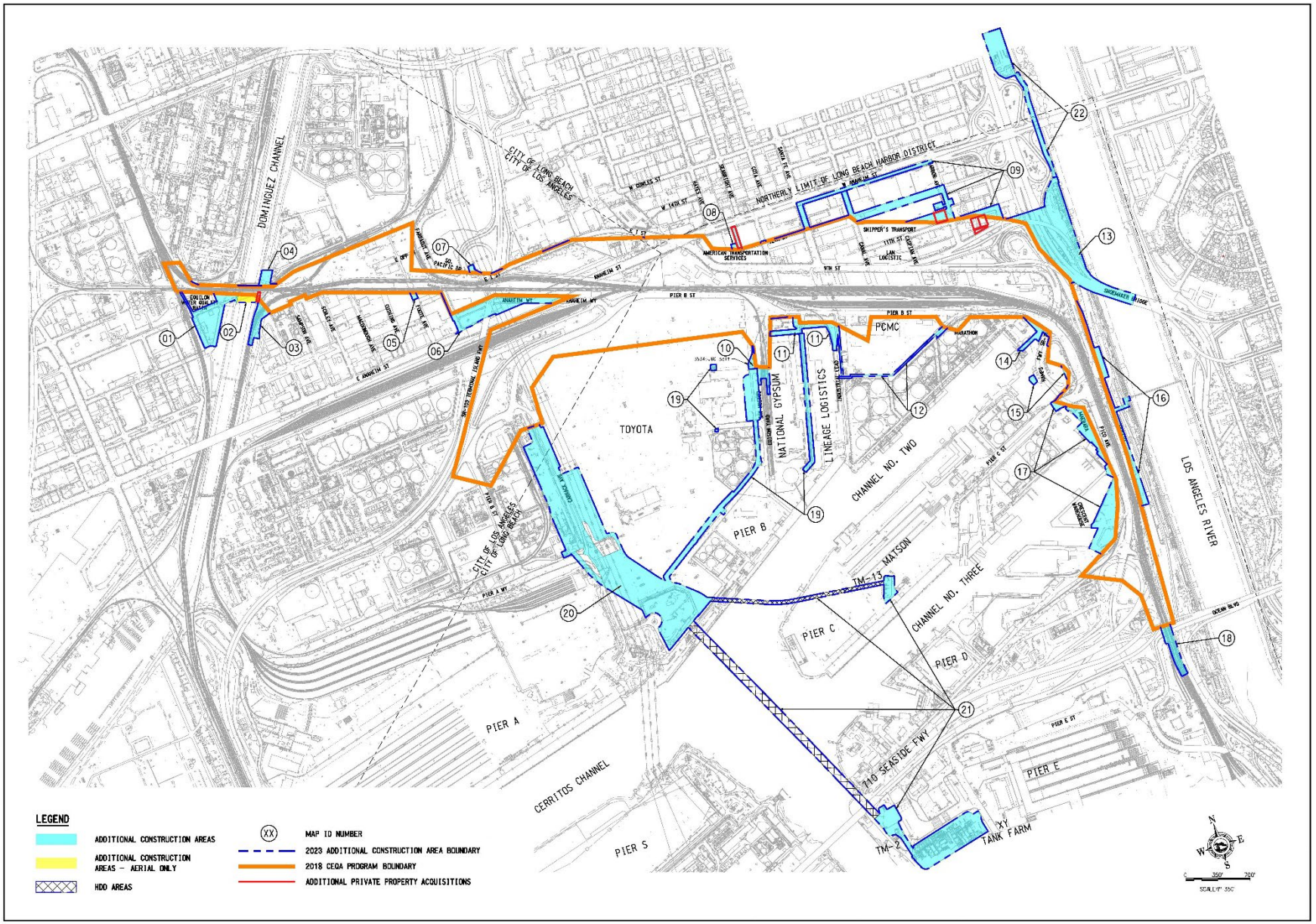

Figure 2-2 Proposed Modified Project Map

Table 2-1 Summary of Activities, Uses, Anticipated Permits and Entitlements Associated with Proposed Modified Project

Map ID	Construction Activity/Use	Existing Uses	Additional Area (square feet)	Approximate Duration of Use (months)	Activity Evaluated in Certified EIR?	Property Acquisition, Permit, Temporary Construction Easement, Access or Encroachment Agreement	Ownership
1	Contractor access, equipment laydown area for Dominguez Channel Rail Bridge widening.	COLA public streets, vacant laydown areas	136,257	18 months	Yes	Temporary Construction Easement	POLA
2	Aerial use (Crane) only for Dominguez Channel Rail Bridge widening. No impact to the channel.	Rail bridge, tracks	17,208	Permanent	Yes	Property Acquisition	LA County Flood Control District – joint POLA/POLB easement
3	Contractor equipment laydown areas.	Railroad tracks, vacant land	45,468	6 months	Yes	Temporary Access Agreement, acquisition of one (1) private property	POLA/POLB joint properties
4	Contractor access, equipment laydown/staging area for widening of the Dominguez Channel Rail Bridge widening; utility relocation trenching, pipeline construction, backfill and pipeline removals.	Railroad tracks, vacant land	24,572	18 months	Yes	Temporary Construction Easement	POLA, LA County Flood Control District, BNSF properties
5	Contractor access for utility relocation, trenching, pipeline construction, backfill and pipeline removals. Public streets may be vacated.	City streets, vacant land	4,595	12 months	Yes	Temporary Construction Easement	COLA
6	Contractor equipment laydown/staging for temporary traffic control, utility relocation, trenching, pipeline construction, backfill and pipeline removals. Street reconfiguration (roadway, traffic signal, signing and striping).	City streets, vacant land	177,959	6 months	Yes	COLA B-Permit	COLA
7	Utility relocation, trenching, pipeline construction, backfill and pipeline removals.	Caltrans roadway, privately owned property	6,190	6 months	Yes	Temporary Access Agreement	POLA/POLB joint properties

8	Utility relocations (trenching, pipeline construction, backfill and pipeline removals) and sidewalk replacement. Temporary traffic control and contractor access.	Streets	3,335	6 months	Yes	Acquisition of one (1) private property, Access Agreement	Privately owned property, Port owned Property/tenant operated
9	Utility relocations (trenching, pipeline construction, backfill and pipeline removals). Temporary traffic control and contractor access. Access to be maintained to multi-service throughout the duration of the construction.	Streets, auto repair facility, existing buildings, vacant lot	282,703	6 months	Yes	Acquisition of one (1) privately-owned property, expanded acquisition of two (2) private properties, Access Agreements	Privately owned properties, Port owned Property/tenant operated and access roadways
10	Roadway construction, driveways, fencing, and utility relocations (trenching, pipeline construction, backfill and pipeline removals).	Port tenant-operated facility	35,350	6 months	Yes	Temporary Access Agreement	Port owned Property/tenant operated
11	Track reconstruction, parking lot reconstruction, fencing reconstruction, striping, utility relocation (trenching, pipeline construction, backfill and pipeline removals). Temporary access roadway.	Privately-owned and operated property	61,135	6 months	Yes	Temporary Construction Easement	Privately owned property
12	Roadway restriping, pipeline removals	Access roadway	31,703	6 months	Yes	Temporary Construction Easement	Port tenant access roadway
13	Temporary signage and striping, fencing, utility modifications and removals, contractor laydown and work area, traffic control. Use of a portion of the existing Shoemaker Bridge span for construction equipment laydown/staging.	Caltrans and COLB roadways	400,043	6 months	Yes	Temporary Construction Easement	LACFCD, Caltrans
14	Contractor work area and storm drain pipeline and pump station demolition. Storm drain demolition, pavement repair, fencing.	Marine terminal storage area, terminal setback area	33,013	24 months	Yes	Temporary Construction Easement	Port owned Property/tenant operated
15	Utility relocations (trenching, pipeline construction, backfill, pipeline removals). Contractor work area.	Marine terminal, public streets	10,966	6 months	Yes	Temporary Access Agreement	Port owned property/tenant operated
16	Contractor laydown area (under SR-710 bridge). Contractor work area and traffic control. Utility relocation (trenching, pipeline construction, and backfill).	Vacant land, oil operating area	118,800	24 months	Yes	Temporary Construction Easement	LACFCD

17	Roadway reconstruction, striping. Utility relocations (trenching, pipeline construction, backfill, pipeline removals), parking lot surface reconfiguration. Temporary contractor work area. Access to the businesses will be maintained throughout the construction.	Streets, Port tenant-operated facilities	227,419	12 months	Yes	Temporary Access Agreement	Port owned property/tenant operated
18	Temporary contractor work area and traffic control	Caltrans State Route 710	51,900	24 months	Yes	Temporary Encroachment Agreement	Caltrans
19	Utility relocations (trenching, pipeline construction, backfill, overhead electrical distribution system, pipeline removals), new oil operating area to accommodate CRC oil production activities. Contractor work area.	Streets, access road, Port tenant-operated facilities, privately-owned and operated property	284,245	9 months	Yes	Temporary Construction Easement, new oil operating area	Port owned property/tenant operated, privately owned property
20	Utility relocations (trenching, pipeline construction, backfill, pipeline removals), HDD underneath roadway. Contractor work area, material fabrication area, temporary detour road.	Streets, Port tenant-operated facilities, privately-owned and operated property, oil operating area	1,128,235	13 months	Yes, HDD no	Temporary Construction Easement	Port owned property/tenant operated, privately owned property
21	Utility relocations (trenching, pipeline construction, backfill, pipeline removals), HDD cased pipelines underneath Channel No. 2 and the Turning Basin, new oil operating area to accommodate CRC oil production activities. Contractor work area.	Channel No. 2, Turning Basin, oil operating area, vacant land	674,988	6 months	Yes, HDD no	Temporary Construction Easement, new oil operating area, ACOE	Port owned property/tenant operated, ACOE
22	Utility relocations (trenching, pipeline construction, backfill, pipeline removals), HDD underneath roadway. Contractor work area.	Streets, oil operating area	161,950	5 months	Yes, HDD no	Temporary Construction Easement	COLB, LACFCD

Notes: Caltrans – California Department of Transportation; COLA – City of Los Angeles; COLB – City of Long Beach, LACFCD – Los Angeles County Flood Control District; POLA – Port of Los Angeles; POLB – Port of Long Beach.

Chapter 3
Environmental Analysis

This chapter discusses the range of environmental topics evaluated in this Addendum. The environmental analysis has been prepared to determine whether any of the conditions in the State CEQA Guidelines Section 15162 would occur as a result of the Proposed Modified Project. This analysis includes updated impact criteria names consistent with the 2023 CEQA Guidelines, Appendix G, including certain impact criteria added after the January 2018 certification of the Final EIR for the Approved Project. Each of the questions, or significance criteria, from Appendix G have been considered, with the discussion focused on the issues most affected by the Proposed Modified Project.

3.1 Aesthetics

As discussed in Section 3.13 (Aesthetics and Visual Resources) of the EIR, visual impacts would be considered significant if the Pier B Project would substantially degrade the existing character or quality of the site and its surroundings or if a new source of substantial light or glare would adversely affect day or nighttime views in the area.

The EIR found that the Project would not result in significant impacts on aesthetics or visual resources. The Proposed Modified Project is located within a highly industrial area, not within a sensitive view location, nor is the Proposed Modified Project located in any scenic vista that can be viewed from a scenic route identified in the COLB or COLA General Plans or Caltrans Scenic Highway Program. The nearest designated state scenic highway is State Route (SR) 91 beginning at SR 55 to east of the Anaheim city limit, which is more than 20 miles northeast of the project area. The nearest eligible state scenic highway is a segment of SR 1, located approximately 5 miles to the northeast of the project area. Thus, the expanded project area is not visible from either of these state scenic highways due to distance and intervening buildings and topography.

As discussed in Chapter 2, Description of Proposed Modified Project, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas. Additionally, the Proposed Modified Project requires the use of HDD beneath Carrack Avenue and the Anaheim Street Bridge as well as the Turning Basin and Channel No. 2 to relocate oil infrastructure currently within the Approved Project boundary and along Pico Avenue to new utility corridors. The Proposed Modified Project would not introduce new permanent visual elements that would degrade the character or quality of the existing views, and the project features would be consistent with the existing industrial features of the project area. Construction activity would be similar to that analyzed in the EIR and would involve temporary surface disturbance. The proposed modifications would involve expanding the project area for construction staging areas, which would be restored to pre-project conditions following construction. Additionally, utility relocations would be installed underground, thereby not resulting in new permanent features that would impact aesthetics. As with the Approved Project, the Proposed Modified Project may involve nighttime lighting for

construction activities associated with the HDD components; however, nighttime lighting for these activities would be temporary and would occur within the Port where the 24-hour-per-day nature of port operations requires extensive lighting for terminal and roadway operation and safety greater than 0.75 mile away from sensitive receptors (i.e., residential areas), and with intervening development in between. Therefore, the construction lighting would not be incompatible with existing industrial operations at the Port. The Proposed Modified Project would not include any structures that would constitute a source of daytime glare. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.2 Agriculture and Forestry Resources

Agriculture and Forestry Resources was not an environmental issue area required under Appendix G of the CEQA Guidelines used for evaluation of the Approved Project at the time of preparation of the EIR. However, for purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Agriculture and Forestry Resources is discussed herein.

There are no agricultural or forestry resources within or near the project area, therefore, implementation of the Proposed Modified Project would not result in new significant impacts.

3.3 Air Quality

As discussed in Section 3.2 (Air Quality and Health Risk) of the EIR, an impact to air quality occurring during construction or operation would be considered significant if either on-site or off-site emissions would exceed South Coast Air Quality Management District (SCAQMD) thresholds. Impacts during operation would also be considered significant if: (a) objectionable odors would be created nearby; (b) the public would be exposed to significant levels of toxic air contaminants (TACs); or (c) there would be a conflict with or obstruct implementation of the applicable Air Quality Management Plan.

Based upon detailed analysis presented in the EIR, emissions produced during project construction, for volatile organic compounds (VOC), carbon monoxide (CO), nitrogen oxides (NO_X), and particulate matter less than 2.5 microns ($PM_{2.5}$) would exceed SCAQMD thresholds (Impact AQ-1).[1] Additionally, construction would exceed thresholds for NO_2 concentration and PM_{10} (Impact AQ-2).[2] Construction stages expected to overlap with rail yard operations would contribute to these exceedances. The EIR analysis concluded that emissions would be substantially reduced, but not eliminated, by the mitigation measures; a significant impact would remain during some phases of construction activity.

Operational emissions, primarily from switcher and line haul locomotives, would exceed SCAQMD impact significance thresholds for two criteria pollutants (CO and NO_X) (Impact AQ-3),[3] and

[1] POLB. 2016. Page 3.2-35

[2] POLB. 2016. Page 3.2-42

[3] POLB. 2016. Page 3.2-45

operation of the Approved Project would exceed NO_2 concentrations and exceed thresholds (Impact AQ-4).[4] The EIR further states that are no additional feasible mitigation measures that would reduce air quality impacts. The analysis also concluded that operational impacts would be less than significant for odors (Impact AQ-5),[5] and that no obstruction to the implementation of adopted air quality plans would occur (Impact AQ-7).[6] However, as a Special Condition from the EIR for the Approved Project,[7] the Port will conduct a periodic air quality technology review every five years from the approval date of the project to determine the applicability of any new emission control technologies. Technologies will be evaluated based on operational feasibility, technical feasibility, cost effectiveness and financial feasibility for application in the Pier B Rail Yard. An analysis of health risk assessment was also conducted for the Approved Project, which concluded that a less-than-significant impact would occur.

Emissions produced during construction of the Proposed Modified Project would be similar to those estimated for the Approved Project. As discussed in Chapter 2, Description of Proposed Modified Project, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas that were previously envisioned without the known details. The proposed modifications do not involve substantive changes to the magnitude of construction activities, equipment, or general duration of construction activities. The implementation of HDD to relocate oil infrastructure would modify the construction activities from traditional dig and trench activities that would otherwise cover a greater construction footprint and surface disturbance. Therefore, these activities are not expected to result in substantially greater emissions than those presented in the EIR. As the EIR determined that construction emissions would exceed the established SCAQMD significance thresholds, the Proposed Modified Project is expected to continue to exceed emission thresholds in a similar manner as previously estimated consistent with the EIR conclusions. It should be noted that these prior emissions are likely overstated as emission factors and construction equipment becomes cleaner over time due to regulatory requirements. Because of the similar nature of construction and the relatively small, incremental additional construction areas added, the Proposed Modified Project would not result in additional new significant impacts or increase the severity of previously anticipated impacts and no additional mitigation measures are required.

Operational air quality and health risk impacts associated with the Approved Project would be entirely associated with rail operations. The Proposed Modified Project would have no effect on rail operations and would restore utility operations to their current levels. Therefore, the Proposed Modified Project would not result in additional new significant impacts or increase the severity of previously anticipated impacts and no additional mitigation measures are required.

[4] POLB. 2016. Page 3.2-51
[5] POLB. 2016. Page 3.2-53
[6] POLB. 2016. Page 3.2-63
[7] POLB. 2016. Page 6-5

Implementation of the Proposed Modified Project would not result in new significant impacts, however, would be required to comply with the following mitigation measures and special conditions from the EIR.

AIR QUALITY MITIGATION MEASURES

Mitigation Measure AQ-1: On-Road Construction Trucks. All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet EPA 2010 on-road heavy-duty diesel engine emission standards.[8]

Mitigation Measure AQ-2: Tier 4 Construction Equipment. All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet EPA/CARB Tier 4 off-road engine emission standards.[9]

Mitigation Measure AQ-3: Off-Road Construction Equipment. Off-road diesel-powered construction equipment shall comply with the following:

- Maintain all construction equipment according to manufacturer's specifications.
- Construction equipment shall not idle for more than 5 minutes when not in use.
- High-pressure fuel injectors shall be installed on construction equipment vehicles.[10]

Mitigation Measure AQ-4: Increased Watering Frequency for Fugitive Dust Control. Construction site watering, which would be required by SCAQMD Rule 403, shall be increased such that the watering interval is no greater than 2.1 hours.[11]

Mitigation Measure AQ-5: Additional Fugitive Dust Control. Contractors shall:

- Apply approved nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas or replace groundcover in disturbed areas.
- Provide temporary wind fencing around sites being graded or cleared.
- Cover truck loads that haul dirt, sand, or gravel or maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code.
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site.
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site.

[8] POLB. 2016. Page 3.2-35

[9] Ibid.

[10] Ibid.

[11] POLB. 2016. Page 3.2-36

- Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) or when visible dust plumes emanate from the site and stabilize all disturbed areas.[12]

Mitigation Measure AQ-6: Cumulative Air Quality Impact Reduction Program. To reduce air quality impact associated with operation, the Port will contribute to the Community Grants Program (CGP). For the proposed Project, the contribution to the CGP would be $149,757.[13]

AIR QUALITY SPECIAL CONDITION

Every 5 years following the Project approval date, the Port shall conduct a review of new air quality technological advancements. These technologies would be evaluated based on operational feasibility, technical feasibility, and cost effectiveness and financial feasibility for application in the Pier B Rail Yard. If a technology is determined to be feasible in terms of financial, technical, and operational feasibility, the Port shall implement such technology.[14]

3.4 Biological Resources

As discussed in Section 3.4 (Biota and Habitat) of the EIR, a construction or operational impact would be considered significant if a Project would substantially affect any rare, threatened, or endangered species or their habitat; interfere with migration or movement of fish or wildlife; result in a substantial loss or alteration of marine habitat; substantially affect a natural habitat or plant community, including wetlands; or substantially disrupt local biological communities.

The EIR concluded that the Approved Project would not result in significant impacts on wildlife movement or migration corridors (Impact BIO-2 & BIO-7 of the EIR), marine habitat (Impact BIO-3 & BIO-8 of the EIR), natural habitat or plant communities (Impact BIO-4 & BIO-9 of the EIR), or local biological communities (Impact BIO-5 and BIO-10 of the EIR).[15] The EIR also determined that there is no suitable habitat to support state- or federally listed threatened or endangered species within the Approved Project area (Impact BIO-1 and BIO-6 of the EIR).[16] Accordingly, no mitigation measures are required. The Proposed Modified Project and expanded footprint would not result in new significant impacts on wildlife movement, migration corridors, natural habitat, plant communities, or listed threatened or endangered species because the area is fully developed and does not contain any terrestrial native biological communities or natural habitats. Therefore, no mitigation measures would be required.

While there is potentially suitable habitat for bats and nesting migratory birds, which are protected under both federal and state law, potential habitat for nesting or roosting bats is confined to the Dominguez Channel railroad bridge. The mitigation measures for the Approved Project are appropriate and sufficient. Potential impacts related to migratory birds from the Pier B Project are

[12] Ibid.
[13] POLB. 2016. Page 3.2-119
[14] POLB. 2016. Page 6-5
[15] POLB. 2016. Pages 3.4-16 through 3.4-19
[16] POLB. 2016. Page 3.4-16 and 3.4-18

associated with trees and structures that may support nesting. Should any trees and structures require removal, mitigation measures from the EIR must be implemented.

The HDD construction method would be used to install pipelines beneath Carrack Avenue and the Anaheim Street Bridge as well as the Turning Basin and Channel No. 2. Entry and exit bore holes, as well as all pipeline installation equipment, would be used on terrestrial land outside of the waterways. The HDD construction method is considered a preferred drilling technique when working in sensitive areas, such as waterways potentially frequented by marine mammals. To prevent an inadvertent release of drilling mud, proper measures, including subsurface geotechnical investigation and adherence to appropriate drilling and emergency response plans, would be followed. Because the drilling would be conducted entirely below the floor of the waterways, any potential impacts on marine habitat would be minimal. There would be no disturbance to or loss of marine habitat, aquatic plant communities, kelp beds, or Essential Fish Habitat. In addition, as described in Section 3.10 of this Addendum, neither construction nor operation of the Proposed Modified Project would have a significant impact on water quality.

Marine mammals can sometimes be adversely affected by artificially produced underwater sound, such as that from construction activities and vessel operations. Both the Turning Basin and Channel No. 2 are subject to substantial vessel activity; marine mammals frequenting the area would have likely become accustomed to those noise sources. Underwater noise and vibration can also occur with construction projects, primarily related to pile driving. Because drilling for the Proposed Modified Project would be performed via the HDD method, and because the horizontal pipelines would be installed well below the floor of the waterways, significant noise exposure to marine mammals is not expected.

Therefore, implementation of the Proposed Modified Project would not result in new significant impacts related to biological resources, however, would be required to comply with the following mitigation measures from the EIR to minimize impacts to bats and migratory birds.

BIOLOGICAL RESOURCES MITIGATION MEASURES

Mitigation Measure BIO-1 (Bats): A qualified bat specialist shall conduct a pre-construction survey. If bats are found or determined to be potentially present, construction activity would be stopped if determined to be disruptive to breeding or roosting, and appropriate subsequent actions would be identified and implemented.[17]

Mitigation Measure BIO-2 (Migratory Birds): Construction activities that could remove trees or structures that may support the nests of protected birds would follow the requirements of the Migratory Bird Treaty Act (MBTA). Specific procedures would be identified by a qualified ornithologist and implemented.[18]

[17] POLB. 2016. Page 3.4-16

[18] Ibid.

3.5 Cultural Resources

As discussed in Section 3.12 (Cultural Resources) of the EIR, an impact would be considered significant if the Project would result in a substantial adverse change affecting an archaeological resource or encountered human remains; a historical resource; or the loss of a significant paleontological resource. The EIR concluded that the Pier B ODRSF would not result in a significant adverse impact regarding an archaeological or paleontological resource. However, should such a resource be encountered during Project construction, mitigation measures are prescribed regarding archaeological and paleontological resources.

A memorandum for the cultural resources review prepared for the Proposed Modified Project is provided in Appendix A, *Cultural Resources Assessment of Pier B On-Dock Rail Support Facility Project CRC Oilfield Infrastructure Consolidation Project* and Appendix B*, Historical Resources Analysis, Addendum #1 Pier B On-Dock Rail Support Facility Final Environmental Impact Report.*

Archaeological Resources

Construction of the Proposed Modified Project would result in ground disturbance in the form of trench excavations for pipeline relocations and the HDD pipeline installations would also generate excavated material. A review of the cultural resource's records search and Native American Heritage Commission's Sacred Lands File search prepared for the Approved Project, along with an archaeological field survey of the Project area, indicated that no cultural resources, ethnographic resources, or human remains have been identified in the Proposed area. Additionally, the majority of the Project area consists of artificial fill, with a small portion of the Project area in the northern end of Carrack Avenue being Quaternary Young Alluvium. Almost all of the Project area has been previously graded or filled. The natural topography is no longer present, and all original soil surfaces are obscured. Given the nature of the soils in the Project area, the potential for archaeological or ethnographic resources is low, and no change in the EIR findings would occur. Consequently, construction impacts from the Proposed Modified Project would remain less than significant, EIR findings would remain as stated. Operational impacts would also remain less than significant; the EIR is sufficient and no mitigation would be required.

Paleontological Resources

Native sediments and artificial fill cover the majority of the surface in the vicinity of the Project. However, Project-related ground disturbance at depths more than 5 feet below ground surface throughout the Harbor District has the potential to affect significant subsurface paleontological resources. As discussed under Impact CR-3, the EIR acknowledged that construction of the Approved Project could result in the permanent loss of, or loss of access to, paleontological resources unearthed at the Project site.[19] With implementation of the Proposed Modified Project, construction impacts would remain less than significant with implementation of mitigation measures. Operational impacts would also remain less than significant and EIR findings would remain as stated; no mitigation would be required.

[19] POLB. 2016. Page 3.12-17

Historic Resources

The Proposed Modified Project site was also evaluated for the presence of and potential effects related to historic resources. Four potential resources were identified for evaluation, including one non-oil-related resource and three oil- and petroleum-related resources. Addresses/Facility Names for these resources are as follows: 1152 Harbor Avenue, Petro Diamond Terminal Facility - 1920 Lugger Avenue, Marathon Petroleum - Berths B84-B87 and the XY Tank - Farm Pier D. The research conducted for these resources concluded that none possessed either historic associations or architectural attributes making them worthy of potential listing on the California Register of Historical Resources (CRHR). Moreover, none of these properties would be subject to alteration during Project construction.

Implementation of the Proposed Modified Project would not result in new significant impacts, however, would be required to comply with the following mitigation measures and special conditions from the EIR.

CULTURAL RESOURCES MITIGATION MEASURES

Mitigation Measure CR-1. Paleontological Monitoring. Because of the Project area's potential for containing buried paleontological resources including fossilized remains of Pleistocene land mammals beginning at depths of 5 feet below the surface, a paleontological monitoring program should be implemented during earthmoving with excavation at 5 feet or more below ground surface in areas underlain by younger alluvium, or where such activities encounter younger alluvium below any artificial fill.[20]

Mitigation Measure CR-2. Inadvertent Discovery of Paleontological Resources. In the event that construction activities encounter potentially fossiliferous materials, work in the immediate vicinity will be temporarily halted until a qualified vertebrate paleontologist can evaluate the discovery and implement appropriate treatment measures.[21]

CULTURAL RESOURCES SPECIAL CONDITIONS

Although the potential for disturbing unknown prehistoric remains is remote, the following Special Condition[22] from the EIR would apply if unexpected discoveries occur during construction to address potential discovery of subsurface cultural materials, and include the following:

- In the unlikely event that any archaeological material is discovered during construction, Permittee shall halt all work within the vicinity of the archaeological discovery until a qualified archaeologist completes an assessment detailing the significance of the find. If the resources are found to be significant, they shall be avoided or mitigated consistent with State Office of Historic Preservation (OHP) Guidelines. Treatment plans must be developed in consultation with the county, OHP, and local Native Americans.

[20] POLB. 2016. Page 3.12-17

[21] Ibid.

[22] POLB. 2016. Page 6-7

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

3.6 Energy

Energy conservation was discussed in Section 3.11 of the EIR in accordance with Appendix F (Energy Conservation) of the CEQA Guidelines at the time of preparation of the EIR. For purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Energy is discussed herein.

Energy consumption associated with the Proposed Modified Project during construction activities is not anticipated to increase, and would not result in inefficiency or represent a negligible portion of Statewide energy consumption. Construction practices would be consistent with standard construction that occurs throughout the greater Los Angeles metro region. Construction activities would not result in the unnecessary, inefficient, or wasteful use of energy, nor would it conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects related to energy use. Construction activities would be planned and sequenced to maximize efficiency, reducing the potential for energy resources to be used inefficiently, which can result in increased costs. Project specifications will include energy efficiency requirements and POLB Engineering (Construction Management Division) is responsible for inspection, management and oversight of construction projects to ensure that specifications are followed. Construction would be accomplished with the use of state-of-the-art construction techniques and equipment, and construction equipment would be properly maintained, reducing the potential for inefficient use of energy. In accordance with the Port's Green Energy policies, asphalt removed from the site during construction would be recycled. Finally, idling of construction equipment would be minimized to limit air pollutant emissions (including off-road diesel construction equipment, per Mitigation Measure AQ-3), indirectly contributing to energy conservation during construction. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.7 Geology and Soils

As discussed in Section 3.1 (Geology, Soils and Seismic Conditions) of the EIR, an impact would be considered significant if construction would result in substantial erosion, cause the loss of topsoil, or alter topography beyond natural processes. Furthermore, a construction or operational impact would be considered significant if known mineral resources, including oil, would be rendered

inaccessible. Significance criteria were also specified related to earthquake rupture, induced liquefaction, or inundation by seiche or tsunami.

The EIR concluded that the Approved Project would not result in significant impact findings for any of the specified criteria (Impacts GEO-1 through GEO-6 of the EIR).[23] Accordingly, no mitigation measures are required. While there are 3 faults located within 5 miles of the Project area, including the Palos Verdes Fault (2.4 miles west of site, capable of M 6.5-7.3 earthquakes), Newport-Inglewood Structural Zone (3.6 miles east-northeast of the site, capable of M 6.5-7.5 earthquakes) and Cabrillo Fault (5 miles southwest of site, capable of M 6.0-6.8 earthquakes), the Project area is not located on an active fault; therefore, ground rupture at the site and attendant damage to structures is not anticipated. Construction of the Proposed Modified Project would be in accordance with COLB and COLA Building Code requirements to limit the severity of damage from seismically induced ground movement. Utility relocations would be conducted using typical open trench methods, consistent with the construction process discussed in the EIR, or via HDD installation method which would not adversely affect the topography of the site or render inaccessible any of the known subsurface resources. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.8 Greenhouse Gas Emissions

As discussed in Section 3.14 (Global Climate Change) of the EIR, an impact would be considered significant if combined construction and operational greenhouse gas (GHG) emissions would: (a) exceed the SCAQMD interim significant emissions threshold for industrial projects; (b) conflict with an applicable plan, policy, or regulation regarding GHG; or (c) expose people and/or structures to significant risks associated with sea level rise.

In the EIR, GHG emissions were estimated for project-related construction from off-road diesel construction equipment, on-road construction vehicles, and worker commute vehicles. Similarly, GHG emissions were calculated for project-related operational emissions emanating from switcher and line haul locomotives, yard equipment, on-road vehicles, and in-yard electricity consumption. The analysis concluded that combined construction and operational GHG emissions would exceed the SCAQMD impact significance threshold, and further determined that the operation of line haul locomotives was the greatest contributor (Impact GCC-1).[24] Construction emissions are estimated to comprise approximately 2% of overall GHG emissions; 98% would be associated with operations. The EIR also concluded that the Approved Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG and were therefore determined to be less than significant (Impact GCC-2).[25] Furthermore, the EIR concluded that the Approved Project would not expose people and structures to a significant risk of loss, injury, or death involving flooding as a result of SLR (Impact GCC-3).[26]

[23] POLB. 2016. Pages 3.1-10 through 3.1-13
[24] POLB. 2016. Page 3.14-18
[25] POLB. 2016. Page 3.14-24
[26] Ibid.

As discussed in Chapter 2, Description of Proposed Modified Project, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas that were previously envisioned without the known details. The proposed modifications do not involve substantive changes to the magnitude of construction activities, equipment, or general duration of construction activities. The implementation of HDD to relocate oil infrastructure would modify the construction activities from traditional dig and trench activities that would otherwise cover a greater construction footprint and surface disturbance. Therefore, these activities are not expected to result in substantially greater GHG emissions than those presented in the EIR. Additionally, the Proposed Modified Project would have no effects on the operations that could affect operational GHG emissions. As the EIR determined that the Approved Project would exceed the established SCAQMD significance thresholds and result in significant and unavoidable impacts, the Proposed Modified Project is expected to continue to exceed emission thresholds in a similar manner as previously estimated consistent with the EIR conclusions. The Proposed Modified Project would not result in any substantive changes that would conflict with any applicable plan, policy or regulation, nor would the Proposed Modified Project result in any changes that would change exposure of the public to sea level rise. The less than significant determinations for Impacts GCC-2 and GCC-3 remain valid for the Proposed Modified Project.

Therefore, because of the similar nature of construction and the relatively small, incremental additional construction areas added, the Proposed Modified Project would not result in additional new significant GHG impacts or increase the severity of previously anticipated impacts and no additional mitigation measures are required, however, would be required to comply with the following mitigation measures from the EIR.

GLOBAL CLIMATE CHANGE (GREENHOUSE GAS EMISSIONS) MITIGATION MEASURES

Mitigation Measure AQ-1. On-Road Construction Trucks. All on-road heavy-duty trucks with a fifth-wheel tractor/trailer and a gross vehicle weight rating (GVWR) of 19,500 pounds or more transporting materials to and from the construction site shall meet EPA 2010 on-road heavy-duty diesel engine emission standards.

Mitigation Measure AQ-2. Tier 4 Construction Equipment. All self-propelled, diesel-fueled off-road construction equipment 25 horsepower (hp) or greater shall meet EPA/California Air Resources Board (CARB) Tier 4 off-road engine emission standards.

Mitigation Measure AQ-3. Off-Road Construction Equipment. Off-road diesel-powered construction equipment shall comply with the following:

- Maintain all construction equipment according to manufacturer's specifications.
- Construction equipment shall not idle for more than 5 minutes when not in use.
- High-pressure fuel injectors shall be installed on construction equipment vehicles.

Mitigation Measure GCC-1. LEED. If new buildings constructed as part of the proposed Project meet COLB Green Building Policy criteria, Leadership in Energy and Environmental Design (LEED) certification shall be sought. COLB exempts building of less than 7,500 square feet of occupied space from its Green Building Policy.

Mitigation Measure GCC-2. Recycling of Construction Materials. Pursuant to the POLB Sustainable Business Practices Administrative Directive, construction debris must be recycled, reused or otherwise diverted from landfills to the maximum extent possible. Recyclable construction waste generated by the Project shall be taken to an accredited recycling center.

Mitigation Measure GCC-3. Recycling and Sustainable Business Practices. During operation, the Port shall follow recycling objectives and measures established by the Port's Administrative Directive (Sustainable Business Practices) (POLB, 2006). In general, products made with recycled material require less energy and raw materials to produce than products made with unrecycled or raw materials. This mitigation measure also includes energy conservation practices, purchasing of "Green" products, energy-efficient lighting, low-volatile organic compound (VOC) paint and finishes, and use of recycled or remanufactured carpeting and office furnishings. This directive also includes minimizing the use of paper and plastic, reusing materials and equipment, and proper disposal of alkaline batteries. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.

Mitigation Measure GCC-4. Xeriscaping. Water conservation features, including drought-tolerant plant materials, are required for all projects undertaken in the Port. Xeriscape landscaping shall incorporate the use of water conservation features including, but not limited to, drought-tolerant plants; hardscape; permeable material such as concrete, asphalt, and pavers; recycled material such as concrete, gravel, granite, and shredded redwood; and drip irrigation systems and timers.

Mitigation Measure GCC-5. Tree Planting. The Port shall plant shade trees around the main office and maintenance buildings in accordance with species identified in the Green Port of Long Beach Sustainable Landscape Palette and POLB Sustainable Development Guidelines. Although not quantified, implementation of this measure is expected to reduce the Project's GHG emissions by less than 0.1 percent.

Mitigation Measure GCC-6. Tree Planting. Transportation Corridors. The Port shall plant new shade trees on Port-controlled lands adjacent to the roads that lead into the facility, to the extent practicable, consistent with safety and other land use considerations. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.

Mitigation Measure GCC-7. Employee Carpooling. The construction contractor and the Port shall encourage construction and facility employees to carpool or to use public transportation. These employers shall provide incentives to promote the measure, such as preferential parking for carpoolers or vanpool subsidies, and they shall provide information to employees regarding the benefits of alternative transportation methods. The effectiveness of this mitigation measure was not quantified due to the lack of a standard emission estimation approach.

Mitigation Measure GCC-8. Community Grants Program (CGP). The Port will implement and fund the CGP to partially address the cumulative GHG impacts of the proposed Project. The Port shall provide $1.4 million, as determined by the POLB CGP funding level methodology.

Mitigation Measure GCC-9. Indirect GHG Emission Avoidance and Mitigation. The Port shall minimize indirect GHG emissions through measures that reduce or avoid electricity consumption at the facility. Such measures may include, but are not limited to, the use of low-energy demand lighting (e.g., fluorescent or light-emitting diode [LED]), and use of energy-efficient floodlights.

To identify future opportunities to reduce indirect GHG emissions, the Port shall conduct a third-party energy audit every 5 years and install innovative power-saving technologies where feasible, such as power factor correction systems and lighting power regulators. Such systems help to maximize usable electric current and eliminate wasted electricity, thereby lowering overall electricity use.

3.9 Hazards and Hazardous Materials

As discussed in Section 3.9 (Hazards and Hazardous Materials) of the EIR, an impact occurring during either construction or operation would be considered significant if the public would be exposed to hazards from foreseeable accidents, transport, or use of hazardous materials.

Construction activities could involve the use or potential exposure of the public to hazards or hazardous materials. Applicable construction activities include materials used for grading, soil excavation, temporary soil stockpiling, paving, or abandonment of oil wells. Such construction activities would be conducted using best management practices and carried out in accordance with applicable federal, state, and local regulations. Within the rail yard, distinct physical separations would be maintained between construction activities and active rail operations. Emergency response plans would be reviewed and approved by the City of Long Beach Fire and Police Departments. The nearest school is Oropeza Elementary School, located approximately one mile east of the Proposed Modified Project area and no new schools are planned in the area; potential adverse exposure would therefore not occur. All of the above prescribed practices would be employed during construction of the Proposed Modified Project. Consequently, EIR findings for construction impacts would remain as stated and no mitigation would be required.

Once construction of the Proposed Modified Project is completed and relocated utilities of various types become operational, conveyance of oil, water, communications, and electrical service would remain as they had been prior to the Project. Hazardous materials would not be a component of that service and, therefore, there would be no exposure to such materials. Insofar as oil transport may be concerned, should a highly unlikely accidental release occur, standard practices would be activated to contain and manage the released material. Similarly, all post-consolidation utility conveyance would be subject to the same management and safety practices that are currently in place. Implementation of the Proposed Modified Project would not result in new significant impacts,

however, would be required to comply with the following special conditions as discussed in Sections 3.9 (Hazards and Hazardous Materials) and 6.3.5 (Hazardous Materials) of the EIR.[27]

HAZARDS AND HAZARDOUS MATERIALS SPECIAL CONDITIONS

Site-specific investigations to identify and appropriately manage hazardous materials are required for projects undertaken in the Port, and include the following:

- Pursuant to Port requirements and prior to conducting the site investigations, Permittee shall provide to the Director of Environmental Planning the proposed site investigations, including but not limited to soil, risk assessment, safety, aerially deposited lead (ADL), groundwater, asbestos-containing materials (ACM), lead, and treated wood waste (TWW), for review and approval. Permittee shall provide all test results to the Director of Environmental Planning as soon as available.
- A Phase II Site Investigation shall be performed in construction areas where excavation would exceed 5 feet below ground surface (bgs), where groundwater may be encountered, and in areas where underground storage tanks (UST) were removed without closure. The results of the Phase II investigation shall be incorporated into the Safety Plan to protect construction workers against known contamination in construction areas. A Hazardous Waste Management Plan based on the results of the Phase II investigation shall also be incorporated in the Final Design to ensure proper disposal of contaminated materials and contaminated groundwater found in the construction areas.
- A risk assessment shall be performed prior to construction to determine how construction activities would affect the water-bearing levels and, as applicable, to determine health risks to construction workers.
- A Safety Plan shall be required to address any exposure to hazardous materials. The Safety Plan shall include proper personal protective equipment (PPE) work requirements, soil and air space monitoring requirements, documentation and reporting requirements, and action levels.
- Prior to construction, areas within the proposed Project corridor where soil may be disturbed shall be tested for ADL. If ADL levels meet or exceed the action level set forth by the Hazardous Waste Management Plan for the Project, ADL-contaminated soils would be removed in accordance with federal, State, and local regulations.
- To minimize cross contamination of the water-bearing zones, construction techniques to0 minimize the need for dewatering shall be used.
- Groundwater displaced or extracted by construction activities shall be contained and tested to guide appropriate storage, discharge, or disposal. Laboratory analyses would include petroleum hydrocarbons (full carbon chain range), Title 22 metals, volatile organic

[27] POLB. 2016. Pages 3.9-13, 3.9-16, and 6-6

compounds (VOC), Semi-volatile organic compounds (SVOC), polycyclic aromatic hydrocarbons (PAH), pesticides, and polychlorinated biphenyls (PCB).

- If unexpected, potentially contaminated soil or groundwater is discovered during construction, work shall stop in the affected area. Sampling and analysis of the soil or groundwater shall be conducted to determine proper handling and disposal methods.
- In all buildings subject to demolition a survey to screen for ACM shall be conducted. ACM shall be removed prior to demolition to mitigate ACM hazards.
- Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. A Lead Compliance Plan shall be prepared in accordance with California Code of Regulations (CCR) Title 8 Section 1532.1. The Lead Compliance Plan shall be approved by an industrial hygienist certified in comprehensive practice by the American Board of Industrial Hygiene.
- An environmental monitoring program during construction shall include soil testing to identify and monitor soils affected by petroleum hydrocarbons or other oil-field hazardous constituents, such as metals. The extent of the testing and monitoring shall be based on the final disposition of the excavated soil. Laboratory analyses shall include petroleum hydrocarbons (full carbon chain range), Title 22 metals, VOC, SVOC, PAH, pesticides, and PCB.
- Railroad ties shall be managed as TWW. Railroad ties designated for reuse shall be managed in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386. Railroad-tie materials designated for disposal shall be considered potentially hazardous TWW and would be managed and disposed in accordance with Title 22 Section 67386.
- Shallow surface soils within the railroad right-of-way (ROW) may contain arsenic from historic weed control practices and shall be tested for arsenic.

3.10 Hydrology and Water Quality

As discussed in Section 3.3 (Hydrology and Water Quality) of the EIR, an impact would be considered significant if construction and operation would result in violation of water quality regulatory standards or guidelines; cause exceedances of the Enclosed Bays and Estuaries Plan criteria for sediment-introduced contaminants; result in flooding that could harm people, damage property, or adversely affect biological resources; or result in wind or water erosion that causes substantial soil runoff or deposition not contained or controlled on site.

The EIR acknowledges that construction activities could result in temporary adverse water quality impacts in surface waters (Impacts WQ-1, WQ-2, and WQ-4).[28] However, a stormwater pollution prevention plan (SWPPP) would be implemented as required, which would include best

[28] POLB. 2016. Pages 3.3-15 through 3.3-17

management practices (BMP) to control pollutants, sediment from erosion, stormwater and non-stormwater runoff, and other construction impacts. Construction of the Proposed Modified Project would not increase the potential for flooding on site because drainage would be maintained and the overall elevation of the site would not be changed.

Operations would have little potential to affect water quality where runoff could enter the harbor. The design of the stormwater drainage system would safely and adequately convey flows and would not impede or redirect flood flows to ensure that there would be no adverse effects on area hydrology. State and Regional Water Board National Pollutant Discharge Elimination System requirements (NPDES) as well as the POLB Master Stormwater Program applied to the Approved Project would also be applied to the Proposed Modified Project to protect water quality (Impacts WQ-5, WQ-6, and WQ-8).[29] Compliance with POLB's Stormwater Quality Post Construction Guidance Manual (Low-Impact Development and Standard Urban Stormwater Management Plan) would further ensure water quality is protected during operation. Implementation of the Proposed Modified Project would not result in new significant impacts, however, would be required to comply with the following special conditions as discussed in Section 6.3.1 (Water Resource Protection) of the EIR.[30]

HYDROLOGY AND WATER QUALITY SPECIAL CONDITION

Prior to the start of construction, Permittee shall obtain coverage under the Los Angeles Regional Water Quality Control Board's General Permit for Storm Water Discharges Associated with Construction and Land Disturbing Activities (CAS000002). A copy of the Notice of Intent (NOI) and SWPPP shall be provided to the Director of Environmental Planning prior to the start of construction.

3.11 Land Use and Planning

As discussed in Section 3.6 (Land Use) of the EIR, an impact would be considered significant if the Project would conflict with local land use plans, policies, or regulations; introduce incompatible uses; divide an established community; or displace substantial numbers of people or businesses.

The EIR concluded the Approved Project would not introduce land use and zoning elements that would conflict with any applicable COLB or COLA land use plans, policies, or regulations of any agency with jurisdiction (Impacts LU-1 and LU-2).[31] Existing land uses would be preserved. No established communities would be displaced, and substantial numbers of people or businesses would not be displaced (Impacts LU-3 and LU-4).[32] Accordingly, no mitigation measures are required.

The Proposed Modified Project would primarily involve utility relocations and temporary construction easements to implement the Approved Project. The Proposed Modified Project would

[29] POLB. 2016. Pages 3.3-17 through 3.3-18
[30] POLB. 2016. Page 6-4
[31] POLB. 2016. Pages 3.6-14 and 3.6-15
[32] POLB. 2016. Pages 3.6-15 and 3.6-22

include the acquisition of three additional private properties and the expanded acquisition of two private properties beyond the Approved Project boundary limits. Private property owners would be compensated in accordance with applicable State or federal eminent domain and relocation laws and regulation. Additionally, effects on Port tenants would be based on the terms and conditions of each tenant's agreement with the Port. The Proposed Modified Project areas would be consistent with COLB Mobility Element and the COLA General Plan's Wilmington-Harbor Community Plan and would not physically conflict or interfere with the COLB Multi-Service Center as previously evaluated in the Approved Project EIR (Impacts LU-1 and LU-2).[33]

The Proposed Modified Project would not result in exceedances of any of the impact significance criteria, existing land uses would remain as they are currently. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.12 Mineral Resources

Mineral Resources was not a specific environmental issue area required to be evaluated at the time of preparation of the EIR for the Approved Project. However, for purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Mineral Resources is discussed herein.

The Proposed Modified Project site area is underlain by the Wilmington Oil Field, and would preclude future onsite oil or gas extraction from within the railyard boundaries. Certain wells would be abandoned during Project construction in accordance with Division of Oil, Gas, and Geothermal Resources (DOGGR) requirements. Although the Proposed Modified Project involves expansion of the Approved Project boundary limit, as well as the expanded acquisition of properties beyond the originally anticipated limits, access to petroleum reserves beneath the Project site would continue to be recovered from remote locations. The Proposed Modified Project area would continue to have no known mineral resources (including petroleum or natural gas) that would be rendered inaccessible. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.13 Noise and Vibration

Noise and Vibration were evaluated in Section 3.8 (Noise) of the EIR. An impact would be considered significant if Project construction or operation would result in noise that would exceed levels prescribed by the cities of Long Beach or Los Angeles, or if vibration would exceed Federal Transit Administration-established vibration levels. The Approved Project is located in a predominantly industrial zone within the harbor area.

A significant impact regarding either noise or vibration would not occur during either the construction or operational periods at any of the receptor locations identified in the EIR.[34]

[33] POLB. 2016. Pages 3.6-14 and 3.6-15

[34] POLB. 2016, Page 3.8-7

Noise

As presented in Section 3.8 of the EIR, predicted construction noise levels would not exceed ambient levels, construction noise would neither be discernible at any receptors evaluated in the EIR, nor exceed either noise standards (Impact NOISE-1). Therefore, construction noise from the Approved Project would be less than significant impact, and mitigation measures were not required.[35]

As discussed in Chapter 2 of this Addendum, Description of Proposed Modified Project, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas that were previously envisioned without the known details. The proposed modifications do not involve substantive changes to the magnitude of construction activities, equipment, or general duration of construction activities. Typical noise-sensitive receptors, such as residential areas or schools, are not located directly adjacent to the Proposed Modified Project. The nearest area of consistent residential land use is to the north of the Project's center of activity, nearly 1 mile distant, but there are several scattered residences located at distances ranging from 0.5 to 0.8 mile from the site. Across the Los Angeles River to the east of the Project site is Cesar E. Chavez Park/School and Edison Elementary School, Cesar E. Chavez Park, and residences whose locations range from 0.5 to 0.7 mile from the center of the Project site.

The COLB noise ordinance states that construction activities should occur only during the hours of 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 6:00 p.m. on Saturdays, and no construction activities should occur on Sunday except for emergency work authorized by the building official or for work authorized by a permit issued by the noise control officer. However, it is also specifically stated in the ordinance that these regulations shall not apply to construction activities within the Long Beach Harbor District. Therefore, latitude for hours of day and days of week is granted for construction work occurring within the Harbor District. Construction related noise would be temporary and intermittent and is expected to remain below significance thresholds. Implementation of the Proposed Modified Project would not result in new or substantially more severe significant impacts.

The use of HDD for pipeline installations would involve the installation of an entrance pit and receiving pit on the far side of the subject crossing. A pilot bore would be drilled following a path beneath Carrack Avenue, the Anaheim Street Bridge as well as the Turning Basin and Channel No. 2 waterways for reach of the subject HDD installations. Once the bore reaches the optimal diameter the assembled pipelines would be pulled through the borehole completing the installation. The HDD installation method offers significant time savings thus reducing the duration of construction related noise levels versus standard dig and trench method. The incorporation of HDD as a methodology to relocate and consolidate pipelines to the Approved Project would not change the conclusions in the EIR that construction impacts would not exceed noise thresholds, nor would implementation of the Proposed Modified Project result in new or substantially more severe significant impacts.

[35] POLB. 2016. Page 3.8-21

Operational noise associated with the rail operations (i.e., low-speed light engine locomotive moves, wheel/rail noise from container car sets, coupler engaging/de-coupling, and trains leaving the Pier B Railyard) and vehicular traffic (i.e., primarily trucks) traveling on adjacent streets were determined to not exceed standards or expose sensitive receptors to elevated noise (Impact NOISE-3 through NOISE-7).[36] The Proposed Modified Project would not result in any changes to operational noise levels. Therefore, the conclusions from the EIR that operational impacts would not exceed noise thresholds remains valid. Implementation of the Proposed Modified Project would not result in new or substantially more severe significant impacts.

Vibration

As presented in Section 3.8 of the EIR, predicted construction vibration levels would not exceed the groundborne vibration damage criteria and the predicted vibration level from construction equipment would not result in building damage beyond a distance of 26 feet from the source. Annoyance from construction vibration would not be perceived beyond a distance of 73 feet from the source. Due to attenuation with distance from the source, construction vibration from the Approved Project would not result in vibration levels that exceed 83 VdB (velocity level in decibels).[37] Therefore, construction vibration from the Approved Project was determined to be less than significant impact, and mitigation measures were not required (Impact NOISE-2).[38]

As discussed in Chapter 2, and as noted above, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas that were previously envisioned without the known details. The proposed modifications do not involve substantive changes to the magnitude of construction activities, equipment, or general duration of construction activities. Adjustment of the Project limits for the temporary construction activities and incorporation of the minor technical change to use HDD would not change the conclusions from the EIR; impacts would not exceed vibration thresholds for impacts discussed in the EIR (IMPACT NOISE-2).[39] Implementation of the Proposed Modified Project would not result in new or substantially more severe significant impacts.

As noted above, the implementation of HDD to relocate oil infrastructure would modify the construction activities from traditional dig and trench activities that would otherwise cover a greater construction footprint and surface disturbance. HDD installation method also offers significant time savings, reducing the duration of vibration during construction activity. Therefore, the conclusions from the EIR that construction impacts would not exceed vibration thresholds remain valid. Implementation of the Proposed Modified Project would not result in new or substantially more severe significant impacts.

Operational vibration associated with the rail operations was determined to not exceed the FTA acceptability limit 83 Vdb standard for infrequent events or expose receptors to elevated vibration

[36] POLB. 2016. Pages 3.8-23 through 3.8-27
[37] POLB. 2016. Page 3.8-22
[38] POLB. 2016. Pages 3.8-22 through 3.8-23
[39] POLB, 2016. Pages 3.8-21.

levels (Impact NOISE-8).[40] The Proposed Modified Project would not change the operational activities evaluated in the Pier B EIR and would not meaningfully contribute to operational noise levels; therefore, operational noise impacts would remain less than significant.

While implementation of the Proposed Modified Project would not result in new significant impacts, the Port would be required to comply with the following Special Condition from the EIR (Section 6.3.4, Noise).

NOISE AND VIBRATION SPECIAL CONDITION

- Permittee shall publish notices in the Press Telegram, and provide notification to adjacent property managers, owners, agencies, and schools in advance of the construction schedule. Once known, Permittee shall provide to the Director of Environmental Planning a list of all entities that will be notified for review and approval.[41]

3.14 Population and Housing

As discussed in Section 3.10 (Population and Housing) of the EIR, an impact on population and housing would be considered significant if an increase in population or housing demand of 0.5 percent or more would occur within the Gateway Cities subregion due to the construction or operation of the Project. The EIR concluded that the Approved Project would not result in significant impacts on population or housing, with a negligible effect on population and housing due to the anticipated job creation (up to 1,135 new short-term jobs during construction and up to 5 new jobs per shift during operations) being filled by existing residents in the Gateway Cities subregion, resulting in little to no influx of population (Impacts POP-1 through POP-4).[42] Therefore, no mitigation is required.

The Proposed Modified Project would not result in an impact on the population or housing of the subregion. Jobs for the Proposed Modified Project are anticipated to be filled by residents within the subregion, with no influx of population anticipated. Therefore, implementation of the Proposed Modified Project would not result in new significant impacts.

3.15 Public Services

As discussed in Section 3.7 (Public Services and Safety) of the EIR, the Approved Project would not result in significant impacts on public services or safety (Impacts PSS-1 through PSS-4).[43] Impacts to public services and safety would be considered significant if the Proposed Modified Project would require the addition, expansion, modification, or relocation of an existing public facility to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts; or result in substantial adverse physical

[40] POLB. 2016. Page 3.8-26
[41] POLB. 2016. Page 6-5
[42] POLB. 2016. Pages 3.10-4 and 3.10-5
[43] POLB. 2016. Pages 3.7-9 through 3.7-11

impacts on existing school or park facilities or create a need for new or physically altered school or park facilities.

The Proposed Modified Project would involve adjustments to the Approved Project boundary limits to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas as well as implementation of HDD beneath Carrack Avenue and the Anaheim Street Bridge as well as the Turning Basin and Channel No. 2 to relocate oil infrastructure currently within the existing Pier B Rail Yard and along Pico Avenue to new utility corridors. As discussed above in Section 3.14 (Population and Housing), the Proposed Modified Project would not result in a substantial increase in population, and the temporary nature of the Proposed Modified Project activities would not degrade existing public services or safety conditions within the Project area. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.16 Recreation

Recreation was not an environmental issue area required to be evaluated at the time of preparation of the EIR for the Approved Project. However, for purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Recreation is discussed herein.

There are no recreation resources within or near the Project area. Therefore, implementation of the Proposed Modified Project would not result in new significant impacts.

3.17 Transportation

As discussed in Section 3.5 (Ground Transportation) of the EIR, an impact to ground transportation would be considered significant if either construction or operation would increase delays at identified intersections above specified values, conflict with adopted plans or policies, or cause delays at at-grade rail crossings to exceed prescribed levels. In 2020, SB743 was enacted which amended the CEQA guidelines to use vehicle miles traveled (VMT) as a criterion for determining significant transportation impacts rather than level of service (LOS).

The EIR concluded that automobile and truck trips generated by construction activity would not result in significant delays or congestion (Impacts TRANS-1 and TRANS-2).[44] The construction work force was estimated to generate 880 one-way vehicle trips and 706 one-way truck trips per peak day.[45] As discussed in Chapter 2, Description of Proposed Modified Project, adjustments to the Approved Project boundary limits are required to allow for temporary access to conduct utility relocations, traffic control, construction equipment staging and contractor work areas that were previously envisioned without the known details. The proposed modifications do not involve substantive changes to the construction workforce or truck trips and are therefore not anticipated to result in changes to VMT. Because of the similar nature of construction and the relatively small,

[44] POLB. 2016. Pages 3.5-26 through 3.5-27

[45] POLB. 2016. Page 3.5-25

incremental additional construction areas, the Proposed Modified Project would not result in additional new significant impacts or increase the severity of previously anticipated impacts and no additional mitigation measures are required.

The EIR concluded that the Approved Project would not result in significant impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (Impact TRANS-3).[46] The Proposed Modified Project could potentially result in some additional temporary construction closures to streets for utility relocations, but would not be expected to affect public transit or pedestrian access as appropriate detour routes would be provided. No additional roadway closures are proposed that would affect operations following construction.

Operational impacts related to transportation (Impacts TRANS-4 through TRANS-7) were determined to be less than significant.[47] The Proposed Modified Project would not result in any changes to operations and would therefore not result in additional new significant impacts or increase the severity of previously anticipated impacts.

Implementation of the Proposed Modified Project would not result in new significant impacts, however, would be required to comply with the following Special Condition found in Section 6.3.3, Ground Transportation, from the EIR.[48]

TRANSPORTATION SPECIAL CONDITIONS

The Port requires a Transportation Management Plan (TMP) to minimize traffic congestion during project construction:

Permittee shall prepare a TMP that includes measures to minimize transportation impacts during construction. The TMP shall be prepared in consultation with Port staff and, at a minimum, include the following elements:

- Public Information Plan
- Traveler Information
- Incident Management
- Construction Strategies
- Demand Management
- Alternate Routes (or Detours)

Prior to the start of construction, Permittee shall provide the TMP to the Director of Environmental Planning for review and approval. The TMP shall be implemented after approval by the Port. The TMP will be updated, as needed, throughout the duration of construction.

[46] POLB. 2016. Page 3.5-29
[47] POLB. 2016. Pages 3.5-30 through 3.5-33
[48] POLB. 2016. Page 6-5

3.18 Tribal Cultural Resources

Tribal Cultural Resources was not an environmental issue area required to be evaluated at the time of preparation of the EIR for the Approved Project. However, for purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Tribal Cultural Resources is discussed herein.

As discussed in Section 3.12 (Cultural Resources) the Pier B EIR, there are no known tribal cultural resources within or near the Approved Project site nor the Proposed Modified Project area.[49] Therefore, the Proposed Modified Project is not expected to disturb, damage, or degrade tribal cultural resources. Implementation of the Proposed Modified Project would not result in new significant impacts, however, would be required to comply with the following special conditions as discussed in Sections 3.12 (Cultural Resources) and 6.3.6 (Cultural Resources) of the EIR.[50]

TRIBAL CULTURAL RESOURCES SPECIAL CONDITIONS

Although the potential for disturbing unknown prehistoric remains is remote, special conditions from the EIR apply if unexpected discoveries occur during construction to address potential discovery of subsurface cultural materials, and include the following:

- In the unlikely event that any archaeological material is discovered during construction, Permittee shall halt all work within the vicinity of the archaeological discovery until a qualified archaeologist completes an assessment detailing the significance of the find. If the resources are found to be significant, they shall be avoided or mitigated consistent with State Office of Historic Preservation (OHP) Guidelines. Treatment plans must be developed in consultation with the county, OHP, and local Native Americans.
- If human remains are encountered during earth-moving activities, the Los Angeles County coroner shall be contacted immediately. If the remains appear to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC), which will appoint the Most Likely Descendent. Additionally, if the human remains are determined to be Native American, a plan will be developed regarding the treatment of human remains and associated burial objects. This plan will be implemented under the direction of the Most Likely Descendent.
- Permittee shall immediately notify the Director of Environmental Planning of any discoveries.

3.19 Utilities and Service Systems

As discussed in Section 3.11 (Utilities, Service Systems and Energy) of the EIR, an impact would be considered significant if either construction or operation specifically related to utilities would cause

[49] POLB. 2016. Page 3.12-16

[50] POLB. 2016. Pages 3.12-19 and 6-7

significant environmental effects, as described under the discussions of other categories of impact; or exhaust existing supplies of water, wastewater treatment, electrical power, or landfill capacities.

Construction of utilities within the Proposed Modified Project would be conducted in a staged manner, followed by the subsequent removal or abandonment of affected existing utilities. The utilities involved would include oil and natural gas distribution, water lines, communications, and electrical lines. The construction process would be managed in accordance with utility provider requirements and all applicable code requirements. Temporary interruptions for service changeovers would be scheduled to minimize the interruption time and inconvenience to the user. The amount of new linear infrastructure to be installed would be substantially less than that to be removed.

Utility usage during construction would be intermittent and temporary; demand for such usage would constitute a nominal addition to total demand on municipal utility service. Construction would result in the production of debris and waste material that would require off-site disposal, but the amounts would be minimal in relation to existing landfill capacity. In addition, standard POLB requirements would be followed regarding reuse of excavated material, processing of recyclable materials, and transport/disposal of nonrecyclable materials. Once construction of the Proposed Modified Project and the new facilities are completed, service would be fully restored to all users and no additional facilities would be required. No additional demand for utility service would be required beyond that acknowledged in the EIR. Implementation of the Proposed Modified Project would not result in new significant impacts.

3.20 Wildfire

Wildfire was not an environmental issue area required to be evaluated at the time of preparation of the EIR for the Approved Project. Section 3.9 (Hazards and Hazardous Materials) of the certified EIR addresses potential impacts regarding impairment or interference with emergency response or evacuation plans. However, for purposes of completeness and consistency with the current State CEQA Guidelines Appendix G, Wildlife is discussed herein.

The Proposed Modified Project area is not located within or near any fire hazard zones and adequate access for emergency services would be maintained. Implementation of the Proposed Modified Project would not result in new significant impacts.

Chapter 4
Conclusion

Based on the Final EIR and the analysis in this Addendum, the Proposed Modified Project would not result in any of the conditions described in State CEQA Guidelines Section 15162 or Section 15163 that require the preparation of a subsequent or supplemental EIR. In summary, the Proposed Modified Project would:

- not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- not result in mitigation measures or alternatives previously found to be infeasible becoming feasible, and
- not result in the availability/implementation of mitigation measures or alternatives which are considerably different from those analyzed in the previous document that would substantially reduce one or more significant effects on the environment.

These conclusions confirm that preparation of an Addendum to the certified EIR is the appropriate environmental document for the Proposed Modified Project pursuant to State CEQA Guidelines Section 15164.

Chapter 5

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Chapter 6
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Appendix A

Cultural Resources Assessment of Pier B On-Dock Rail Support Facility Project CRC Oilfield Infrastructure Consolidation Project

Memorandum

To:	Alex Holford Environmental Specialist Environmental Planning, Port of Long Beach 415 W. Ocean Boulevard Long Beach, CA 90802
From:	Karen Crawford, MA, RPA, Senior Archaeologist Molly Iker-Johnson, MAHP, Senior Historic Preservation Specialist
Date:	February 27, 2023
Re:	**Cultural Resources Assessment of Pier B On-Dock Rail Support Facility Project California Resources Corporation Oilfield Infrastructure Consolidation Project**

Pier B On-Dock Rail Support Facility Project California Resources Corporation Oilfield Infrastructure Consolidation Project

In December 2016, the Port of Long Beach (POLB) Board of Harbor Commissioners released a Draft Environmental Impact Report (EIR) for the Pier B On-Dock Rail Support Facility (Pier B ODRSF), pursuant to Section 21061 of the California Environmental Quality Act (CEQA), and Section 15064(a)(1) of the CEQA Guidelines. In January 2018, the Board of Harbor Commissioners (a) certified a Final EIR for the Pier B ODRSF Project, pursuant to Section 15090; (b) adopted Findings pursuant to Section 15091; (c) approved the 12th Street Alternative as the intended project, pursuant to Section 15092; (d) adopted a Statement of Overriding Considerations, pursuant to Section 15093; and filed a Notice of Determination, pursuant to Section 15094 (POLB 2018).

Subsequent to the above actions, final design engineering activities were initiated and are currently underway. This work has determined that, in order to adequately provide desired current levels of service, a number of improvements are needed; these are collectively known as the California Resources Corporation (CRC) Oil Field Infrastructure Consolidation Project (Project). These improvements include oil distribution, natural gas distribution, water lines, communications, and electrical lines. The proposed additional improvements were not specifically identified in the Final EIR.

Project Description

The proposed Project area is in the Long Beach Nearshore Watershed and the southwestern portion of the Los Angeles Basin. The Project is generally bounded by Pier B Street to the north, the Los Angeles River Estuary to the east, the Long Beach Middle Harbor to the south, and the Terminal Island Freeway to the west (Figures 1 and 2).

The proposed Project would replace 108,900 linear feet of existing utility lines with 66,360 lineal feet of new lines and conveyances. This installation, while reducing the overall magnitude of utility

delivery vehicles, would provide modernized service to all current users. The work needed to complete the Project would be conducted under the direction of the CRC, in accordance with existing permits that would be managed under the authority of the POLB Harbor Department. The proposed Project components are depicted in Figure 3.

The proposed Project involves both relocating and consolidating existing CRC oil field infrastructure and facilities. Existing pipelines in both paved and unpaved areas would be excavated, cut and capped, removed, and disposed of. The excavations would be backfilled with native soil or slurry, as applicable. Where needed, pavement would be restored at the surface. Removal of the existing pipelines would occur over three phases to minimize the extent of temporary interruptions of service to the users.

Relocated pipelines would provide the following at new locations: water injection, oil gathering, wet gas, storm water, and conduit for power and communications. Two cased pipelines and one cased pipeline/utility bundle would be installed via Horizontal Directional Drill (HDD) methods beneath the Turning Basin and Channel No. 2. Two additional landside HDD pipeline installations would be installed on Pier B and the North Harbor underneath existing roadways. Pipe sections (a.k.a. "strings") would be fabricated and staged prior to installation, with temporary roadway detours provided, where necessary. Interconnecting pipelines would be installed via standard dig and trench methods within Oil Operating Areas (OOAs) to connect to the relocated HDD pipeline installations. Piping manifolds, gas separation equipment, storm water handling equipment, electrical and control systems, and area drainage improvements would also be installed.

A new East of Toyota OOA would be established for oil production activities, with two replacement well cellars for relocated injection wells. The new OOA would be constructed in an area of approximately 520 feet by 160 feet. Additional improvements within the OOA would include site paving, perimeter security fencing, stormwater pump system, relocation of third-party utilities, and relocation of an existing 12-kilovolt (kV) and 480 volt (V) overhead electrical distribution system.

Regulatory Context

This technical memo supports an addendum to the Pier B ODRSF EIR for the CRC Oil Field Infrastructure Consolidation Project; therefore, the regulatory context follows that presented in the Pier B ODRSF EIR.

Historical Resources Eligibility Criteria

The CEQA Guidelines use the following criteria to determine the significance of cultural resources characterized as historical resources: Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1 and California Code of Regulations [CCR] Title 14 Section 4852), including the following:

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

Ethnographic Resources

The disposition of Native American burials is governed by Section 7050.5 of the California Health and Safety Code, and PRC Sections 5097.94 and 5097.98, and it falls within the jurisdiction of the Native American Heritage Commission (NAHC). Section 7052 of the Health and Safety Code establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historical or archaeological interest located on public or private lands, but specifically excludes the landowner. PRC Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological or historical resources located on public lands.

Summary of Identification Efforts and Methods

This cultural resources memo focuses on the Project study area, as depicted in Figure 3.

Background Research

A review of the South Central Coastal Information Center's (SCCIC's) records compiled for the Pier B ODRSF EIR indicated that no archaeological sites or isolates have been previously identified in the Project area or a 0.5 mile buffer around the Project area. This records search covers the current Project, except for a portion of the Project located within artificial fill. A review of the NAHC's Sacred Lands File search indicated no reported presence of Native American cultural resources in that project or vicinity, which includes the present Project. The records search included one previously recorded historic property: Southern California Edison's (SCE's) Long Beach-Laguna Bell 60-kV and 220-kV Transmission Lines (19-192309). It is individually eligible for listing in the National Register of Historic Places (NRHP) and is listed in the CRHR.

Published geologic mapping (Saucedo et al. 2016) indicates most of the Project area (approximately 90 percent) is located on artificial fill (af), and approximately 10 percent of the Project, in the northern portion of the Tidelands Oil Operating Area along Carrack Avenue, lies on Quaternary young alluvium (Qya). While Qya can be potentially sensitive for pre-contact archaeological resources, this area and the entire surrounding area (Piers A, B, C, D, and E) are heavily graded and/or filled. Any natural topography that may have been present in the Tidelands Oil Operating Area is no longer visible, and all original soil surfaces are removed or obscured. Therefore, there is a low potential for archaeological resources to be present in the Project area.

Archaeology Field Survey

An archaeological field survey of the ground disturbance areas within the Project area occurred on January 31, 2023. ICF archaeologist Peter Pham drove and walked the Project components to note the conditions of the archaeological study area, including the extent of development, paving, and hardscaping in the Project area. Areas currently in use as commercial/industrial development, roadways, road berms, and paved areas were not inspected for cultural resources, as the likelihood of encountering surface archaeological deposits in such areas is minimal due to past heavy soil disturbance or the presence of paving or landscaping. However, these areas were visually spot checked to confirm the conditions preventing survey. Where possible, the ground surface was inspected for the presence of any cultural resources, and notes were taken on surface conditions, setting, and any pre-contact or historic-period cultural materials encountered. No pre-contact or historic period archaeological sites or isolated artifacts were observed.

Historical Resources

In addition to the records search results, ICF architectural historians reviewed documentation—including previous environmental documents prepared for the POLB, Los Angeles County Tax Assessor records, historic aerial photographs, and historic maps—to compile a list of previously evaluated and designated historical resources in or near the Project area (Table 1). They also reviewed a list of built resources of historical age (over 45 years of age, i.e., constructed by 1978) in or near the Project area that had not been previously evaluated (Table 2).

Table 1. Previously Evaluated Historical Resources in the Project Area

Resource Name	Address	Evaluation	Date of Evaluation
Eligible or Designated Resources			
SCE Long Beach-Laguna Bell 60-kV and 220-kV Transmission Lines	N/A	2S2[1]	January 2020; April 2016
Ineligible Resources			
Eddie's Auto	1411 W. 11th Street	6Z[2]	November 2019
Port of Long Beach Smokehouses	1335 W. 11th Street	6Z	November 2019; August 2012
Long Beach Railroad	N/A	6Z	November 2019
Rio Grande Oil Terminal	1300-1350 Pier B Street	6Z	November 2019
National Gypsum Company Building	1850 Pier B Street	6Z	November 2019

[1] Individual property determined eligible for the NRHP by a consensus through Section 106 process. Listed in the CRHR.

[2] Found ineligible for NRHP, CRHR, or local designation through survey evaluation.

Table 2. Properties of Historical Ages in Project Area (Not Previously Evaluated)

Resource Name	Address	Construction Date
Pro-Line Paint Co.	1152 Harbor Avenue	1972
Petro-Diamond Terminal Facility	1920 Lugger Way	c. 1969
Marathon Petroleum	Pier B Berths 84-87	1968
XY Tank Farm	W. Pier D Street	c. 1935

Built Environment Field Survey

ICF architectural historian Molly Iker-Johnson conducted a field survey of the built resources of historical age within the Project area on January 31, 2023. This involved driving and walking all Project areas to observe built resources of historical age in the immediate vicinity of the Project components. The survey did not result in the identification of any potential historical resources other than those presented in Table 2, above.

Historical Resource Evaluations

The Project area contains four previously unevaluated resources over 45 years of age: 1152 Harbor Avenue, the Petro-Diamond Terminal Facility, the Marathon Petroleum facility, and the XY Tank Farm. This memo briefly evaluates these resources for eligibility for listing in the CRHR (below).

Non-Oil and Petroleum-Related Resources

1152 Harbor Avenue

Constructed in 1972, the commercial building at 1152 Harbor Avenue (presently Pro-Line Paint Co.) rose on the north side of Pier B alongside the continued development of the area (NETR 1963, 1972).

Figure 4. 1152 Harbor Avenue, view southeast. ICF 2023.

In the late 1920s, open land characterized the portion of Pier B on which 1152 Harbor Avenue now stands. By 1938, several buildings stood in the area, but most land in the area remained vacant (Fairchild Aerial Surveys 1928, 1938). By 1953, the area exhibited increased development, though many parcels remained unoccupied (NETR 1953). Development in the immediate vicinity of 1152 Harbor Avenue increased between 1953 and 1963, though the wider area retained numerous undeveloped parcels (NETR 1963). By 1972, buildings and loading areas occupied a majority of the land at the north side of Pier B. That year, owners constructed the building at 1152 Harbor Avenue (NETR 1972; Los Angeles County Office of the Assessor n.d.).

Under CRHR Criterion 1, the building at 1152 Harbor Avenue does not have important associations with historic events, patterns, or trends of development. Though its construction coincided with the continuing development of the north portion of Pier B, the building at 1152 Harbor Avenue does not represent an important historical association with Pier B's development. It is not the earliest or only

example of built development at the northern portion of Pier B, and it did not serve as a catalyst for additional development. As such, the property is ineligible under CRHR Criterion 1.

Under CRHR Criterion 2, the building does not share significant associations with the lives of persons important to history. Research conducted for this evaluation did not discover original building permits or newspaper articles discussing the building's construction. Though originally constructed in 1972, the first newspaper mentions of the property date to 1979, and they do not mention the name of a business or business owner at the property. City directories list Amilcar V. Castillo at the property prior to 1993, and Jim Lanzarotta at the property in 1996. Research did not uncover additional names of previous owners or occupants. Research did not find evidence to suggest that Castillo or Lanzarotta rose to prominence in their fields or made significant contributions to local, state, or national history. Therefore, the property is ineligible under CRHR Criterion 2.

Under CRHR Criterion 3, the building is not a significant example of its type, style, or era; it lacks high artistic value; and it is not the work of a master architect, builder, designer, or engineer. As discussed above, research efforts did not uncover an original building permit or newspaper article discussing the building's construction; its architect and builder are therefore unknown. 1152 Harbor Avenue is a late, vernacular example of the Mid-century Modern style applied to an otherwise utilitarian industrial building, and it does not exhibit high artistic value. As a result, it does not appear to be the work of a master architect, builder, or craftsman of consummate skill. Therefore, the property is ineligible under CRHR Criterion 3.

Under CRHR Criterion 4, the building has not yielded nor is likely to yield important information about our past. Typical of similar utilitarian structures, the property's concrete masonry unit construction does not have the potential to yield important information regarding construction or engineering materials, methods, or technologies used in the 1970s.

Therefore, the building at 1152 Harbor Avenue does not meet the criteria for listing in the CRHR; as a result, it is not a historical resource under CEQA.

Oil and Petroleum-Related Resources

Historic Context

Oil and Petroleum Infrastructure at the Port

The POLB has been associated with the oil and petroleum industry since the 1920s. The first oil discovered in the Long Beach area was in Signal Hill in 1921, "beginning an oil boom for the area that would continue for decades" (POLB n.d.[b]). By the late 1920s, present-day Pier C housed a liquid bulk terminal of the type utilized to store oil and petroleum products (Fairchild Aerial Surveys 1928). By 1930, the POLB counted fuel oil, gasoline, and case oil among its chief exports (*Long Beach Sun* 1930:C1). In 1929, "crude oil and petroleum products led the list of exports" to foreign partners from the POLB (*Long Beach Sun* 1930:C2).

Although production at the Signal Hill oil field peaked by the mid-1920s and began to decline by the end of the decade, the 1932 discovery of the Wilmington Oil Field and the subsequent discovery of oil in the Long Beach Harbor in 1936 gave rise to significant oil production and storage facilities throughout the POLB (LSA Associates, Inc. 2011; POLB n.d.[b]; Fairchild Aerial Surveys 1938, 1939). By 1938, a liquid bulk storage facility and several oil tank farms stood on present-day Pier B, and

present-day Pier D housed numerous oil tank farms (Fairchild Aerial Surveys 1938). That year, the Harbor District established its first oil well; by 1943, the POLB oil drilling program included 126 wells (POLB n.d.[b]).

In 1945, as oil production expanded in Long Beach, parts of the POLB experienced substantial subsidence—the land began to sink (POLB n.d.[b]). As companies pumped oil from beneath the POLB, the land sank between 2 and 24 feet, causing flooding, which led to large-scale property damage (POLB n.d.[b]; Duke 2015). The City of Long Beach implemented a partial drilling ban in the 1950s, during which time city officials and oil companies experimented with ways to reduce subsidence. Ultimately, the POLB solved the problem by enacting "Operation 'Big Squirt,' a water injection program" in which contractors injected water into the oil reservoir to maintain pressure, thereby halting the subsidence caused by earlier oil drilling efforts (POLB n.d.[b]).

In 1964, a voter referendum lifted the earlier ban and allowed oil drilling to resume in the POLB area, but with new safeguards to prevent subsidence (Duke 2015). As part of this renewed oil extraction effort, in 1965, the Harbor constructed four "distinctive oil islands…with beautification touches to hide oil derricks from the mainland" (POLB n.d.[b]).

Alongside the resumption of oil drilling in the mid-1960s, oil storage infrastructure at the POLB increased in the late 1960s, echoing similar oil-related infrastructure expansion at ports and industrial facilities across the United States. To accommodate increased oil and petroleum storage necessitated by the renewed drilling efforts as well as to store and process oil imported from other oil fields, additional liquid bulk storage facilities rose across the POLB, largely concentrated at present-day Piers B, C, and F (NETR 1963, 1972). In 1968, Texaco constructed a specialty wharf at Berths 84-87 for a liquid bulk facility (POLB n.d.[a]). Presently known as the Marathon Terminal Facility (B84-B87), the facility consisted of a small office building sited to the south of six storage tanks ranging from 50 to 120 feet in diameter. Similar to facilities constructed at the POLB as early as the late 1920s, with a dedicated wharf, the facility presumably allowed swifter import and export of oil and petroleum products than did facilities located farther from the water. Also in the late 1960s, Ashland Oil Company established an oil storage facility on present-day Pier B. Now known as the Petro-Diamond Terminal Facility (1920 Lugger Way), the facility initially consisted of two large storage tanks approximately 145 feet in diameter.

Oil and petroleum-related infrastructure continued to expand at the POLB in the late 20th century. By 1980, additional oil storage infrastructure appeared at present-day Piers A and S. Additional liquid bulk storage facilities arose on Pier A in the late 1980s (NETR 1980, 1987). In 1982 and 1983, Petro-Diamond added a tank farm to their Pier B facility; in 1991 and 1992, the company added two additional tanks to the property (POLB n.d.[a]). Apart from alterations to existing facilities, oil and petroleum-related infrastructure at the POLB remains largely as it was in the early 1990s.

Evaluations

Petro-Diamond Terminal Facility, 1920 Lugger Way

As mentioned above, Ashland Oil Company established an oil storage facility consisting of two liquid bulk storage tanks on present-day Pier B in the late 1960s (Aerial Map Industries 1970). Now known as the Petro-Diamond Terminal Facility, it initially consisted of two large storage tanks approximately 145 feet in diameter. In 1982 and 1983, Petro-Diamond added a tank farm to the facility; in 1991 and 1992, the company added two additional tanks to the property (POLB n.d.[a]). In 2007 and 2008, Petro-Diamond added domed caps to the tanks (Google Earth Pro 2007, 2008).

Figure 5. Petro-Diamond Terminal Facility, c. 1969 storage tanks, view northwest. ICF 2023.

Under CRHR Criterion 1, the Petro-Diamond Terminal Facility does not have important associations with historic events, patterns, or trends of development. Though the construction of the eastern storage tanks coincided with the continuing expansion of oil-related infrastructure on Pier B, the Petro-Diamond Terminal Facility does not represent an important historical association with Pier B's development. It is not the earliest or only example of oil-related infrastructure on Pier B, and did not serve as a catalyst for additional development. Rather, it is a late facility in an area already much occupied by oil infrastructure. As such, the Petro-Diamond Terminal Facility is ineligible under CRHR Criterion 1.

Under CRHR Criterion 2, the Petro-Diamond Terminal Facility does not share significant associations with the lives of persons important to history. To be eligible under this criterion, a person would have had to live or work at this location, and it would have to represent a productive period in their important contributions. As a liquid bulk storage facility, it is unlikely that a person would have this type of association with the property. Research conducted for this evaluation did not reveal any significant associations with the lives of persons important to history at a local, state, or national level. Although it is possible that individuals employed by the Ashland Oil Company or Petro-Diamond made important contributions to the oil industry, it does not appear that any such individual had a close association with the operations of the Petro-Diamond Terminal Facility. Additionally, the facility has employed numerous workers, but research found no evidence to suggest that any person working at the site made important contributions to local, state, or national history directly related to the operations of the Petro-Diamond Terminal Facility. Therefore, the property is ineligible under CRHR Criterion 2.

Under CRHR Criterion 3, the facility is not a significant example of its type, style, or era; it lacks high artistic value; and it is not the work of a master architect, builder, designer, or engineer. As discussed above, the eastern-most storage tanks are the only resources of historical age at the terminal facility. Research conducted for this evaluation did not reveal that the tanks are the work of a master engineer or builder. Neither the Petro-Diamond Terminal Facility as a whole nor the liquid bulk storage tanks individually qualify as engineering masterworks. The liquid bulk storage tanks are common examples of the type; tanks comparable in size, of equivalent welded steel construction and cylindrical design, are common elements of the industrial built environment at numerous ports and industrial areas across the United States. The tanks are not early examples of their type, nor do

they represent advances in liquid bulk storage methods. Therefore, the property is ineligible under CRHR Criterion 3.

Under CRHR Criterion 4, the Petro-Diamond Terminal Facility neither has yielded nor is likely to yield important information about our past. Typical of similar liquid bulk storage facilities, the aboveground storage tanks do not have the potential to yield important information regarding construction or engineering materials, methods, or technologies used in the late 1960s or early 1970s.

Therefore, the Petro-Diamond Terminal Facility at 1920 Lugger Way does not meet the criteria for listing in the CRHR; as a result, it is not a historical resource under CEQA.

Marathon Petroleum, Pier B Berths 84-87

Originally constructed by Texaco in 1968, the Marathon Petroleum facility at Pier B Berths 84-87 has undergone little to no alteration over time.

Figure 6. Marathon Petroleum, view northeast. ICF 2023.

Under CRHR Criterion 1, the Marathon Petroleum facility does not have important associations with historic events, patterns, or trends of development. Though its construction coincided with the continuing expansion of oil-related infrastructure on Pier B, the Marathon Petroleum facility does not represent an important historical association with Pier B's development. It is not the earliest or only example of oil-related infrastructure on Pier B, and did not serve as a catalyst for additional development. Rather, it is a late facility in an area already much occupied by oil infrastructure. As such, the Marathon Petroleum facility is ineligible under CRHR Criterion 1.

Under CRHR Criterion 2, the Marathon Petroleum facility does not share significant associations with the lives of persons important to history. To be eligible under this criterion, a person would have had to live or work at this location, and it would have to represent a productive period in their important contributions. As a liquid bulk storage facility, it is unlikely that a person would have this type of association with the property. Although it is possible that individuals employed by Texaco or Marathon Petroleum made important contributions to the oil industry, it does not appear that any such individual had a close association with the operations of the Marathon Petroleum facility. Additionally, the facility has employed numerous workers, but research found no evidence to suggest that any person working at the site made important contributions to local, state, or national history directly related to the operations of the Marathon Petroleum facility. Research conducted for this evaluation did not reveal significant associations with the lives of persons important to history at a local, state, or national level. Therefore, the property is ineligible under CRHR Criterion 2.

Under CRHR Criterion 3, the facility is not a significant example of its type, style, or era; it lacks high artistic value; and it is not the work of a master architect, builder, designer, or engineer. Research did not reveal any evidence that the tanks are the work of a master engineer or builder or that the office building is the work of a master architect. Neither the Marathon Petroleum facility as a whole nor the liquid bulk storage tanks individually qualify as engineering masterworks. The office building does not exhibit character-defining features of a named architectural style, and it does not

exhibit high artistic value; it therefore does not appear to be the work of an anonymous craftsman of consummate skill. The liquid bulk storage tanks are common examples of the type; tanks comparable in size, with equivalent welded steel construction and cylindrical design, are common elements of the industrial built environment at numerous ports and industrial areas across the United States. The tanks are not early examples of their type, nor do they represent advances in liquid bulk storage methods. Therefore, the property is ineligible under CRHR Criterion 3.

Under CRHR Criterion 4, the Marathon Petroleum facility neither has yielded nor is likely to yield important information about our past. Typical of similar liquid bulk storage facilities, the aboveground storage tanks and the associated office building do not have the potential to yield important information regarding construction or engineering materials, methods, or technologies used in the late 1960s.

Therefore, the Marathon Petroleum facility at Pier B Berths 84-87 does not meet the criteria for listing in the CRHR; as a result, it is not a historical resource under CEQA.

XY Tank Farm, Pier D

The area occupied by the XY Tank Farm has housed oil storage tanks since at least 1938 (Fairchild Aerial Industries 1938). Owners reconfigured the tank farm on numerous occasions, with substantial alterations in the 1960s and 1970s (NETR 1963, 1972, 1980). A building of concrete masonry unit construction rose on the property in approximately 1996 (NETR 1994, 1995, 1996, 1997).

Figure 7. XY Tank Farm, view southwest. ICF 2023.

Under CRHR Criterion 1, the XY Tank Farm does not have important associations with historic events, patterns, or trends of development. Though its original establishment in approximately 1935 coincided with the development of early oil-related infrastructure at the POLB, the XY Tank Farm does not represent an important historical association with the overall development of the POLB. Constructed in the mid-1930s, the XY Tank Farm began operations several years after fuel oil, gasoline, and other oil products became the POLB's biggest exports. It is therefore not the earliest or only example of oil-related infrastructure at the POLB, and it did not serve as a catalyst for additional development. Further, changes to the tank farm over time—including the replacement of oil tanks, substantial reconfiguration of the tank farm, and addition of a building in the mid-1990s—altered the tank farm such that it no longer represents a circa 1935 oil tank farm. As such, the XY Tank Farm is ineligible under CRHR Criterion 1.

Under CRHR Criterion 2, the XY Tank Farm does not share significant associations with the lives of persons important to history. To be eligible under this criterion, a person would have had to live or work at this location, and it would have to represent a productive period in their important contributions. As an oil tank farm, it is unlikely that a person would have this type of association with the property. Research conducted for this evaluation did not reveal any significant associations with the lives of persons important to history at a local, state, or national level. Therefore, the property is ineligible under CRHR Criterion 2.

Under CRHR Criterion 3, the facility is not a significant example of its type, style, or era; it lacks high artistic value; and it is not the work of a master architect, builder, designer, or engineer. Research did not reveal any evidence that the tanks are the work of a master engineer or builder or that the mid-1990s building is the work of a master architect. Neither the XY Tank Farm as a whole nor the individual oil tanks qualify as engineering masterworks. The building does not exhibit character-defining features of a named architectural style, and it does not exhibit high artistic value; it therefore does not appear to be the work of an anonymous craftsman of consummate skill. The oil tanks are common examples of the type; tanks comparable in size, with equivalent construction, are commonplace elements of the industrial built environment at numerous oil-related facilities across the United States. The tanks, replaced and reconfigured numerous times since the tank farm's establishment in the mid-1930s, do not appear to be early or influential examples of their type or represent a notable advance in oil storage methods. Therefore, the property is ineligible under CRHR Criterion 3.

Under CRHR Criterion 4, the XY Tank Farm neither has yielded nor is likely to yield important information about our past. Changes to the tank farm over time, including the replacement of oil tanks and substantial reconfiguration of the tank farm, indicate that little or no part of the tank farm dates to its original construction in the mid-1930s. Typical of similar oil tank farms, the oil tanks do not have the potential to yield important information regarding construction or engineering materials, methods, or technologies used in the mid-1930s through the 1980s.

Therefore, the XY Tank Farm at Pier D does not meet the criteria for listing in the CRHR; as a result, it is not a historical resource under CEQA.

Conclusions and Recommendations

Archaeological Resources

Evidence indicates that the Project area has low potential for pre-contact or historic period archaeology. The current site is completely paved, built, or heavily graded. It is not possible to state with certainty that no pre-contact archaeological resources are present in the portion of the Project located in Qya soils. However, because the Project area has been extensively graded and both the record search results and pedestrian survey were negative, its pre-contact archaeological sensitivity is low; therefore, ICF does not recommend archaeological monitoring. Additionally, the Project site was not developed prior to establishment of the POLB. Because of continued development, it is unlikely that any historic period archaeological resources are present in the Project area, The records search and archaeological survey of the Project area indicate the potential for historic period archaeology is low. However, as stipulated in CEQA 15064.5(f), if unexpected archaeological materials are discovered during construction grading or trenching, work should stop in the immediate area until it is evaluated by a qualified archaeologist to assess the significance of the resource, and to provide proper management recommendations.

Based on the above findings, archaeological monitoring during construction is not recommended. Standard procedures to address the potential discovery of subsurface archaeological resources or human remains is required for all projects undertaken by the POLB. The Pier B ODRSF EIR Special Condition "Discovery of Archaeological Materials or Human Remains" would apply to this Project.

Historical Resources

As discussed above, the four previously unevaluated resources of historical age in the Project area are not eligible for listing in the CRHR and are therefore not historical resources under CEQA.

The Project area contains one previously designated resource: the Southern California Edison Company Long Beach-Laguna Bell Transmission Lines.

Southern California Edison Company Long Beach-Laguna Bell 60-kV and 220-kV Transmission Lines

In 2020, modern monopoles replaced six of the historic transmission towers, including several in the Project area (POLB 2020). Because the resource's historic transmission towers are no longer extant in the vicinity of the Project, the Project does not have the potential to cause a significant adverse impact on the SCE Long Beach-Laguna Bell Transmission Lines. After completion of the Project, the resource will continue to convey its historic significance as a representation of the development and industrialization of the POLB and as an "important, innovative, and masterfully designed 60-kV and 220-kV transmission system" crossing the Cerritos Channel (U.S. Department of Transportation Maritime Administration 2020).

Figure 8. SCE Long Beach-Laguna Bell transmission towers in Project area, view southeast. ICF 2023.

Conclusion

Based on the above information, the Project does not have the potential to cause a significant adverse impact on historical resources.

This memorandum will be filed with the POLB, the SCCIC, and ICF's Los Angeles, California office.

Thank you,

Karen Crawford, MA, RPA
Senior Archaeologist

Molly Iker-Johnson, MAHP
Senior Historic Preservation Specialist

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Appendix B

Historical Resources Analysis, Addendum Pier B On-Dock Rail Support Facility Final Environmental Impact Report

ENVIRONMENTAL REVIEW PARTNERS, INC

Memo

To:	Chad Beckstrom Senior Environmental Director Ascent Environmental, Inc.	From:	Colleen Davis Architectural Historian Environmental Review Partners, Inc.
		Date:	February 22, 2023

Reference: Historical Resources Analysis, Addendum Pier B On-Dock Rail Support Facility Final Environmental Impact Report

Executive Summary

Historical resources analysis of the study area associated with the 18 additional construction areas analyzed within Addendum #1 to the Pier B On-Dock Rail Support Final Environmental Impact Report identified 18 built environment resources over 50 years of age that were not evaluated for California Register of Historical Resources (CRHR) eligibility within the original environmental document. None of those resources is eligible for listing in the CRHR.

Background

The proposed project involves the reconfiguration and expansion of the Pier B On-Dock Rail Support Facility (Pier B Project) to provide a sufficient facility to accommodate the expected demand of cargo to be moved via on-dock rail. Implementation of the project would add 31 yard tracks and five arrival/departure tracks, thereby expanding the yard from an existing 12 tracks to a total of 48 tracks. The Pier B Rail Yard area would expand from approximately 82 to 171 acres.

In compliance with the California Environmental Quality Act (CEQA), the Port of Long Beach (POLB) prepared an Environmental Impact Report for the Pier B Project (Pier B EIR) to identify and evaluate potential environmental impacts associated with implementation of the Project. The Draft EIR was published on December 16, 2016. On January 22, 2018, POLB certified the Final EIR for the Pier B Project and approved the project.

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

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

POLB now proposes to modify the limits of the Pier B project from those previously identified in the Pier B EIR. These modifications are largely a result of the more refined design efforts that have occurred since the certification of the EIR. The proposed modifications result in a net increase of approximately 38 acres compared to the total project area assessed in the Pier B EIR. No change to track configurations or operational features of the Pier B Project are proposed. The design refinements account for details that were not known and could not have been known at the time of the Pier B EIR such as additional property acquisitions, utility relocations, temporary contractor laydown areas, and temporary access.

As noted above, proposed project modifications include additional property acquisitions. Specifically, POLB now proposes to acquire vacant parcels and developed parcels with buildings over 50 years of age located at 1332 W 11th Street, 1342 W 11th Street, and 1411-1421 W 11th Street. These buildings were all evaluated within the Pier B EIR as ineligible for listing the CRHR and, therefore, not CEQA historical resources. Most of the parcels adjacent to the parcels now proposed for acquisition are vacant. However, one of these adjacent parcels, 1326 W. 11th Street, is developed and was evaluated in the Pier B EIR as CRHR ineligible.

Analysis

POLB has identified 18 additional construction areas (ACAs) where a modification to the original project footprint is proposed (Addendum Figure 2-1, Proposed Pier B Boundary Modifications). Environmental Review Partners, Inc. (ERP) adopted the study area methodology established by the Pier B EIR, as summarized above. Specifically, the study area includes the footprint of the ACA and parcels adjacent to the footprint. Where the adjacent parcel is large, the study area is limited to the 200 feet of the parcel adjacent to the footprint.

ERP staff reviewed POLB engineering data, Los Angeles County Tax Assessor data (including mapping), City of Los Angeles Building & Safety records, Google Streetview, and Google Earth imagery for each of the 18 ACAs to identify any resources over 50 years of age within the non-contiguous study area associated with the 18 ACAs.

Within the additional study area, ERP identified 18 resources over 50 years of age that were not evaluated for CRHR eligibility within the Pier B EIR. Several of the resources in the study area for the 18 ACAs that were not evaluated in the Pier B EIR have been evaluated in related environmental documents, specifically the *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project* (Marine Administration 2020) and the *Shoemaker Bridge Replacement Project Historic Property Survey Report* (Caltrans 2019).

ERP conducted a field survey of these resources and evaluated them for CRHR eligibility, consistent with the approach and scope of the Pier B EIR. The results of those evaluations are summarized below. This analysis does not address potential archaeological resources.

Evaluation Summaries

1629 W Anaheim Street, Assessor Parcel No. 7432-010-041

Photograph 1 1629 W Anaheim Street (ERP 2023)

Constructed in 1949, this symmetrically composed two-story, stucco clad commercial building with a flat roof housed a welding supply company from the 1950s through the 1970s. With zero setback, it features a centered entrance containing a non-original pair of metal doors showing flanked by two non-original single-pane windows on the first story and three non-original vinyl windows on the second story. Research did not reveal evidence linking it to significant events or broad patterns of history nor to significant persons consistent with CRHR eligibility under Criterion 1 and 2. Moreover, it has been heavily altered and does not retain physical integrity sufficient to identify it as an important example of or a specific style of architecture rendering it ineligible under Criterion 3. Neither research nor observation revealed any information potential suggestive of eligibility under Criterion 4. This building, therefore, is not eligible for CRHR listing.

1601 W Anaheim Street, Assessor Parcel No. 7432-010-050

Photograph 2 1601 W Anaheim Street (ERP 2023)

Sited at the northwest corner of Anaheim and Canal Streets, this one-story commercial building with zero set-back dates to 1928 and features a flat roof. Its primary façade is symmetrical with two bays, each spanned by a blue awning. Both bays contain a non-original window; the western bay additionally contains a door. The secondary elevation faces Canal Street and features an asymmetrical composition consisting of irregularly spaced and sized window and door openings. Blue awnings shade the southernmost openings which feature non-original windows. Several other openings feature original steel sash windows. Home to a retail paint and wallpaper store through the 1930s and 1940s, in the 1950s and 1960s it housed a furniture store and manufacturing facility. Under Criterion 1 and 2, research did not reveal significant associations with important historical events or patterns, nor with important persons. Therefore, it is ineligible under Criterion 1 and 2. Its primary façade has experienced alterations to the window openings which obscures its original architectural style/type. Although it retains several original windows, this unremarkable commercial building it is not eligible for its architecture under Criterion 3. Information potential consistent with Criterion D is unlikely based on the age and type of this building. This building is ineligible for CRHR listing.

1565 W Anaheim Street, Assessor Parcel No. 7432-011-038

Photograph 3 1565 W Anaheim Street (ERP 2023)

A tall single-story gable front stucco building is symmetrically composed and set back from the sidewalk. Dating to 1950, this quotidian warehouse building is sited at the northeast corner of Canal and Anaheim Streets. Its medium pitch roof is clad in seamed metal. The building has historically been used for automotive repair and currently serves this purpose. Research did not reveal associations with significant events or broad patterns of history as required for Criterion 1 eligibility. Significant persons consistent with CRHR Criterion 2 do not appear to be linked to this building. An undistinguished example of its type, its commonplace features are inconsistent with eligibility for architecture under Criterion 3. A building of this age and type are unlikely to reveal information suggestive of eligibility under Criterion 4. This building, therefore, is not eligible for CRHR listing.

1545 – 1555 W Anaheim Street, Assessor Parcel No. 7432-011-039

Photograph 4 1545-1555 W Anaheim Street (ERP 2023)

Dating to 1945, this zero setback asymmetrically composed industrial building with an arched bow-truss and flat roof features smooth stucco cladding, non-original windows and doors, and a non-original stone watertable. Its asymmetrical façade is divided into two sections. The west section contains the warehouse and the east section consists of business office space. During the 1960s and 1970s, this building housed Diesel Service Center, Inc, a firm dedicated to rebuilding diesel engines and manufacturing replacement parts. Research did not reveal information to link it with a significant event or with broad patterns of history. Nor did research identify a significant person associated with the building. Therefore, it is not eligible under Criterion 1 or 2. Architecturally, the fenestration and cladding of the building have been altered, diminishing its physical integrity and preventing the possibility of eligibility under Criterion 3. Buildings of this type and age are unlikely to possess information consistent with Criterion 4 eligibility. This building is not eligible for listing in the CRHR.

1521 W Anaheim Street, Assessor Parcel No. 7432-011-040

Photograph 5 1521 W Anaheim Street (ERP 2023)

This one-story commercial building with a flat roof is stucco-clad and symmetrically composed. The façade is three bays wide with each bay containing a single non-original window. Constructed in 1939 with zero setback, this building retains no architectural features to identify its style. It is, therefore, ineligible for CRHR listing under Criterion 3. The building contained a variety of business including painting and decorating supply and automotive service. However, research did not reveal associations with important events or historical patterns, nor is it linked to a significant person. For this reason, it is not eligible under Criteria 1 or 2. Nor, based on its age and type, is it likely to provide information of a type that would make it Criterion 4 eligible. This building, therefore, is not eligible for CRHR listing.

1519 W Anaheim Street, Assessor Parcel No. 7432-011-042

Photograph 6 1519 W Anaheim Street (ERP 2023)

Built in 1957, this one-story stucco commercial building is set back from the sidewalk behind a non-original metal security fence that extends the width of the parcel. Stucco clad with a low pitch front gable roof, its four bays contain an irregular arrangement of window and door openings. Associations with significant events, historical patterns, or persons were not revealed by research. The building is not, therefore, eligible under CRHR Criteria 1 or 2. Lacking an identifiable style, it is architecturally undistinguished and ineligible under Criterion 3. Given its age and building type, it is not likely to reveal information consistent with Criterion 4 eligibility. This building is not eligible for CRHR listing.

1443-1445 W Anaheim Street, Assessor Parcel No. 7432-018-025

Photograph 7 1443-1445 W Anaheim Street (ERP 2023)

Built in 1925, this stucco clad commercial building is three bays wide with a flat roof and rises one-story. The outer bays originally contained windows, but their openings have been closed and covered with stucco. The center bay contains three openings each of which has a non-original metal security doors. It

housed a commercial printing business during the 1960s, but research did not reveal links to important events, historical trends, or significant persons. The building is, therefore, ineligible under Criterion 1 and 2. Major alterations to its fenestration render it ineligible for its architecture under Criterion 3. Based on age and building type, it is not likely eligible under Criterion 4. This building is not CRHR eligible.

1441 W Anaheim Street, Assessor Parcel No. 7432-018-026

Photograph 8 1441 W Anaheim Street (ERP 2023)

Rising to one-story and clad in vertical seamed metal with a flat roof, asymmetrical composition, and zero setback, this commercial/industrial building dates to 1947. Research did not yield information associating it with historical events, patterns, or persons. As such, it is not eligible under Criterion 1 or 2. Lacking in architectural detail, it is ineligible under Criterion 3. Neither observation nor research suggests eligibility under Criterion 4. This building, therefore, is not eligible for listing in the CRHR.

1421 W Anaheim Street, Assessor Parcel No. 7432-018-027

Photograph 9 1421 W Anaheim Street (ERP 2023)

Originally constructed in 1926, this building is one-story, clad in stucco, and features a flat roof. With zero setback, the building's asymmetrical façade is three bays wide. The center bay contains a glass entry door and metal security door. The western bay contains a large window opening covered with a metal security grate. Painted automobile manufacturer logos and telephone numbers are painted above the fenestration in the center and western bays. The eastern bay features a large opening designed to allow vehicles to pass through it into the building. This bay is covered by a wide security gate with a sign posted on it reading "Honda Toyota Lexus Subaru Scion Acura." A tall parapet spans the façade above the fenestration. It is embellished with a series of raised horizontal lines, painted automobile manufacturer logos, and lettering spelling the business name, "Honda & Toy Auto," business description, "Used Auto Parts," and its street address. Research revealed that the building has been historically used in a variety of commercial uses including automotive repair, lumber, automobile parts, and real estate sales. However, it did not reveal evidence of important events nor associations with broad patterns of history consistent with Criterion 1 eligibility. No significant persons consistent with Criterion 2 eligibility have been linked to the building to date. While the horizontal embellishments on the façade are suggestive of the Art Deco style, these details alone are not sufficient to identify the building as a distinguished example of this style. It is not, therefore, eligible for architecture under Criterion 3. Neither its age nor its type are suggestive of likely eligibility under Criterion 4. This building is not eligible for CRHR listing.

1401 W Anaheim Street, Assessor Parcel No. 7432-018-029

Photograph 10 1401 W Anaheim Street (ERP 2023)

Built in 1927, this building consists of a small flat roof shed abutting larger gable roof structure with an open front allowing vehicles to pull in for repair and clad in corrugated metal. Sited at the rear of the parcel at the northwest corner of Anaheim Street and Harbor Avenue, this building appears to originally have been associated with a gasoline and service station. Research did not yield information associating it with historical events, patterns, or persons. As such, it is not eligible under Criterion 1 or 2. Lacking in an identifiable architectural style, it is ineligible under Criterion 3. Neither observation nor research suggests eligibility under Criterion 4. This building, therefore, is not eligible for listing in the CRHR.

1152 Harbor Avenue, Assessor Parcel No. 7436-004-913

Photograph 11 1152 Harbor Avenue (ERP 2023)

Located at the southwest corner of 12th Street and Harbor Avenue, this tall one-story 1972 commercial/industrial building features an asymmetrically composed primary elevation that is divided into two sections. The northern section is three bays wide. It is clad in textured brick. The northernmost

bays contain no fenestration and the business name "Pro-Line" is painted just below its flat roofline. The center bay features a recessed pedestrian entry covered by a non-original security door shaded by a projecting horizontal roof. An entry door is located within the recessed area. A single window and awning are arranged above the entry program. The southern bay contains a large opening designed to accommodate a vehicle. The door sash is constructed of metal with vertical lines and has a pedestrian door set within it. Above the door and below the roofline, "Paint Co." is painted. The southern section steps back from the northern section and contains a series of three repetitions of the same program: an entry door shaded by a horizontal projecting roof with a window arranged above and a large opening and door designed to accommodate a vehicle set to the south. The secondary elevation facing 12th Street contains two pedestrian entry programs similar to the entry program on the primary elevation. It also contains four door openings designed to accommodate vehicles. Research did yield information as to the building's historical uses, but based upon its design, it was likely used for automotive service. No information associating this building with important events, historical patterns, or significant persons was revealed by research. It is not, therefore, eligible under Criterion 1 or 2. Its unusual textured brick cladding is not sufficient to distinguish its architecture or elevate it to eligibility under Criterion 3. Given its age and type, it's unlikely to yield information consistent with Criterion 4. This building is ineligible for CRHR listing.

1325 W 11th Street, Assessor Parcel No. 7436-004-915

Photograph 12 1325 W 11th Street (ERP 2023)

This 1951 commercial/industrial building with zero setback rises one-story and is clad in stucco. It is asymmetrically composed and four bays wide. The easternmost bay consists of a single opening with a garage door. A metal awning spans the three westernmost bays which consist of a centered door flanked by bays each featuring a single opening containing three four-lite rolled steel casement windows. Associations with significant events, historical patterns, or persons were not revealed by research. The building is not, therefore, eligible under Criteria 1 or 2. Lacking an identifiable style, its rolled steel windows are not sufficient to distinguish its architecture consistent with eligibility under Criterion 3. Given its age and building type, it is not likely to reveal information consistent with Criterion 4 eligibility. This building is not eligible for CRHR listing.

Resources Evaluated in Related Environmental Documents

Shoemaker Bridge, Bridge No. 53C0932

The *Shoemaker Bridge Replacement Project Historic Property Survey Report* reported that the Shoemaker Bridge is listed in the Caltrans Historic Bridge Inventory and assigned Category 5 status indicating that it is ineligible for listing in the National Register of Historic Places (NRHP). Although Caltrans did not explicitly evaluate the 1959 Shoemaker Bridge for CRHR eligibility, the April 2020 *Shoemaker Bridge Replacement Project Final Environmental Impact Report/Environmental Assessment's* CEQA Significance Determination for Cultural Resources did not identify it as a cultural resource. This Addendum adopts Caltrans's presumptive evaluation that the Shoemaker Bridge is CRHR ineligible.

1300-1350 Pier B Street, Assessor Parcel No. 7436-008-001

Evaluated within 2020 *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project*, United States Marine Administration (MARAD) determined that the 1300-1350 Pier B Street is ineligible for NRHP listing (Attachment A). MARAD's Criteria A-D NRHP analysis for this resource also applies to CRHR Criteria 1-4. It is not, therefore, CRHR eligible.

Refinery Fluid Catalytic Cracking Unit, Assessor Parcel No. 7428-007-009

Evaluated within 2020 *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project*, MARAD determined that the Refinery Fluid Catalytic Cracking Unit is ineligible for NRHP listing (Attachment B). MARAD's NRHP Criteria A-D evaluation for this resource equally applies to the CRHR Criteria 1-4. This resource is not eligible for CRHR listing.

Dominguez Channel

Evaluated within 2020 *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project*, MARAD determined that the Dominguez Channel is ineligible for NRHP listing (Attachment C). MARAD's Criteria A-D NRHP criteria analysis for this resource also applies to CRHR Criteria 1-4. It is not, therefore, CRHR eligible.

Pacific Harbor Line Bridge (Dominguez Channel Bridge)

Evaluated within 2020 *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project*, MARAD determined that the Pacific Harbor Line Bridge is ineligible for NRHP listing (Attachment D). MARAD's NRHP Criteria A-D analysis of this resource is also appropriate under CRHR Criteria 1-4; it is not CRHR eligible.

Dominguez Channel Pipe Bridge

Evaluated within 2020 *Section 106 Identification and Evaluation Technical Report for the Port of Long Beach Pier B On-Dock Support and Facility Project*, MARAD determined that the Dominguez Channel Pipe Bridge is ineligible for NRHP listing (Attachment E). MARAD's Criteria A-D NRHP eligibility analysis for this resource is equally accurate related to CRHR Criteria 1-4. It is not eligible for listing in the CRHR.

Attachment A

1300-1350 Pier B Street

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

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

 ***Resource Name or #** (Assigned by recorder) 1300-1350 Pier B Street **Map Reference No.:** 195

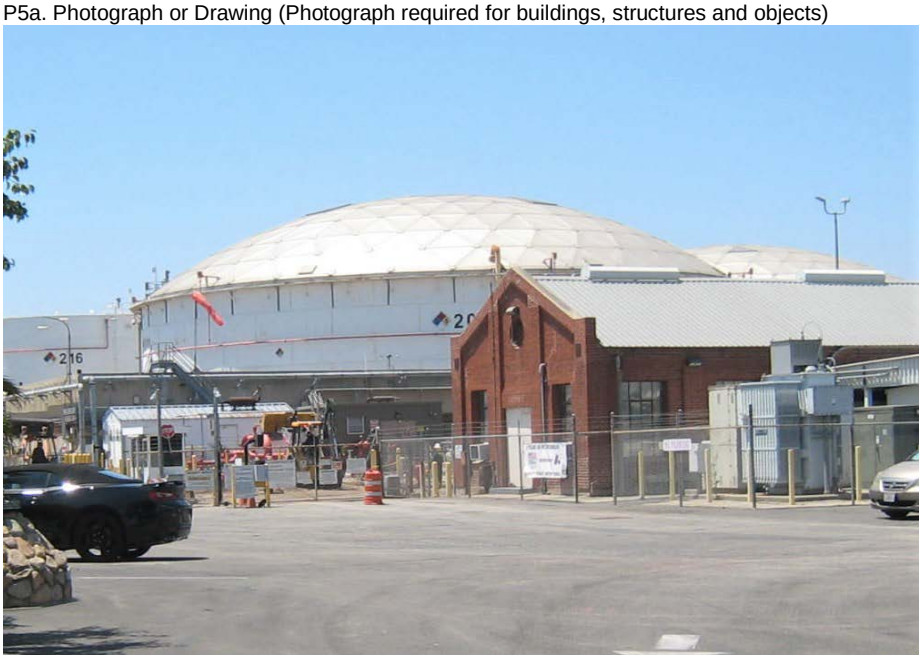
P1. Other Identifier: Rio Grande Oil Terminal
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2018 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: 1300-1350 Pier B Street City Long Beach Zip 90802
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 387990 m E/ 3738135 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 7436008001

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

The property at 1300-1350 Pier B Street, which has served as a marine oil terminal for the Rio Grande Oil Company, Richfield Oil Company, Atlantic Richfield Company, and other large-scale petroleum companies, is located within a single legal parcel (APN 7436008001) that lies at the northeastern end of Channel No. 2 within the Port of Long Beach. The site contains numerous buildings and structures that have historically supported oil cargo loading and unloading. The eastern portion of the site, which is situated adjacent to Pier B Street, contains a Mid-Century Modern-style administration building (originally constructed from 1953-1956, and expanded during the 1970s) surrounded by a paved surface parking lot. Along the south edge of the parking lot are two utilitarian support buildings: one has a gabled roof and was constructed by 1953, while the second has a flat roof and was constructed between 1972 and 1980. The parking lot also contains several portable support buildings and sheds that are not of historic age. Northwest of the administration building is a c.1929 brick building that is original to the site and historically supported the operations of the Rio Grande Oil Terminal. West of the brick building is a grouping of 14 cylindrical oil tanks located within a fenced yard. Nine of these tanks were constructed in 1929 and are original to the site; four additional tanks were built before 1953, and a small tank located in the northeast corner of the grouping was constructed by 1994 (Nationwide Environmental Title Research, LLC 1994). (See continuation sheet.)

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

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



P5b. Description of Photo: (View, date, accession #) (Figure 1) 1300-1350 Pier B Street: tank grouping and c.1929 brick building, viewed facing west from Pier B Street

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1929 (*National Petroleum News* 1929:33)

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

***P8. Recorded by:** (Name, affiliation, address)
Jon Rusch and Shannon Sawyer, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

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

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

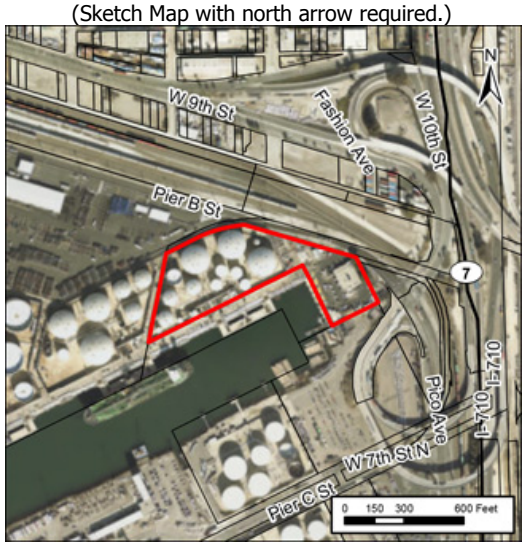
Page 2 **of 13** ***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 1300-1350 Pier B Street **Map Reference No.:** 195
B1. Historic Name: Rio Grande Oil Terminal; Richfield Oil Terminal
B2. Common Name: Marathon Pipelines Terminal; Tesoro Marine Terminal 2; Pier B Berth 76
B3. Original Use: Industrial buildings; oil tanks B4. Present Use: Office building; industrial support building; oil tanks
***B5. Architectural Style:** Classical Revival; Mid-Century Modern; Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Although building permits related to the subject site are limited, the following construction history is informed by available aerial photographs. The original oil terminal on this site, the Rio Grande Oil Terminal, was constructed in 1929, and included nine oil tanks, a wharf facility, and a series of gabled brick buildings both south and east of the tank grouping that supported the terminal's operations. Aerial photographs reveal that between 1953 and 1956, four additional tanks were constructed within the fenced tank grouping. The original volume of the administration building on the site, near the current-day Pier B Street, and the gabled support building at the southern edge of the site were also constructed during this period. A second building along the southern edge of the site was built between 1972 and 1980, as was a metal-clad building south of the tank grouping. Building alterations associated with the c.1970-era expansion of the administration building appear to have included an eastern addition to the building, and extensions of the north and south façades to accommodate a new entrance and windows. Based on visual analysis, most of the original windows on the c.1929 brick building appear to have been replaced with non-original windows; however, the date of replacement is unknown. Security bars have been added to the north door at an unknown date. The roof appears to have been replaced at an unknown date. Between 2005 and 2009, domes were added on top of the original 1930s-era tanks within the site. The property contains other infrastructural elements that include a surface parking lot, fencing, lighting, pipelines, and associated elements that were constructed after 1972. (Nationwide Environmental Title Research, LLC 1953, 1963, 1972, 1980, 1994, 2005, 2009).

***B7. Moved?** ☑ No ☐Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** Wharf; pipelines; paved roadways
B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context
The Port of Long Beach was dedicated in 1911. Occupying the area now known as the inner harbor, it offered an entry channel, three inner channels, a 1,400-foot turning basin, a single municipal pier, and limited water frontage (Queenan 1986:63-68; Port of Long Beach n.d.). Its fortuitous location adjacent to the Port of Los Angeles allowed Long Beach to develop a complementary facility with an early economy based on shipbuilding and repair, lumber transport, fishing and canning, and service to the United States Navy. The Port's development accelerated with the discovery of oil at Signal Hill in 1921 and at the Wilmington Oil Field in 1932, along with the Navy's siting of the entire Pacific Fleet at Long Beach in 1932. Oil provided ongoing revenue for construction of a world-class harbor and established the city of Long Beach as a major oil and shipping center. Factories for Ford Motor Company and Proctor and Gamble opened at the Port in 1930. The Navy developed Terminal Island as a shipyard in 1940, and subsequently took command of the Port for the duration of World War II (Queenan 1986:82-116; Port of Long Beach n.d.). (See continuation sheet.)

(Sketch Map with north arrow required.)



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

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

B13. Remarks: N/A

***B14. Evaluator:** Jon Rusch and Shannon Sawyer, ICF

***Date of Evaluation:** 11/15/2019
(This space reserved for official comments.)

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

The tanks store oil that is unloaded from tankers at adjacent wharf facilities (now known as Berth 76) in Channel No. 2, immediately to the south. Located between the tank farm and the wharf is an area of oil fueling infrastructure and two buildings: one small brick building that dates to the original construction of the site in 1929, and a corrugated metal-clad support building constructed between 1972 and 1980.

The one-story administration building (Figure 2) is a Mid-Century Modern-style building with a rectangular footprint and is approximately 100 feet wide and 110 feet long. The building is oriented parallel to the eastern edge of Channel 2. The primary façade faces north and contains two styles of brick: the majority of the façade is clad in red brick with a stretcher bond, while the northeast corner, which projects ahead of the primary façade plane, is clad in a variegated dark-colored brick with a soldier pattern. The main entrance is centered on the north façade and features fully glazed, double pedestrian doors, located in the center of architectural bays of fixed metal-frame windows that span the ground floor to a stucco band near the roof line. Fenestration consists of fixed windows. The east façade (Figure 3) and south façade have central rows of fixed windows rising half the height of the building. The west (rear) façade could not be inspected from the public right-of-way. The building's roof is mostly flat; however, it contains a setback that aligns with the row of windows along the southern and eastern façades with wide overhangs. The address "1300-1350 Pier B St." is located on the exterior of the stucco beam above the main entrance. Four shallow concrete steps lead to the main entrance. Security lighting is attached to the northwest corner of the building. A row of canopy trees aligns with the east façade, and minimal foundation plantings flank the primary entrance within brick-edged garden beds.

The two one-story buildings located at the southern edge of the parking lot (Figure 4), south of the administration building, were constructed prior to 1972; these buildings are obscured by a fence along Pier B Street. The eastern of these two buildings is side-gabled, rectangular in plan, and clad in stucco; it features a utilitarian architectural style. The roof, which is covered in composition asphalt shingles, extends over two entrances on the primary (north) façade; additional windows are sheltered by metal awnings. The western building in this location has an 'L' plan and flat roof. It appears utilitarian in architectural style and features a series of attached canopies and awnings. The function of these buildings within the oil terminal has not been determined.

The one and one-half-story c.1929 building located at the northeast corner of the site (Figure 5) was constructed in a restrained Classical Revival architectural style with a rectangular footprint and is approximately 30 feet wide and 50 feet long. The gabled roof is clad in non-original standing seam metal panels. Exterior walls are clad in red brick with an English bond. The primary façade faces south and features four brick pilasters: two form the corners of the façade, and two are evenly spaced within the center. The pilasters divide the façade into three bays. A parapet includes brick detailing. A circular opening is located within the gable and features a recessed pattern of brick laid with alternating air gaps, which appears to allow ventilation (Figure 6). This pattern is repeated on the north façade, although air conditioning units currently obscure the characteristics of the opening in the gable. Fenestration includes various fixed windows with mullions, and some appear to be original multi-lite windows. Some window openings on the east façade have been filled in with air conditioning units. Pipelines and associated infrastructure have been attached to and wrap around the central portion of the building.

14 cylindrical petroleum storage tanks comprise a tank farm within a fenced area at Berth 76, located on the north side of Channel 2. Two additional groupings of tanks lie to the west and are outside of the APE for the current study. The seven largest tanks, as well as two small tanks, appear to date to the original Rio Grande Oil Terminal in this location and were constructed c.1929. Four more tanks were in place by 1956. The final tank currently on the site was constructed c.1994. The tanks appear to represent standardized designs and are constructed of welded steel panels. The majority of the tanks feature domed roofs that were constructed between 2005 and 2009.

Between the tank grouping and the Channel No. 2 wharf are two buildings that support oil cargo loading and unloading (Figure 7). The eastern of these is a one-story, side-gabled brick building with rectangular plan. The building cannot be accessed from the public right-of-way for close inspection but appears to be constructed of brick and feature stylistic characteristics that are similar to the c.1929 brick building located to the east of the tank grouping. The western building adjacent to the wharf was constructed between 1972 and 1980 and features a rectangular plan and low-slope gabled roof. This utilitarian-style building is clad in corrugated metal panels and features a canopy spanning the front façade above the first story.

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

A booming postwar economy allowed Long Beach to enter world markets and remake its facilities to modern standards. The City effectively built a new port over the old between the late 1940s and the early 1970s, enabling Long Beach to serve the trends toward larger ships and containerization. As trade shifted to emerging markets on the Pacific Rim in the 1980s and 1990s, the Port expanded again, dredging to deepen the harbor while building new container terminals and using fill to create open land for movement and storage of containers and trucks. Additional rail facilities were introduced to serve a new land bridge system, allowing goods arriving by ship to be transferred onto

truck and rail transit for shipping nationwide. Since 2000, the Port has built a next generation of mega-piers and terminals to serve ever larger container vessels and the continually enlarging volume of cargo (Queenan 1986:123-155; Port of Long Beach n.d.).

Site History

Prior to the construction of 1300-1350 Pier B Street as a marine oil terminal, the site appears to have remained largely undeveloped, as indicated by topographic maps dating to 1925 (Nationwide Environmental Title Research, LLC. 1925). In 1929, the Rio Grande Oil Company began constructing a new $2 million marine oil terminal facility in the Port of Long Beach, comprising over 12 acres with capacity to store 500,000 barrels of oil—which reportedly would double the Port's petroleum handling capacity. Dredging in Channel No. 2 during early 1929 marked the initial phase of the terminal's construction (*San Pedro News Pilot* 1929a:5), and Rio Grande's marine oil terminal on Channel No. 2 appears to have been operational by 1930. Construction of the oil terminal at Channel No. 2 occurred simultaneously with efforts to develop a separate such terminal at Channel No. 3 (*San Pedro News Pilot* 1928:16). The Rio Grande Oil Company's oil terminals were not the first within the Port of Long Beach, and were constructed subsequent to the Richfield Oil Company's $6,000,000 terminal constructed at Channel No. 3 beginning in 1925 (*Madera Tribune* 1925:3).

An early photograph of the terminal (Figure 8) shows the facility serving the oil tanker *Torres*. North of the wharf was a grouping of brick support buildings, which include two brick buildings still extant; however, research did not reveal the extant buildings' precise functions supporting the operations of the terminal. The core of the terminal facilities were the oil tanks located behind a fire wall so that they are physically separated from the brick support buildings.

The facilities were to serve both receiving and loading functions. That is, the terminal was constructed to store crude oil unloaded from tankers (primarily coming from the Ellwood Oil Field near Goleta) prior to being conveyed via pipelines out of the Port of Long Beach for processing in the Rio Grande's refinery in Vinvale. Additionally, the marine oil terminal was equipped to load tankers with processed petroleum products for shipment to markets on the East Coast and abroad. The terminal contained one 118,000-gallon tank for each gasoline, fuel oil, and crude oil, along with four tanks designated for diesel oil and a series of smaller tanks. A 20-foot-high fire wall surrounded the tanks. (*National Petroleum News* 1929:33; *San Pedro News Pilot* 1929a:5; *San Pedro News Pilot* 1929b:3)

The marine oil terminal at Channel No. 2 operated under the auspices of the Rio Grande Oil Company until 1936, when the Rio Grande merged with the Richfield Oil Company. Richfield administered the terminal for the following three decades (Figure 9 and Figure 10). The company's Long Beach facilities (including its terminal on Channel No. 3) are reported to have handled the greatest volume of oil for military uses of all similar terminals in the country during World War II (*Long Beach Independent Press-Telegram* 1964:4). Despite this frenzy of activity, aerial photographs indicate that the Channel No. 2 terminal did not undergo substantial improvements until the early 1950s, when the Port of Long Beach expanded its North Harbor area to include land located immediately west of the Richfield facility (Figure 11). Richfield subsequently leased an additional 18 acres from the Port, constructed a series of new oil storage tanks to the west, and began operating from Berths 77 to 80 in Channel No. 2 (Port of Long Beach 2005:38). (The 1950s-era storage tanks west of the 1300-1350 Pier B Street site are located on a separate legal parcel and are not within the APE of the current study.) The original volume of the administration building at 1300-1350 Pier B Street was constructed at approximately this time, likely intended to support the expanded operations of the terminal.

In 1957, the Richfield Oil Company discovered new oil sources in Alaska, which dramatically changed the trajectory of the company. At this time the company's expanded Channel No. 2 facility comprised a total 2,400 feet of channel frontage, "the largest single stretch of dockage by any private concern" in the Port of Long Beach (*Long Beach Independent Press-Telegram* 1959:16). However, Richfield's continued success fueled the need for additional physical growth in the Port. In 1961, the company completed a new marine oil terminal at Pier E (now Pier T), which offered modern loading and unloading equipment and a channel depth that accommodated the world's largest oil supertankers (Port of Long Beach Board of Harbor Commissioners 1960:n.p.). In 1964, the company reported that its terminals in the Port of Long Beach handled a combined 3,700,000 barrels of crude oil each month and shipped the highest volume of petroleum-based products of all similar terminals in the ports of Los Angeles and Long Beach. Crude oil came not only from California and Alaska oil fields, but also from sources in the Middle East. Richfield's harborside loading operations supported the company's large Watson Refinery adjacent to Long Beach's northwestern boundary (*Long Beach Independent Press-Telegram* 1964:4).

In 1966, the Richfield Oil Company merged with the Atlantic Refining Company, and the combined entity was named the Atlantic Richfield Company, or ARCO. A 1967 map of the Port identifies the oil terminal at Channel No. 2 as the Atlantic Richfield Company Marine Department (Port of Long Beach Board of Harbor Commissioners 1967:25). During the last quarter of the twentieth century, ARCO underwent a series of ownership changes; in 2013, the company was sold to Tesoro Logistics, which was renamed Andeavor in 2017. Andeavor was subsequently sold to Marathon Petroleum. Marathon operates the nearby Los Angeles Refinery (located west of the Dominguez Channel), which currently is the largest oil refinery on the West Coast. 1300-1350 Pier B Street continues to serve as a marine oil terminal for Marathon, although current signage identifies the site as the Tesoro Marine Terminal 2. The terminal is capable of loading and discharging up to 15,000 barrels of oil per hour and can accommodate three vessels at a time (Port of Long Beach 2019).

NRHP Evaluation of 1300-1350 Pier B Street

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

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

Under NRHP Criterion A, the property at 1300-1350 Pier B Street is not associated with any event(s) significant in history. The Rio Grande Oil Company does not appear to have made specific significant contributions to the economy and development of the City of Long Beach or Port of Long Beach. At the time it operated the subject property between 1929 and 1936, the Rio Grande Oil Company was not the sole, or earliest, oil company operating a marine terminal in the Port of Long Beach; the Richfield Oil Company had constructed its own terminal at Channel No. 3 beginning in 1925, at considerably higher of an investment than the Rio Grande's. Research did not reveal that the Rio Grande Oil Company's oil terminal at Channel No. 2, the subject property, was a distinguished facility at the Port of Long Beach relative to other dockside facilities throughout the port. Although the property was notable for increasing the Rio Grande's trade capacity to the eastern United States, this alone does not bestow significance because the Rio Grande Oil Company does not appear to have been an innovative or dominant player in the oil industry during this era. The terminal was incorporated into the Richfield Oil Company's Port facilities following the companies' 1936 merger, after which the subject property contributed to Richfield's large-scale trade and military-related operations. Although the Channel No. 2 oil terminal was expanded during the 1950s, the property represents the continuation of its company's operations rather than significant developments in the field of oil transportation. (Such significant developments may include the construction of new facilities to accommodate oil supertankers, which the Richfield Oil Company built in a separate terminal at Pier E in 1961.) As a result, it does not appear that the subject property is associated with events important to local, state, or national history. As such, the subject property is not significant under NRHP Criterion A.

Under NRHP Criterion B, the property at 1300-1350 Pier B Street lacks associative value with significant persons. The site has been used for oil cargo loading and unloading since its initial construction in 1929, during which time it has been owned and operated by a series of petroleum companies—including the Rio Grande Oil Company, Richfield Oil Company, and Atlantic Richfield Company. Although it is possible that individuals involved in the broad operations of these companies made important professional contributions to the petroleum industry, it does not appear that any such individual had a close association with the operations of the subject site. The marine oil terminal has furthermore been the place of employment for countless employees of the tenant companies, but no person working at the site appears to have made important contributions to local, state, or national history that is directly related to the operations of the marine oil terminal. As such, the subject property is not significant under NRHP Criterion B.

Under NRHP Criterion C, the property at 1300-1350 Pier B Street lacks distinctive architectural character and engineering value. The site contains buildings, structures, and other features that represent a range of construction dates and designs. The two oldest buildings on the site date to the terminal's original construction c.1929: both have minimal elements of the Classical Revival architectural style (including symmetrical façade composition and pilasters), and neither is architecturally distinguished nor represents a noteworthy application of the style for industrial support buildings. Additionally, the 14 storage tanks on the site constructed between 1929 and 1990s feature welded steel construction and a standardized cylindrical design that is consistent with many other tanks built in numerous locations during the same period, such that the tanks do not appear to be early or influential examples of their type, or represent a notable advance in construction methods. The brick administration building, built in the mid-1950s and expanded in the 1970s, features some general aspects of the Mid-Century Modern style, including flat roof, cubic form with horizontal orientation, absence of applied ornamentation, and large window expanses. However, the incorporation of these basics aspects of the style does not equate to architectural significance, as the building is a typical expression of the style for a small-scale office building. The designer of the building has not been identified, but it does not appear to represent the work of a master or express high artistic value. The additional support buildings on within the site are utilitarian and lack identifiable architectural styles and distinctive characteristics that would represent high artistic values. Furthermore, due to the varying construction dates and designs of the built environment elements across 1300-1350 Pier B Street, the site lacks a unified and distinguished architectural character. As such, the subject property is not significant under NRHP Criterion C.

The property at 1300-1350 Pier B Street does not have the potential to provide significant information to support an understanding of prehistory or history, which most commonly applies to archaeological resources. The subject property is not significant under NRHP Criterion D.

In conclusion, the subject property at 1300-1350 Pier B Street is not eligible for listing in the NRHP due to its lack of historical and architectural significance.

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Additional Figures:

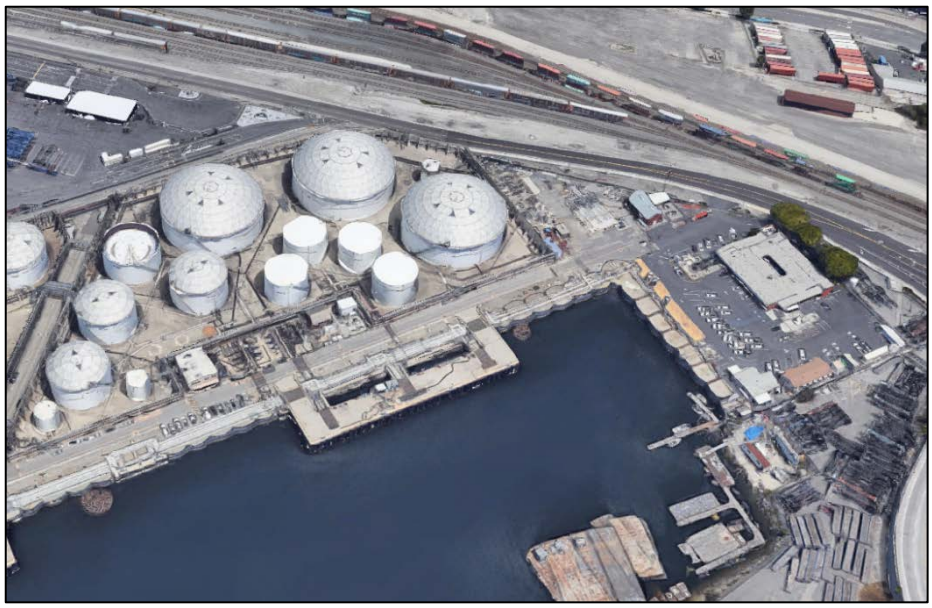

Figure 2. Aerial view of 1300-1350 Pier B Street, viewed facing north; the administration building and other support buildings are at right, while the tank grouping and wharf support buildings are at left. Source: Google, 2019

Figure 3. North façade of the administration building, viewed facing south from Pier B Street; the original 1950s-era volume of the building is at right

Figure 4. East façade of the administration building, viewed facing south

Figure 5. Two support buildings located at the southern edge of the site. Source: Source: Google, 2019

Figure 6. East and north façades of the c.1929 brick building, viewed facing southwest

Figure 7. South façade of the c.1929 brick building, viewed facing northwest

Figure 8. Aerial view of wharf support buildings, viewed facing north; a brick building original to the site is at right. Source: Source; Google, 2019

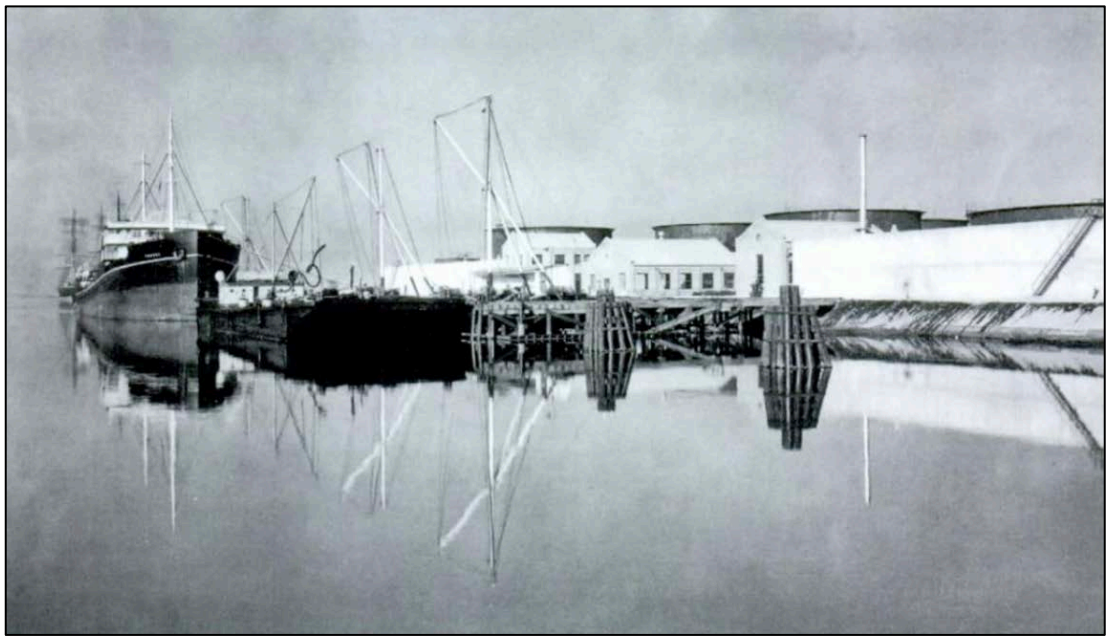

Figure 9. Rio Grande Oil Company marine oil terminal at Channel No. 2, viewed facing northwest; the extant brick building, seen at right in Figure 8, is obscured behind an adjacent building in this image. While the date 1927 is attributed to this photograph, that date appears to be inaccurate because the terminal was constructed in 1929.
Source: Michael D. White, *Port of Long Beach* (Mount Pleasant, SC: Arcadia Publishing, 2009)

Figure 10. Richfield Oil Terminal photographed in 1938. Nine tanks and two support buildings remain extant. Source: Long Beach Public Library Digital Archive, #3477inGA

Figure 11. Aerial photograph of the subject site, 1944; in addition to nine tanks, one wharf support building and one building east of the tank grouping shown in this photograph are extant. Source: University of California, Santa Barbara Library, 1944

Figure 12. The subject site, with later petroleum storage tanks in the foreground, viewed facing east. Source: Long Beach Public Library Digital Archive, #2288

Attachment B

Los Angeles Refinery Fluid Catalytic Cracking Unit

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

PRIMARY RECORD

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

 ***Resource Name or #** (Assigned by recorder) Los Angeles Refinery FCC Unit **Map Reference No.:** 865

P1. Other Identifier: Marathon Refinery, Wilmington
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Wilmington, CA **Date** 2019 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: 2101 E. Pacific Coast Highway City Wilmington Zip 90744
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 385558 m E/ 3739162 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 7428007009

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

This fluid catalytic cracking (FCC) unit, built in 1944, occupies the southeasternmost portion of the Los Angeles Refinery, an oil refinery and tank farm originally developed in 1923 by the California Petroleum Company (*The Los Angeles Times* 1923:16; California Energy Commission 2019; Flavell-While 2010) and currently operated by Marathon Petroleum Corporation. The FCCU converts heavy petroleum products into gasoline by using heat and a chemical catalyst (zeolite) to break down large molecules. The process begins when heavy feedstock is pumped down the refinery via a north-south axis of pipes to the reaction chambers, medium-sized vertical bullet tanks on the western end of the FCC unit. In these chambers, heated to temperatures of about 900 °F by surrounding feed heaters, the feedstock reacts with a zeolite catalyst.

(See continuation sheet.)

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

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

P5b. Description of Photo: (View, date, accession #) (Figure 1) The Los Angeles Refinery FCC Unit, camera facing north, 8/1/2019

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1944 (*Berkeley Daily Gazette* 1944:7)

***P7. Owner and Address:**
Marathon Petroleum Corporation
539 South Main Street
Findlay, OH 45840

***P8. Recorded by:** (Name, affiliation, address)
Krista Gelev, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90071

***P9. Date Recorded:** 8/1/2019
***P10. Survey Type:** Intensive

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

Page 2 **of 8** ***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Los Angeles Refinery FCC Unit **Map Reference No.:** 865
B1. Historic Name: California Petroleum Corp. Refinery; Texaco, Inc. Refinery; Equilon Enterprises Refinery; Shell Oil Co. Refinery; Tesoro Refinery
B2. Common Name: Wilmington Refinery, Wilmington; Los Angeles Refinery
B3. Original Use: Oil refinery support structure B4. Present Use: Not operational
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The land currently occupied by the Los Angeles Refinery was originally developed as a tank farm by California Petroleum Company in 1923 (*The Los Angeles Times* 1923:16). The tank farm was bought by the Texas Company (Texaco after 1959) in 1928, and the basic outline of the southern portion, of which the FCC unit later occupied the southernmost tip, was in place by 1932 (Special Research Collections, University of California, Santa Barbara).

Texaco constructed the FCC unit documented on this site record in 1944 (Flavell-While 2010; University of California, Santa Barbara Library 1944). There have been very few modifications to the unit's footprint. What appears to be a small funnel-topped fractionation column next to the widest column at the far western end of the unit was added by 1971. Two additional fractionation columns were added to the unit's northeastern row by 1980 (University of California, Santa Barbara Library 1980). The FCC unit appears to have been decommissioned in c.2017 (Daily Breeze 2017). Aerial photographic data suggests that none of the original features of the unit have been replaced, but research conducted for the current site record did not locate permit and maintenance records for the FCC unit.

***B7. Moved?** ☑ No ☐Yes ☐ Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A
B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context
The first Southern California railroad, the Los Angeles & San Pedro railroad, was constructed in 1869, connecting downtown Los Angeles to Wilmington, then the region's primary port town (Galvin Preservation Associates 2012:7; Guinn 1911:187-189). Acquired by Southern Pacific Railway in 1873 (now the Union Pacific Corporation), the railroad was extended down to San Pedro and Long Beach in 1876 at Thenard Junction, a quarter of a mile west of the assessed site (Guinn 1911:190; U.S. Geological Survey 1899).

(See continuation sheet.)

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

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

B13. Remarks: N/A

***B14. Evaluator:** Krista Gelev and Jon Rusch, ICF

***Date of Evaluation:** 11/15/2019
(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

The resulting product is distributed via pipe network to the unit's fractional distillation columns—the row of nine narrow volumes in the northeastern quadrant of the structure (Figure 2), the wide-trunked column in the northwest quadrant, and the tall towers in the center of the southern elevation—which separate the products of the reaction. The gasoline flows to the rest of the refinery for processing and storage via pipe network (Hayes 2005:173).

The spent zeolite travels to the regenerator, the structure's most prominent feature (Figure 3). This ovoid structure on the western end of the southern elevation is capped with flues and rests on a system of catwalks and pipes. The regenerator blasts the zeolite with hot air to prepare it for reuse (Hayes 2005:174). Finally, flue gas flows from the regenerator to the electrostatic precipitator, a large metallic rectangular structure on the easternmost end of the unit (Figure 4). There, the finest remaining particles of zeolite are removed using static electricity (U.S. Chemical Safety and Hazard Investigation Board 2017). Miscellaneous components of the FCC unit include three small structures with pitched roofs. The first two, in the northeast quadrant, are long, rectilinear burners topped by a smokestack. The third is a compact metal personnel building mounted on tubing directly behind the regenerator. Nearly all components of the FCC unit appear to have been in use continuously since the mid-1940s and display extensive rust and wear.

The FCC unit sits at the rounded tip of a triangular-shaped site that contains the southern extent of the Los Angeles Refinery complex. The Dominguez Channel forms the site's eastern border. The channel is traversed at that point by a pipeline extended sometime between 1952 and 1963, and the right-of-way of the Harbor Belt Line railroad. The Harbor Belt Line joins the Alameda Corridor, which forms the subject site's western boundary.

Within this southern portion of the Los Angeles Refinery, the FCC unit is accompanied by cone roof, floating roof, and pressure sphere tanks; feed heaters; and personnel buildings. The refinery extends north past the Pacific Coast Highway, with facilities including fractionating columns, a crude unit, a coking unit, and an extensive tank farm (Hayes 2005:167-175).

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

Though Wilmington's role as a port was gradually superseded by the ports of San Pedro and Long Beach, which developed starting in 1897 and 1911 respectively (Queenan 1986:57; 63-68), the town became host to myriad subsidiary industries. Population surged from 2,250 to 15,486 in the decade following the discovery of oil at nearby Signal Hill in 1921 (Galvin Preservation Associates 2012:8; Queenan 1986:82-83). Extraction, refinement, and shipping of oil became a major aspect of Wilmington's economy, bolstered further by the discovery of the Wilmington Oil Field in 1932.

The tank farm and refinery first built by California Petroleum at the subject site in 1923 was located adjacent to competing refineries operated by Western Refining Company, Union Oil, and Shell Oil, among others (*The Los Angeles Times* 1924:104; Kegley 1925:17). In 1928, California Petroleum's tank farm was bought by the Texas Company (known as Texaco after 1959), and the basic outline of the refinery's southern portion, of which the FCC unit ultimately occupied the southernmost tip, was in place by 1932. A large personnel building that was constructed north of the APE between 1928 and 1932 is the only element in the southern portion of the refinery that still exists from this period. Between 1928 and 1932 the Atchison, Topeka, Santa Fe Railway constructed an extension that forms the western border of the assessed site, defining the triangular shape of the southernmost section of the refinery (University of California, Santa Barbara Library 1928; 1932). It was replaced by the PHL Alameda Corridor Subdivision, which follows the same contour along the refinery, between 1964 and 1981 (U.S. Geological Survey 1964; 1981). Though crude oil historically arrived at the refinery via rail, all oil arrives today by pipeline (Environmental Audit Inc. 2014:A-15).

The FCC unit in the Texas Company's Wilmington refinery was constructed in 1944, two years after its technology was first patented and implemented at a Standard Oil refinery in Baton Rouge, Louisiana. The FCC unit, designed to produce high-octane aviation fuel and synthetic butyl rubber, proved indispensable for the war effort; by 1945, at least 34 units had been built in the United States (Flavell-While 2010). The subject FCC unit was constructed in 1944 as part of a major World War II-era expansion of the Texas Company's Wilmington refinery, completed at a cost of $21 million. The refinery focused on producing 100-octane gasoline to support military aviation missions (*Berkeley Daily Gazette* 1944:7).

The FCC unit in the Texas Company's Wilmington refinery appears to have remained in operation through various changes in the refinery's ownership: the refinery passed from the Texas Company/Texaco to Equilon Enterprises in 1998, to Shell Oil in 2002, and to Tesoro in 2013. Tesoro was renamed Andeavor in 2017, and the following year the Wilmington refinery was merged with the nearby Carson refinery. The combined refinery, which was acquired by Marathon Petroleum Corporation, became the largest refinery on the West Coast, processing 363,000 barrels a day of crude oil sourced from California and Alaska. Crude oil is delivered via pipeline from ships at the Marathon Pipelines

Terminal on Pier B Street at the Port of Long Beach (California Oil Refinery History 2019; Environmental Audit Inc. 2014:A-15; Marathon Petroleum Corporation 2019). Upon the integration of the two refineries, however, use of the FCC unit within the former Wilmington refinery was discontinued (Daily Breeze 2017).

NRHP Evaluation of the Los Angeles Refinery Fluid Catalytic Cracking Unit

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

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

Under NRHP Criterion A, the Los Angeles Refinery FCC unit does not appear to be associated with events significant in history. The refinery constructed by the California Petroleum Company, which now is a component of the much larger Los Angeles Refinery, is the second oldest continuously operating refinery adjacent to the Ports of Los Angeles and Long Beach (California Energy Commission 2019). The site was first used as a tank farm and refinery from 1923, two years after the discovery of oil at Signal Hill, an event that transformed the economies of the burgeoning port towns of San Pedro and Long Beach (Queenan 1986:82-83). The facility built there by the California Petroleum Company and later expanded by the Texas Company (subsequently known as Texaco) after 1928 was part of an early construction boom of oil-related infrastructure. However, the FCC unit documented in the current site record was constructed during a subsequent period of growth in the first half of the 1940s, when it supported the wartime mobilization of industrial production around San Pedro and Long Beach. While it was among the first generation of FCC units built (Flavell-While 2010), the Texas Company's unit in Wilmington was one of dozens that were introduced across the United States during this period. Furthermore, the Wilmington FCC unit supported crude oil processing in a refinery that was one of several in the vicinity of the Port of Long Beach and Port of Los Angeles (California Energy Commission 2019). The Wilmington refinery does not appear to have been particularly influential within the context of oil production in the greater Los Angeles region. Rather, it broadly contributed to the local economic base. While FCC units transformed the petroleum industry by facilitating the production of high-octane aviation fuel and synthetic butyl rubber at quantities previously unattainable (*Wilmington Daily Press Journal* 1943:4), the subject FCC unit was one of several dozen operating across the United States during World War II, which contributed to an ancillary production process that does not directly reflect the "home front" mobilization activities of primary importance during World War II, such as ship and aircraft construction. For these reasons, the Los Angeles Refinery FCC unit is not significant under NRHP Criterion A.

Under NRHP Criterion B, the Los Angeles Refinery FCC unit appears to lack associative value with significant persons. Although the refinery has been operated by various corporations notable in the history of the petroleum industry in the United States, including the Texas Company (Texaco) and the Shell Oil Company, research uncovered no information about specific individuals associated with the refinery under its various operators who had direct connections with the FCC unit. As such, the FCC unit is not significant under NRHP Criterion B.

Under NRHP Criterion C, the Los Angeles Refinery FCC unit lacks design or engineering significance. The FCC unit is a complex, utilitarian industrial structure whose design was developed primarily to support its petroleum processing function. The design of the resource originated from the work of pioneering engineers in the petroleum industry during the 1940s. However, the very earliest such structure was built in a refinery in Louisiana in 1942; a series of improvements to the design of FCC units was undertaken during the next few years. By the time the subject FCC unit was built at Texas Company's Wilmington refinery in 1944, many other examples of the structure type existed across the United States; its design does not appear specific to its respective refinery, and the subject structure did not influence the designs of FCC units subsequently built in other refineries. As a result, the FCC unit does not have high architectural or engineering value and is not significant under NRHP Criterion C.

The Los Angeles Refinery FCC unit does not have the potential to provide significant information to support an understanding of prehistory or history, which most commonly applies to archaeological resources. Although the refinery's intact and unaltered FCC unit yields information about the industrial production of gasoline post-1942, and more broadly about twentieth century petroleum production, numerous other examples of this structure type are extant across the United States that provide the same information. The subject resource is not significant under NRHP Criterion D.

In conclusion, the Los Angeles Refinery FCC unit is not eligible for listing in the NRHP due to its lack of historical and architectural significance.

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

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Additional Figures:

Figure 2. Fractionating columns, eastern elevation, viewed facing west

Figure 3. Regenerator, southern elevation, viewed facing east

Figure 4. Electrostatic precipitator, southern elevation, viewed facing northeast

Figure 5. FCC Unit, 1944 aerial view
Source: University of California, Santa Barbara Library, 1944

Attachment C

Dominguez Channel

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

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

Page 1 **of 9** ***Resource Name or #** (Assigned by recorder) Dominguez Channel **Map Reference No.:** 983
P1. Other Identifier: Laguna Dominguez, Dominguez Channel
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**
***a. County** Los Angeles
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2018 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: N/A City Los Angeles Zip Various
d. UTM: (give more than one for large and/or linear resources)

APE Center: Zone 11S; 385632.15 m E/ 3739040.60 m N.
APE North: Zone 11S; 385692.68 m E / 3739107.65 m N.
APE South: Zone 11S; 385560.53 m E/ 3738878.88 m N.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) N/A

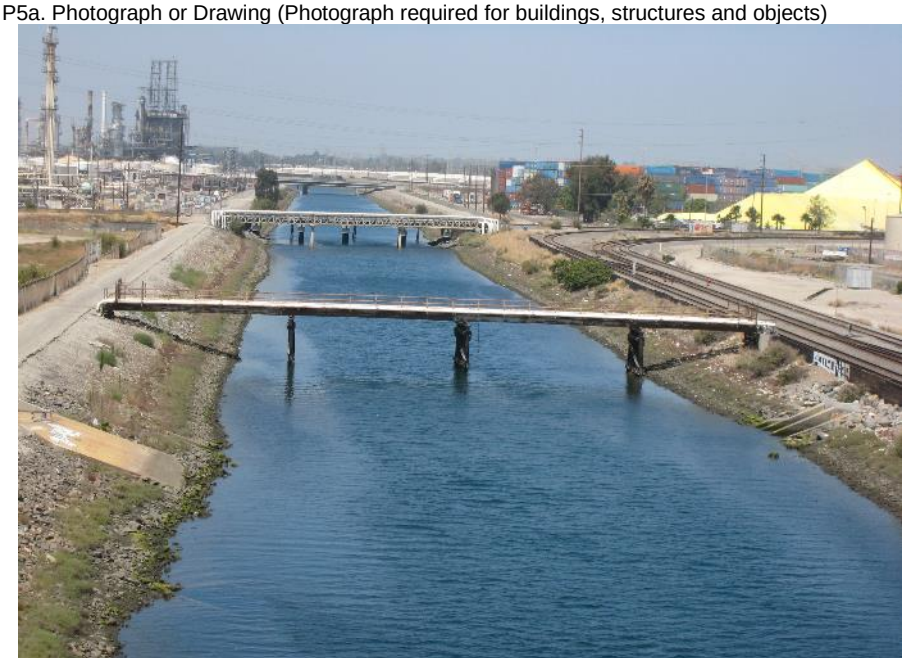
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Dominguez Channel is a 15-mile-long flood-control structure that runs from the unincorporated community of Lennox in the north to the mouth of Los Angeles Harbor in the south. The segment between Pacific Coast Highway to the north and Anaheim Street to the south is the second to last section in the channel before it passes under Henry Ford Avenue and empties into the East Basin of Los Angeles Harbor. This segment, measuring approximately 4,175 feet in length, has a trapezoidal section with a compacted clay base and grouted riprap sides. High water and tidal activity have distributed soil along the sides, which supports some plant growth. The channel segment between Pacific Coast Highway and Anaheim Street is crossed from east to west by four above-ground pipelines and by the Harbor Belt Line railroad bridge and tracks. Set in an industrial context, the tops of its revetment walls support paved and unpaved service roadways with a refinery and railroad spur to the northwest, open sulphur stockpiles to the northeast, railroad tracks to the southeast, and industrial facilities to the southwest.

(See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP20. Canal/Aqueduct
***P4. Resources Present:** ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

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



P5b. Description of Photo: (View, date, accession #) (Figure 1) Dominguez Channel, camera facing north from Anaheim Street Bridge to Pacific Coast Highway. August 2019.

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
1961 (Los Angeles County Flood Control District design drawings)

***P7. Owner and Address:**
Los Angeles County Flood Control District
10179 Glenoaks Boulevard
Sun Valley, CA 91352

***P8. Recorded by:** (Name, affiliation, address)
Stephanie Hodal, ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90071

***P9. Date Recorded:** 8/23/2019
***P10. Survey Type:** (Describe) Intensive

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

Page 2 **of 9** ***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Dominguez Channel **Map Reference No.:** 983
B1. Historic Name: Dominguez Channel
B2. Common Name: Dominguez Channel
B3. Original Use: Flood Control Channel B4. Present Use: Flood Control Channel
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Construction of the straightened and lined Dominguez Channel ran from the late 1940s through the mid-1960s with the upper and lower segments of the fifteen-mile long structure built in 13 sections (*Los Angeles Times* 1973:CS1). The section between Pacific Coast Highway and Anaheim Street was designed in 1961 and completed shortly thereafter (Los Angeles County Flood Control District 1961).

***B7. Moved?** ☑ No ☐Yes ☐ Unknown **Date:** **Original Location:**
***B8. Related Features:** Harbor Belt railroad crossing and tracks and four above-ground pipelines
B9a. Architect: N/A **b. Builder:** Los Angeles County Flood Control District
***B10. Significance: Theme N/A** **Area N/A**
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context: Port of Long Beach
Long Beach began the process of dredging its own mudflats and constructing a breakwater in 1899. The City sold this oceanfront to the Long Beach Land and Navigation Company to develop industrial sites in 1903. Two local developers took an option on part of the parcel to develop a deep-water harbor. They then created the Los Angeles Dock and Terminal Company, purchased the entire parcel, and began dredging to create three inner channels, an entry channel, a 1,400-foot turning basin, and water frontage. The Port of Long Beach was dedicated in 1911 (Queenan 1986:57).

Its fortuitous location adjacent to the Port of Los Angeles allowed Long Beach to develop a complementary facility with an early economy based on shipbuilding and repair, lumber transport, fishing and canning, and service to the United States Navy. The Port's development accelerated with the discovery of oil at Signal Hill in 1921 and at the Wilmington Oil Field in 1932, along with the Navy's siting of the entire Pacific Fleet at Long Beach in 1932. Oil provided ongoing revenue for construction of a world-class harbor and established the city of Long Beach as a major oil and shipping center. Factories for Ford Motor Company and Proctor and Gamble opened at the Port in 1930. The Navy developed Terminal Island as a shipyard in 1940, and subsequently took command of the Port for the duration of World War II (Queenan 1986:82-116; Port of Long Beach n.d.).

(See continuation sheet.)

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

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

B13. Remarks: N/A

***B14. Evaluator:** Stephanie Hodal, ICF

***Date of Evaluation:** 11/15/2019
(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

LINEAR FEATURE RECORD

Primary # _____
HRI # _____
Trinomial

Page 3 **of 9** ***Resource Name or #** (Assigned by recorder) Dominguez Channel **Map Reference No.:** 983

L1. Historic and/or Common Name: Dominguez Channel

L2a. Portion Described: ☐ **Entire Resource** ☒ **Segment** ☐ **Point Observation** **Designation:** N/A

b. Location of point or segment: UTM: APE Center: Zone 11S; 385632.15 m E/ 3739040.60 m N.
APE North: Zone 11S; 385692.68 m E / 3739107.65 m N.
APE South: Zone 11S; 385560.53 m E/ 3738878.88 m N.

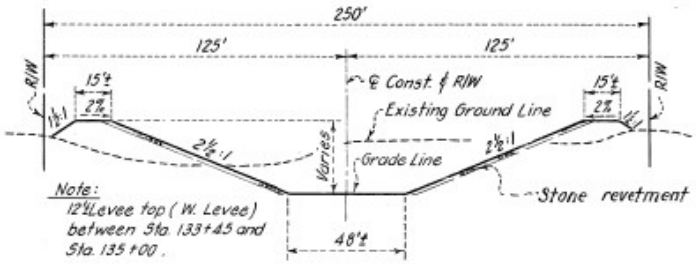
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
The Dominguez Channel is a 15-mile long flood-control structure that runs from the unincorporated community of Lennox in the north to Los Angeles Harbor in the south. It enters the East Basin of Los Angeles Harbor just south of Anaheim Street and west of Interstate 710 where it empties into the northeast side of the Consolidated Slip (Public Works Los Angeles County n.d,a). The reach between Pacific Coast Highway and Anaheim Street was designed in 1961 and built shortly thereafter. The cross section in this reach is trapezoidal with a compacted clay base and stone revetment (Los Angeles County Flood Control District 1961).

L4. Dimensions:
- **a. Top Width:** approx. 250'
- **b. Bottom Width:** approx. 48'
- **b. Height or Depth:** approx. 29.5'
- **c. Length of Segment:** approx. 4,175' (Pacific Coast highway to Anaheim Street)

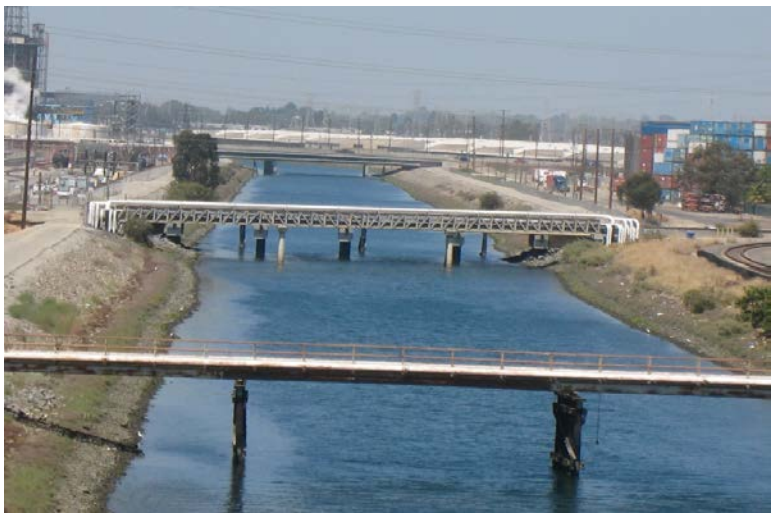
L5. Associated Resources: Harbor Belt Line Railroad bridge and tracks. Four above-ground pipeline crossings

L6. Setting: The Dominguez Channel segment in the APE is located in an industrial setting with paved and unpaved roadways parallel to its banks with a refinery and railroad spur to the northwest, open sulphur stockpiles to the northeast, railroad tracks to the southeast, and industrial facilities to the southwest.

L4e. Sketch of Cross-Section (include scale) Subject Segment , section facing north. (Los Angeles County Flood Control District, Laguna Dominguez Channel 1961)



L7. Integrity Considerations: The design, materials, and workmanship of the current Dominguez Channel appear consistent with specifications in the 1961 construction drawings and with historic aerial photographs from 1971 showing a fully channelized waterway with regular embankments. The structure retains its 1961 location and form, which has featured a rail crossing since at least 1895, and an industrial context with adjacent pipeline crossings since at least the mid-1940s. These features combine to provide a consistent association and feeling. Though no significant changes are observed, it is likely that aspects of the channel have been updated due to maintenance and repair since the date of construction.



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Dominguez Channel camera facing north from the Anaheim Street Bridge.

L9. Remarks: N/A

L10. Form Prepared by: (Name, affiliation, and address)
Stephanie C. Hodal, ICF
555 W. 5th Street. Suite 3100
Los Angeles, CA 90013

L11. Date: 11/15/2019

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

With Machado Lake, the Wilmington Drain, and the Torrance Lateral, the fifteen-mile length of the Dominguez Channel drains the 133-square mile Dominguez Watershed and is the fourth-longest waterway in the county, exceeded by the main channels of the Los Angeles, San Gabriel, and Santa Clara Rivers. It passes through the South Bay cities of Inglewood, Hawthorne, El Segundo, Gardena, Lawndale, Redondo Beach, Compton, Lomita, Torrance, Carson, Palos Verdes, Rolling Hills, and Los Angeles (*Los Angeles Times* 1973:CS1; Public Works Los Angeles County n.d.d).

The upper section of the channel runs 6.7 miles from south of the Imperial Highway in Lennox near Interstate 105 to Vermont Avenue near Interstate 110. The uppermost reaches of the Channel are concrete with a rectangular cross-section. Near Redondo Boulevard, the shape of the Channel changes, gaining a trapezoidal depression at its center that acts as a conduit for low-flow discharges and urban runoff. This upper section of the channel carries fresh water.

The lower section of the Dominguez Channel begins at the intersection of Vermont Avenue and Artesia Boulevard in northeast Torrance. At this point, the cross-section of the entire Channel changes from rectangular to trapezoidal with a compacted clay base and riprap sides. Between this location and the Los Angeles Harbor, it runs 8.2 miles to the south and experiences both saltwater and tidal influence. It enters the East Basin of the Los Angeles Harbor just south of Henry Ford Avenue and west of Interstate 710, where it empties into the northeast side of the Consolidated Slip (Public Works Los Angeles County n.d.d; Dominguez Channel Watershed Management Area Group 2014:1-4).

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

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

Historic Context: Flood Control in Los Angeles County

The topography of the Los Angeles basin is characterized by steep mountains rising above a gently sloped coastal plain. This terrain is regularly inundated by seasonal rains that cause water, mud, and debris to rush from higher to lower elevations. Before the installation of flood control works, the region's drainage—comprising three primary streams (the Los Angeles River, the San Gabriel River, and the Rio Hondo) and innumerable smaller creeks, sloughs, and wetland zones—was regularly overwhelmed. The impact of catastrophic flooding grew as population and development increased. Extreme flooding in early 1914 led to the founding of a county-wide flood control agency, the Los Angeles County Flood Control District in 1915 (Van Wormer 1991:61). For the next 65 years, the District, with additional expertise from the Army Corps of Engineers, implemented an extensive infrastructure program to manage storm water for a 2,760-square-mile zone. This area effectively drained six major watersheds and their associated 86 cities and unincorporated areas (Public Works Los Angeles County n.d.c).

The flood control program addressed three general challenges: conserving and containing storm waters in and at the mountains' edges; diverting and managing the flow of the San Gabriel, Rio Hondo, and Los Angeles Rivers and their impacts at Long Beach and San Pedro Harbors; and acquiring and aligning the pathways of principal streams in the Los Angeles basin to create channels for their drainage. Construction budgets and expertise addressed the largest and most technically challenging projects first, progressing through each category in sequence. Secondary elements were still addressed but with lesser resources and sophistication until later phases. Thus elements like the Dominguez Channel were simply cleared, reinforced, and straightened over a thirty-year period before they were finally channelized and integrated with a comprehensive system.

Initial work was funded in 1917 and 1918 and included diversion or the Los Angeles River, the start of construction on reservoirs and check dams, and the realignment of major drainage channels. The latter generally consisted of dredging and lining open ditches with wood piles and brush matting as occurred in the early phases of work on the Dominguez Channel. Between 1918 and 1933 the program completed 16 reservoirs, 412 miles of regulated mountain and foothill watersheds, four spreading grounds, and 132 miles of improved drainage channel (Van Wormer 1991:81). Devastating floods in 1934 and 1938 made the case for more intervention at a faster pace. Federal funding and the expertise of the Army Corp of Engineers were brought to bear on a next wave of projects, known as the Los Angeles County Drainage Area Project. This funded a second general phase of development containing and directing the three major rivers and a third phase containing

lesser steams and drainage while extensive construction expanded other elements of the system. With money from Federal Flood Control Acts passed in 1936, 1938, and 1941, this work continued until 1979 (Van Wormer 1991:86). By that year, the Los Angeles County Drainage Area project was complete with hundreds of small mountain check dams, 14 major dams and reservoirs, 172 debris basins, 27 sediment placement sites, 27 spreading grounds, 47 pump plants, 483 miles of open channel, and 3,330 miles of underground storm drains (Public Works Los Angeles County n.d.c).

Dominguez Channel

Construction of the straightened and lined Dominguez Channel ran from the late-1940s through the mid-1960s, with the upper and lower segments built in thirteen sections (*Los Angeles Times* 1973:CS1). The segment between Pacific Coast Highway and Anaheim Street was designed in 1961 and completed shortly thereafter. The cross section in this reach is trapezoidal with a compacted clay base and stone revetment (Los Angeles Country Flood Control District 1961).

Historically, the Dominguez Channel had also been known as Laguna Dominguez with the prominent wetland at its head known as Dominguez Slough. It was a meandering stream bed connecting periodic freshwater lakes and marshes at its north with saltwater marsh and tidal flows at its south near the mouth of the Los Angeles River (South Bay Daily Breeze 2014). As the Ports of Los Angeles and Long Beach were being developed in the early 1900s, the oceanfront salt marshes and mudflats at the harbor's shoreline were drained and the Los Angeles River was diverted away from the mouth of the slough to its present location further east (Levy 2018:48).

Work to drain the slough began as early as 1915 as Los Angeles formed the County Flood Control District in response to devastating 1914 floods (Public Works Los Angeles County n.d.b). By 1920, channelization (linking the string of lakes and marshes with drainage channels, dredging, brush removal, and ditch-reinforcement with riprap and some levees) was under way from south of Inglewood to the marshes near the Harbor (*Los Angeles Times* 1920:1). Historic aerials from both 1928 and 1932 show the Channel flowing along a curved course between curved banks that appear to have been lined (NETR 1928, 1932).

Despite interventions, severe flooding in the watershed continued, its impact and cost magnified as agricultural use gave way to residential and industrial development. Articles in the *Los Angeles Times* from 1912 through the early 1940s proposed more comprehensive improvements: dredging to build a navigable industrial canal, comprehensive flood control to open land for development, and channelization to alleviate lost work hours. Intensive development along the length of the channel during World War II finally instigated construction of a permanent channel to protect essential wartime productivity, transportation, and housing (*Los Angeles Times* 1941b:14).

Historic maps and photographs show the evolution of the segment between Pacific Coast Highway and Anaheim Street. In 1895 and 1905, the natural channel flowed a small distance west of its current location and was crossed by Southern Pacific railroad tracks running parallel and just south of the current railroad right-of-way. By 1923 and 1925, the rail line appears to have occupied its current location, and the channel shows the beginning of reinforcement. After 1932 the segment appears to have been straightened from the rail crossing to the ship channel; tank storage predominates on the north west bank above the crossing. By 1942 and 1949, the channel from Pacific Coast Highway to the rail crossing has been straightened. By 1944, a large industrial facility was located on the general footprint of the current refinery. By 1964 the segment appears to have been fully channelized and by 1971 the full length of the channel appears to be straightened with lined and regular embankments (NETR 1928, 1932, 1944, 1971; USGS 1895, 1904, 1923, 1925, 1942, 1949, 1964).

The segment of the Dominguez Channel between Pacific Coast Highway and Anaheim Street was designed in 1961 and completed shortly thereafter. It is part of the 15-mile-long Dominguez Channel which drains a 133-square-mile watershed in Los Angeles' South Bay. The Dominguez Channel is a naturally occurring feature that has been subject to varying degrees of engineering intervention since 1915. The Channel is owned and maintained by the Los Angeles County Flood Control District and is one component in region's countywide flood drainage system.

NRHP Evaluation of the Dominguez Channel

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

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

- Criterion D (Information Potential): Resources that have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Under NRHP Criterion A, the Dominguez Channel is associated with the general historic context of flood control in Los Angeles County; however, it is a utilitarian, generic, and background component in a complex system filled with earlier and more innovative elements including 14 major dams and reservoirs, 172 debris basins, 27 spreading grounds, 47 pump plants and 3,300 miles of underground storm drains. The Dominguez Channel drains a fraction of the over 2,700 square mile flood control region. It represents fifteen miles in a 483-mile network of similarly scaled and designed open channel using the same standardized form and construction technique. Constructed in segments through the early 1970s, the Dominguez Channel represents the continuation of flood control efforts that had begun decades earlier throughout Los Angeles County, and is an expansion of—but not innovation on—existing flood control infrastructure in its vicinity. While a notable public amenity, the Dominguez Channel does not convey a unique history of flooding, flood control, or development, and research did not yield any evidence that the channel is associated with any specific events important to local, state, or national history. As such, the subject property is not significant under NRHP Criterion A.

Under NRHP Criterion B, the Dominguez Channel appears to lack associative value with significant persons. Research uncovered no substantial information on individuals associated with the design, engineering, construction, management, or use of the segment within or outside of the Los Angeles County Flood Control District. As such, the subject property is not significant under NRHP Criterion B.

Under NRHP Criterion C, the Dominguez Channel uses a generic and well-tested form and approach to channel construction utilizing both concrete and permeable compacted clay with grouted rip-rap sides in rectangular or trapezoidal sections. This technique replaced the earlier use of wood piles with brush infill and has been the preferred construction technique since. As such, it is wholly utilitarian, fails to advance its typology, and does not demonstrate any distinctive characteristics of a type, period, region, or method of construction. Further, the designs by the Los Angeles Country Flood Control District do not appear to be the work of a master design or engineering individual or group. As a result, the channel is not significant under NRHP Criterion C.

Under NRHP Criterion D, the Dominguez Channel does not have the potential to provide significant information to support an understanding of prehistory or history, which most commonly applies to archaeological resources. The channel is a common example of post-World War II flood-control construction that would not yield information important to prehistory or history. The subject property is not significant under NRHP Criterion D.

In conclusion, the Dominguez Channel is not eligible for listing in the NRHP due to its lack of historical and architectural significance.

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

California Regional Water Quality Control Board. 2008. State of the Watershed: Report on Surface Water and Sediment Quality, The Dominguez Channel and Los Angeles/Long Beach Harbors Watershed Management Area. Available:https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/dominguez_channel/final_state_dominguez_channel.pdf. Accessed August 13, 2019.

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_____. 1916. Making Progress in Flood Control. April 23.

_____. 1917. To Drain Slough. December 19.

_____. 1920. Acid Test for Flood Control Impends. January 25.

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_____. 1937. County Board Seeks Origin of Nigger Slough's Name. December 3.

_____. 1941a. Hearing on New Flood Project Tomorrow. October 27.

_____. 1941b. Flood Work Called Vital. October 29.

_____. 1942. Flood Control Plea Ordered. April 20.

_____. 1945a. War's End May Speed Gardena Drainage Project. August 13.

_____. 1945b. Flood and Port Works to Start Early in 1946. December 3.

_____. 1946. Flood Work to be Pushed. January 6.

_____. 1951 Plans Mapped for $500,000 Channel Work. February 18.

_____. 1957. Widening Job on Dominguez Channel Near. April 7.

_____. 1958a. Legal Factors Delay Dominguez Project. April 20.

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_____. 1959. Widening of Dominguez Channel Scheduled to Start in Two Weeks. July 19.

_____. 1963a. Public Works: Millions to Stay a Step Ahead. January 6.

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Additional Figures:

Figure 2. Dominguez Channel, camera facing north

Attachment D

Pacific Harbor Line Bridge (Dominguez Channel Bridge)

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

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

 ***Resource Name or #** (Assigned by recorder) Pacific Harbor Line Bridge **Map Reference No.:** 981

P1. Other Identifier: Dominguez Channel Bridge
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2018 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: N/A City: Los Angeles Zip: 90744
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 385623.99 m E/ 3739052.23 m N to 385687.52 m E/ 3739029.67 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) N/A

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

The Pacific Harbor Line Bridge is near Pennington Avenue and East Grant Street (which do not intersect) and hosts double track and a railroad switch. It is approximately 230 feet long. The bridge features a composite concrete and steel deck carried by precast concrete piles. It has concrete abutments. The deck is lined by metal pipe railings. This bridge and accompanying rail track are part of the Long Beach Subdivision line, which is actively used. Two pipe chases flank the bridge to the north and south.

***P3b. Resource Attributes:** (List attributes and codes) HP19. Bridge
***P4. Resources Present:** ☐ Building ☑Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

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

P5b. Description of Photo: (View, date, accession #) (Figure 1) View looking southeast

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
c.1963 based on research and historic aerial photographs

***P7. Owner and Address:**
Pacific Harbor Line
705 N. Henry Ford Avenue
Wilmington, CA 90744

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

***P9. Date Recorded:** 8/23/2019
***P10. Survey Type:** Intensive

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

Page 2 **of 7**
***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Pacific Harbor Line Bridge
Map Reference No.: 981
B1. Historic Name: N/A
B2. Common Name: Dominguez Channel Bridge
B3. Original Use: Rail Bridge B4. Present Use: Rail Bridge
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Based on historic aerial photographs, the Pacific Harbor Line Bridge was constructed c.1963 and replaced an older bridge at the same location. Research did not uncover building permits or other information about the structure. At an undetermined date, the bridge was widened to accommodate double trackage, via new abutments, cast piles, and deck constructed south-adjacent to the c.1963 bridge (Minnali Engineering Corporation n.d.). Based on visual inspection, it appears that the railings/fall protection have been replaced since the previous recordation in 1994.

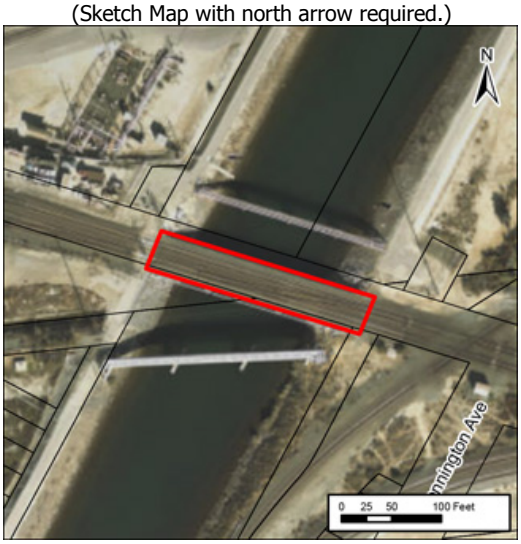
***B7. Moved?** ☐ No ☐Yes ☑ Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A
B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

In 1994, Myra L. Frank and Associates completed a Bridge Evaluation Form for the Pacific Harbor Line Bridge, to support the *Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California*. The Bridge Evaluation Form completed for the Pacific Harbor Line Bridge in 1994 did not provide an evaluation of the bridge under NRHP criteria and did not include historical information or a date of construction.

Historic Context: Port of Long Beach
The Port of Long Beach was dedicated in 1911. Occupying the area now known as the inner harbor, it offered an entry channel, three inner channels, a 1,400-foot turning basin, a single municipal pier, and limited water frontage (Queenan 1986:63-68; Port of Long Beach n.d.). Its fortuitous location adjacent to the Port of Los Angeles allowed Long Beach to develop a complementary facility with an early economy based on shipbuilding and repair, lumber transport, fishing and canning, and service to the United States Navy. The Port's development accelerated with the discovery of oil at Signal Hill in 1921 and at the Wilmington Oil Field in 1932, along with the Navy's siting of the entire Pacific Fleet at Long Beach in 1932. Oil provided ongoing revenue for construction of a world-class harbor and established the city of Long Beach as a major oil and shipping center. Factories for Ford Motor Company and Proctor and Gamble opened at the Port in 1930. The Navy developed Terminal Island as a shipyard in 1940, and subsequently took command of the Port for the duration of World War II (Queenan 1986:82-116; Port of Long Beach n.d.).

(See continuation sheet.)

(Sketch Map with north arrow required.)



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

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

B13. Remarks: N/A

***B14. Evaluator:** Alex Ryder, ICF

***Date of Evaluation:** 11/15/2019
(This space reserved for official comments.)

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

Historic Context: Railroad Development in the Port of Long Beach

The first rail line within the area that is now the Port of Long Beach was laid in 1882 by the American Colony Railroad, which was organized by Robert M. Widney. Widney was a professor, lawyer, real-estate promoter, judge, and inventor who achieved importance in the political and social history of southern California, particularly in the City of Los Angeles. Born in Ohio in 1838, he arrived in California in about 1856 and was involved in a wide range of enterprises in Los Angeles. He is credited with starting the Los Angeles Chamber of Commerce, bringing the Southern Pacific Railroad (SPRR) to that city, establishing L.A.'s first streetcar line, and founding the University of Southern California (Newark 1949; *Los Angeles Times* 1929a, 1929b).

The American Colony Railroad—which was often simply referred to as the "Long Beach Railroad"—was a horse-drawn line that connected the City of Long Beach to the rail tracks of the SPRR that ran through an area that is now part of Wilmington (U.S. Geological Survey 1896). In 1886, this line was replaced by a railroad built by the Long Beach Land and Water Company, of which Widney was a stockholder. This line followed the basic route of Widney's line, but it was powered by a small steam engine, rather than a team of horses. This change may have been an upgrade in service, but the line still featured notoriously poor service, and the Los Angeles Times dubbed it the "Get Out and Push Railroad". In 1887, the line was sold to SPRR. Following this, the lightweight rail lines laid by the Land and Water Company were torn up and replaced with standard rails (Hoyt 1951:78-80). During the real estate boom that swept southern California from about 1886 until 1888, the Long Beach Railroad was the only railroad serving Long Beach (Dumke 1994:99-114). At this time, the rail line crossed via bridge over the meandering stream bed that was later channelized as the Dominguez Channel: research did not uncover any construction or design details of this early rail bridge, which appears to have been located in the same location as the subject bridge.

In the late 1920s or early 1930s, rail operations in the vicinity of the Port of Long Beach that were formerly administered independently by numerous companies were unified under the Harbor Belt Line, whereby one of the major rail carries acted as a neutral carrier, thus simplifying rail operations (*San Pedro News Pilot* 1928; 1929; *Los Angeles Times* 1933).

Although rail played an important role in the Port's early development, its importance waned with the advent of the trucking industry. In the neighboring Port of Los Angeles, trucks had begun handling approximately 40 percent of inbound cargo and approximately 50 percent of outbound by 1925 (*Los Angeles Times* 1925). In 1930, it was reported that "adequate highways and paved trucking zones have been installed to accommodate truck traffic, which now handles 50 per cent of the cargo and from the harbor" (Allen 1930). Although research did not uncover statistics for the Port of Long Beach, it presumably followed a similar trajectory.

The advent and proliferation of containerized shipping in the 1970s had a tremendous effect on the operations and facilities of the Port of Long Beach. The standardized size of containers meant that new, large-scale equipment—specifically the iconic gantry cranes that now stand across the Port of Long Beach—could be built to handle shipped goods requiring less human labor. The interstate highway system that was constructed in the United States during the post-World War II period meant that trucking grew in prominence as a method to bring containers to and from port facilities like those in Long Beach. However, the railroad industry also adapted to meet this new development, and experienced deregulation to better move shipping containers across the country (Riffenburgh 2012:xi).

In 1998, rail operations within the Port of Long Beach were turned over to a company that, in the words of one news report did "not have ties to the large railroads," and the name was changed to the Pacific Harbor Line (*Los Angeles Times* 1998). Today, the Pacific Harbor Line is administered by Anacostia Holdings, which "provides rail transportation, maintenance and dispatching services to the Ports of Long Beach and Los Angeles" (Anacostia n.d.). Today, approximately 25 percent of containers within the Port of Long Beach are moved via on-dock rail (Cordero 2018).

Site History

A rail bridge has stood in the location of the subject bridge since the late nineteenth century, when the Long Beach Railroad crossed the meandering stream bed that was later channelized as the Dominguez Channel: research did not uncover any construction or design details of any of the early rail bridges at this crossing (Figure 3). Starting in the late 1940s—and continuing into the mid-1960s—Los Angeles County Department of Public Works began the process of straightening and lining the Dominguez Channel, This work occurred in several phases. The segment of the Dominguez Channel between Pacific Coast Highway and Anaheim Street was designed in 1961 and completed shortly thereafter. The channel is owned and maintained by the Los Angeles County Flood Control District and is one component in region's countywide flood drainage system (ICF 2019). Design drawings from Los Angeles County Public Works for the channelization of the Dominguez Channel indicate that the reach between the Pacific Coast Highway and Anaheim Street was designed in 1961. Aerial photographs also indicate this work was completed in 1963. It appears that the subject bridge was completed concurrent with the channelization project.

***Recorded by** Alex Ryder, ICF
*Date November 15, 2019 ☑ Continuation ☐ Update

NRHP Evaluation of the Pacific Harbor Line Bridge

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

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

Under NRHP Criterion A, the Pacific Harbor Line Bridge was constructed during the early 1960s and was associated with the Harbor Belt Line, a unified management structure for rail lines serving the Port of Long Beach. The bridge appears to have been constructed to accommodate the channelization of the Dominguez Channel and does not reflect any significant developments in rail shipment in the Port of Long Beach. The bridge has accommodated the movement of goods between the Port, the Alameda Corridor, and points beyond during the final decades of the twentieth century, but it is a support structure that is not closely associated with specific economic developments in the Port of Long Beach that made a significant contributions to the broad patterns of history. For these reasons, the subject bridge is not significant under Criterion A.

Under NRHP Criterion B, the Pacific Harbor Line Bridge appears to lack a strong association with any persons of significance. The bridge was constructed long after the SPRR had taken over rail service from Robert Widney, such that it has no direct association with this significant individual. Research did not reveal any other individuals associated with the Pacific Harbor Line Bridge who have made significant contributions to local, state, or national history. Moreover, this rail bridge represents a property type that generally would be most closely associated with the operations of a railroad company rather than the accomplishments of a specific individual. Therefore, the subject bridge is not significant under Criterion B.

Under NRHP Criterion C, the Pacific Harbor Line Bridge lacks distinctive architectural character. The bridge appears to be of an undistinguished and standardized design and built with construction methods that do not embody a noteworthy type, period, region, or method of construction. Its designer is not known, and the rail line does not appear to be the work of a master. Therefore, the subject bridge is not significant under Criterion C.

Under NRHP Criterion D, the Pacific Harbor Line Bridge does not have the potential to provide significant information to support an understanding of prehistory or history, which most commonly applies to archaeological resources. The building is a common example of a post-World War II bridge construction that would not yield information important to prehistory or history. The bridge is therefore not significant under NRHP Criterion D.

In conclusion, the Pacific Harbor Line Bridge is evaluated as ineligible for listing in the NRHP due to its lack of historical and architectural significance.

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

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Anacostia. n.d. PHL- Pacific Harbor Line. Accessed July 31, 2019. Available: https://www.anacostia.com/railroads/phl.

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———. 1958. MTA Plans Faster Service, End to Overlapping Routes. Feb. 17.

———. 1961a. Long Beach Fights for Rail Service. Feb. 6.

———. 1961b. Nostalgic Farewell Set for Red Cars. Apr. 17.

———. 1953. Long Beach Bus Service Planned. Oct. 24.

Los Angeles Times. 1925. Harbor Bridge Removal Seen. Oct. 7.

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———. 1998. Official Business. June 24.

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———. 1929. Harbor Belt Line Railway Agreement in Operation. June 1.

Queenan, Charles F. 1986. Long Beach and Los Angeles: A Tale of Two Ports. Northridge, CA: Windsor Publications, Inc.

U.S. Geological Survey. 1896. Downey Quadrangle.

———. 1923. Wilmington Quadrangle.

———. 1942. Downey Quadrangle.

———. 1951. Long Beach Quadrangle.

———. 1975. Long Beach Quadrangle.

Additional Figures:

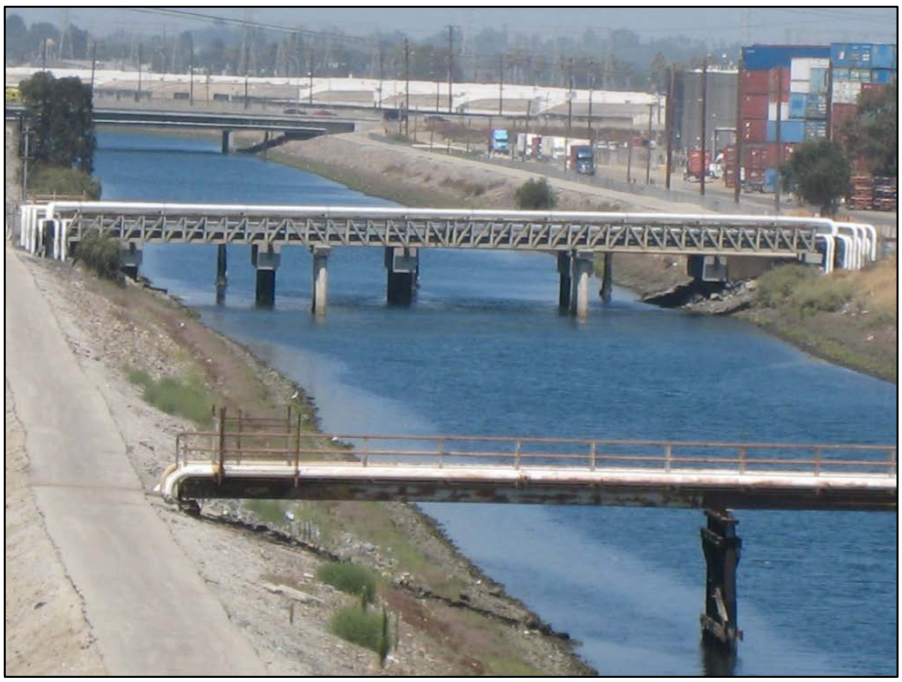


Figure 2. The Pacific Harbor Line Bridge (center), viewed facing north, partially obscured by an adjacent pipe chase

Figure 3. 1928 aerial photograph showing the rail crossing over drainage from the Dominguez Slough (later channelized as the Dominguez Channel); the extant bridge stands in this location.
Source: UC Santa Barbara Aerial Photography Collection, Flight C-236, Frame H-10

Figure 4. 1994 photo of the Pacific Harbor Line Bridge
Source: Myra L. Frank & Associates, 1994

Attachment E

Dominguez Channel Pipe Bridge

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

PRIMARY RECORD

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

 ***Resource Name or #** (Assigned by recorder) Dominguez Channel Pipe Bridge **Map Reference No.:** 986

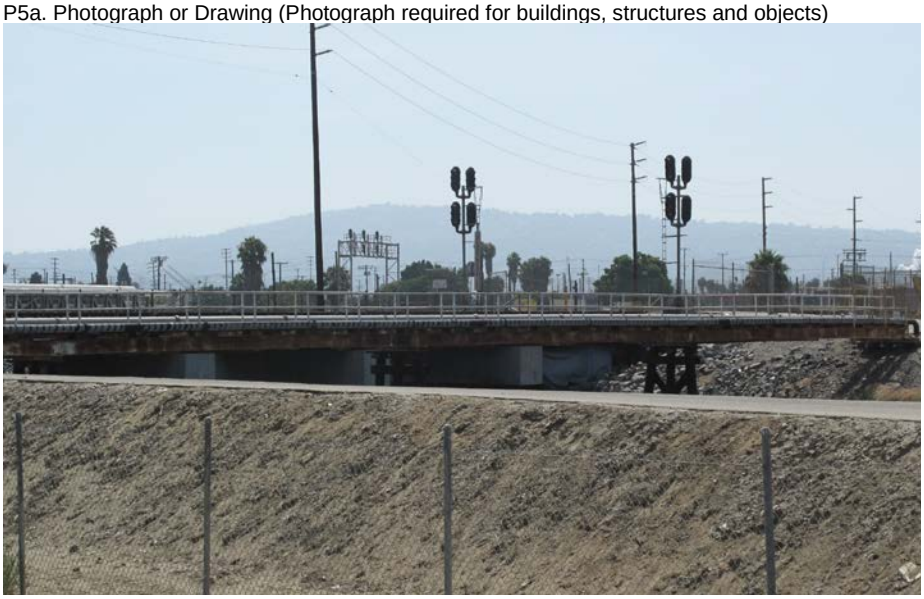
P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County** Los Angeles
***b. USGS 7.5' Quad** Long Beach, CA **Date** 2018 **T** **R** **¼ of** **¼ of Sec** **B.M.**
c. Address: N/A City: Los Angeles Zip: 90744
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 385637.50 m E/ 3739070.32 m N to 385693.74 m E/ 3739050.60 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) N/A

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

The Dominguez Channel Pipe Bridge is a 200-foot trestle bridge spanning the Dominguez Channel in the Wilmington neighborhood of Los Angeles. The bridge is located northwest of the Port of Long Beach and southeast of the Los Angeles Refinery complex. The bridge is constructed of steel beams supported by wood pilings anchored in the bed of the Dominguez Channel. The bridge supports the crossing of several petroleum pipes that extrude from the ground on either end of the channel. The structure features two sets of railings (possibly intended to serve as fall protection). The pipe bridge is located north of—and adjacent to—a rail bridge belonging to the Pacific Harbor Line. According to the Pipeline and Hazardous Materials Safety Administration (PHMSA), these pipes are classified as "Hazardous Liquid Pipelines" (PHMSA 2019). The pipe bridge appears to be associated with the operations of the adjacent Los Angeles Refinery complex.

***P3b. Resource Attributes:** (List attributes and codes) HP19. Bridge
***P4. Resources Present:** ☐ Building ☑Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

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



P5b. Description of Photo: (View, date, accession #) (Figure 1) View looking southwest.

***P6. Date Constructed/Age and Sources:**
☑Historic ☐ Prehistoric ☐ Both
c.1961 based on research and historic aerial photographs

***P7. Owner and Address:**
Marathon Petroleum Corporation
539 South Main Street
Findlay, OH 45840

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

***P9. Date Recorded:** 8/23/2019
***P10. Survey Type:** Intensive

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

Page 2 **of 5** ***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Dominguez Channel Pipe Bridge **Map Reference No.:** 986
B1. Historic Name: N/A
B2. Common Name: Dominguez Channel Bridge
B3. Original Use: Pipe Bridge B4. Present Use: Pipe Bridge
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Based on available historic aerial photographs, Dominguez Channel Pipe Bridge was constructed between April 30, 1960 and Sept. 30, 1962 (Figure 2 and Figure 3). Design drawings from Los Angeles County Public Works for the channelization of the Dominguez Channel indicate that the reach between the Pacific Coast Highway and Anaheim Street was designed in 1961. The subject pipe bridge was likely constructed concurrent with the channelization project. Research did not uncover building permits or other information about the structure.

***B7. Moved?** ☑ No ☐Yes ☐ Unknown **Date:** **Original Location:**
***B8. Related Features:** N/A
B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

Historic Context
Since 1920, Wilmington neighborhood's industrial, commercial, and residential development was strongly connected to the rapidly expanding oil industry in the vicinity, which began with the discovery of oil in Rancho San Pedro. Wilmington's proximity to the booming oil industry attracted over 10,000 new residents between 1920 and 1930, a trend that only increased after the Wilmington Oil Field—the third largest oil field in the United States—was discovered in 1932. New commercial districts spread along Avalon Boulevard and Anaheim Street during this period (Galvin Preservation Associates 2012:8-9). The field consisted of two segments: Segment I lay south of Seaside Boulevard and was operated by the Long Beach Oil Development Company after 1939; Segment 2 lay on private land and has been operated by a series of private oil operators (Port of Long Beach n.d.:4).

In 1923, a tank farm was built by the California Petroleum on the site of the current Los Angles Refinery (located immediately to the northwest of the subject pipe bridge). Five years later, the California Petroleum's tank farm was bought by the Texas Company (later known as Texaco), and construction of the refinery began soon thereafter. In 1944, the company constructed a Fluid Catalytic Cracking (FCC) unit, which converts heavy petroleum products into gasoline by using heat and a chemical catalyst (zeolite) to break down large molecules). The initial focus of the unit was the production of 100-octane gasoline to support military aviation missions. The unit remained in operation until it was decommissioned circa 2017 (ICF 2019a).

(See continuation sheet.)

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

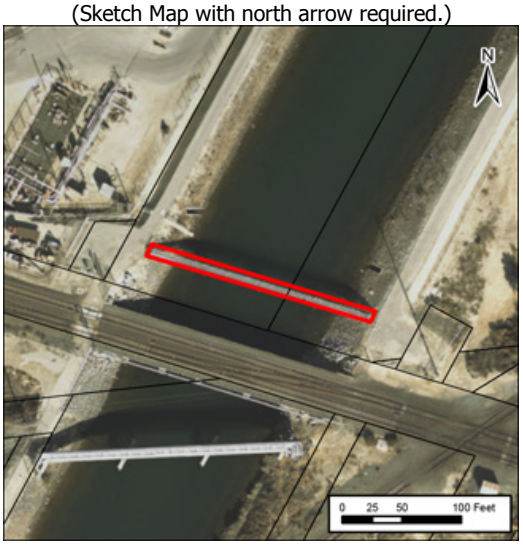
***B12. References:** (See continuation sheet.)

B13. Remarks: N/A

***B14. Evaluator:** Alex Ryder, ICF

***Date of Evaluation:** 11/15/2019
(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Starting in the late 1940s—and continuing into the mid-1960s—Los Angeles County Department of Public Works began the process of straightening and lining the Dominguez Channel, a naturally-occurring water feature that had been subjected to various engineering interventions since 1915. This work occurred in several phases. The segment of the Dominguez Channel between Pacific Coast Highway and Anaheim Street was designed in 1961 and completed shortly thereafter. The Channel is owned and maintained by the Los Angeles County Flood Control District and is one component in region's countywide flood drainage system (ICF 2019b).

Wilmington continues to be characterized by immense oil refinery infrastructure constructed in the second half of the 20th century. The Los Angeles Refinery, operated by the Marathon Petroleum Corporation, is the largest such facility on the West Coast and extends into the APE. The facility currently processes over 350,000 barrels of crude oil per day, sourced from California (the Central Valley and the Los Angeles Basin), Alaska, and abroad (Marathon Petroleum Corporation 2019).

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

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

Under NRHP Criterion A, the Dominguez Channel Pipe Bridge lacks an association with any events that have made a significant contribution to broad patterns in history. The bridge appears to have been constructed in the early 1960s, at the same time as the channelization of the Dominguez Channel. It accommodates the conveyance of hazardous liquid likely for the adjacent refinery. The bridge and its pipes are common infrastructural elements that historically supported the general operations of an active industrial district that contains port- and oil processing-related facilities. The bridge does not appear to convey any developments within the contexts of local industry or national cargo shipping. For these reasons, the Dominguez Channel Pipe Bridge is not significant under Criterion A.

Under NRHP Criterion B, the Dominguez Channel Pipe Bridge lacks an association with any persons of significance. The bridge represents a property type that generally would be most closely associated with the operations of a company or organization rather than the accomplishments of a specific individual. Therefore, the subject bridge is not significant under Criterion B.

Under NRHP Criterion C, the Dominguez Channel Pipe Bridge lacks distinctive architectural or engineering character. The bridge is of an utilitarian and standardized design formed by steel beams carried atop wood pilings. It does not appear to embody a noteworthy type, period, region, or method of construction. Its designer is not known, and it does not appear to be the work of a master or express high artistic value. Therefore, the subject bridge is not significant under Criterion C.

Under NRHP Criterion D, the Dominguez Channel Pipe Bridge does not have the potential to provide significant information to support an understanding of prehistory or history, which most commonly applies to archaeological resources. The structure is a common example of a post-World War II bridge construction that would not yield information important to prehistory or history. The bridge is therefore not significant under NRHP Criterion D.

In conclusion, the Dominguez Channel Pipe Bridge is evaluated as ineligible for listing in the NRHP due to its lack of historical and architectural significance.

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

Galvin Preservation Associates. 2012. Historic Resources Survey Report; Wilmington-Harbor City Community Plan Area. SurveyLA. Prepared for the City of Long Angeles Department of City Planning, Office of Historic Resources.

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Queenan, Charles F. 1986. Long Beach and Los Angeles: A Tale of Two Ports. Northridge, CA: Windsor Publications, Inc.

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Additional Figures:

Figure 2. View looking east showing the Dominguez Channel Pipe Bridge (right of center, partially obscured) in relation to the Pacific Harbor Line Bridge (left) and the Los Angeles Refinery (right of center, partially obscured)

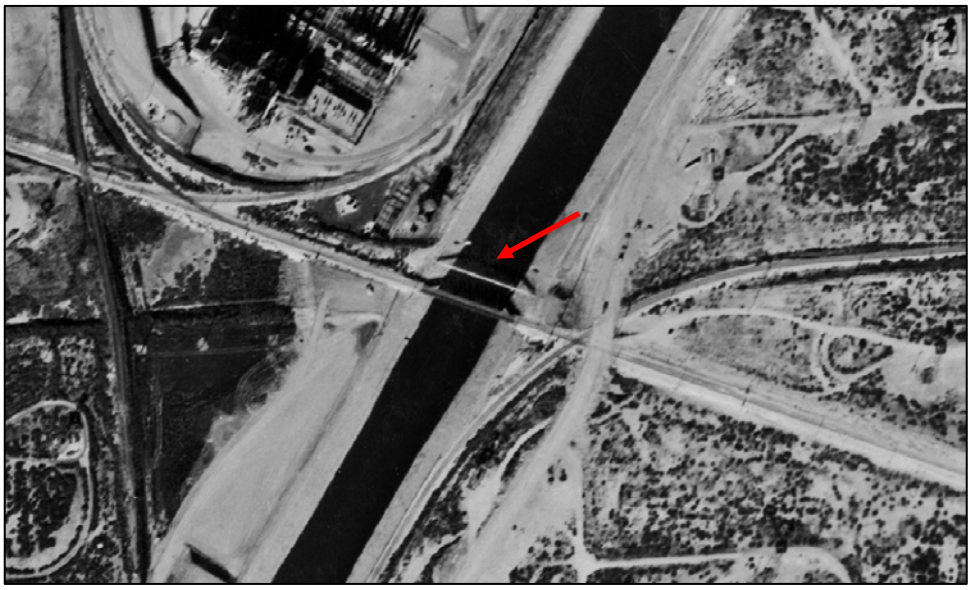

Figure 3. Aerial photograph from 1962 showing the Dominguez Channel Pipe Bridge
Source: UC Santa Barbara Aerial Photography Collection, Flight C_24400, Frame 5-296