Draft Application Summary Report for the Pier S Battery Energy Storage System Project Port of Long Beach

Applicant: Pier S Energy Storage LLC
Harbor Development Permit Application No. 23-022

Prepared for:

Port of Long Beach
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December 2024

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APPLICATION SUMMARY REPORT
Prepared in Accordance with the
Certified Port Master Plan
and California Coastal Act of 1976
for the
Pier S Battery Energy Storage System (BESS) Project

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

DRAFT ISSUED FOR PUBLIC REVIEW:

December 13, 2024 – January 17, 2025

BY: DIRECTOR OF ENVIRONMENTAL PLANNING:

APPLICATION SUMMARY REPORT ADOPTED ON: _____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Harbor Development Permit Application No. 23-022

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Acronyms and Abbreviations

AC	alternating current
ACM	asbestos containing materials
AQMP	Air Quality Management Plan
ArcLight	ArcLight Energy Partners Fund VII, L.P.
BESS	Battery Energy Storage System
BHC	Board of Harbor Commissioners
CAAP	Clean Air Action Plan
CAMS	Consolidated Asset Management Services
CCA	California Coastal Act
CCC	California Coastal Commission
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CPUC	California Public Utilities Commission
DC	direct current
District 4	Terminal Island Planning District
DTSC	Department of Toxic Substances Control
GSU	generation step-up transformer
HDP	Harbor Development Permit
HMBP	hazardous materials business plans
IS/MND	Initial Study/Mitigated Negative Declaration
kv	kilovolt
LBGS	Long Beach Generation Station
MW	megawatt
PMP	Port Master Plan
POLB	Port of Long Beach
PRC	Public Resources Code
RTP	Regional Transportation Program
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

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1 Introduction

This Application Summary Report is prepared in conjunction with the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Pier S Battery Energy Storage System Project (Project) in accordance with the certified Port of Long Beach (POLB, Port) Port Master Plan (PMP) (Ordinance No. HD1701) (POLB 1996), and the California Coastal Act of 1976 (Coastal Act).

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

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

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

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

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

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

2 Incorporated by Reference

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

Port of Long Beach (POLB) 2024. *Draft Initial Study/Mitigated Negative Declaration for Pier S Battery Energy Storage System Project*. Available electronically online at: https://www.polb.com/ceqa.

3 Summary of the Proposed Project

Pier S Energy Storage LLC (Pier S Energy or Applicant) submitted an application for a Harbor Development Permit with the POLB on April 26, 2023, to construct and operate a 70-megawatt (MW) battery energy storage system (BESS) and accompanying infrastructure on approximately 2.9 acres of an existing privately-owned 18.03-acre power generation site (APN 7436-030-814) located on Pier S within the Long Beach Harbor District and on an adjacent 1.5 acres of an existing 23.49-acre Southern California Edison (SCE) parcel (APN 7436-030-006). The BESS facility would be constructed on the 2.9-acre area and the infrastructure upgrades would occur on the 1.5 acres of the existing SCE parcel. The Project site is located at 2665 Pier S Lane, Long Beach, CA 90802 in the Terminal Island Planning District (District 4) of the Long Beach Harbor (POLB 1990). **Figure 1** shows the Project site within a regional context while **Figure 2** shows the existing uses on and adjacent to the Project site. The HDP application was deemed complete and filed by the POLB on January 29, 2024.

The 70 MW BESS facility would consist of up to 200 individual metal containers enclosing lithium-ion battery storage systems, a power conversion system, a new 66 kv BESS substation. The existing adjacent SCE Long Beach Bus Substation would also be upgraded, involving the including removal and replacement of above grade equipment and below grade foundations, new protective relays and telecommunication equipment inside SCE's existing Long Beach Bus Substation Control House, installation of new fencing and ground grid two optical connections between the BESS Substation and the SCE Long Beach Bus Substation. In order to construct the BESS facility, the proposed Project would involve the demolition of three buildings located in the northwestern portion of the Project site and approximately 580 feet of existing 12-foot diameter abandoned concrete saltwater intake pipes located on the northern portion of the Project site.

Figure 1. Regional Location

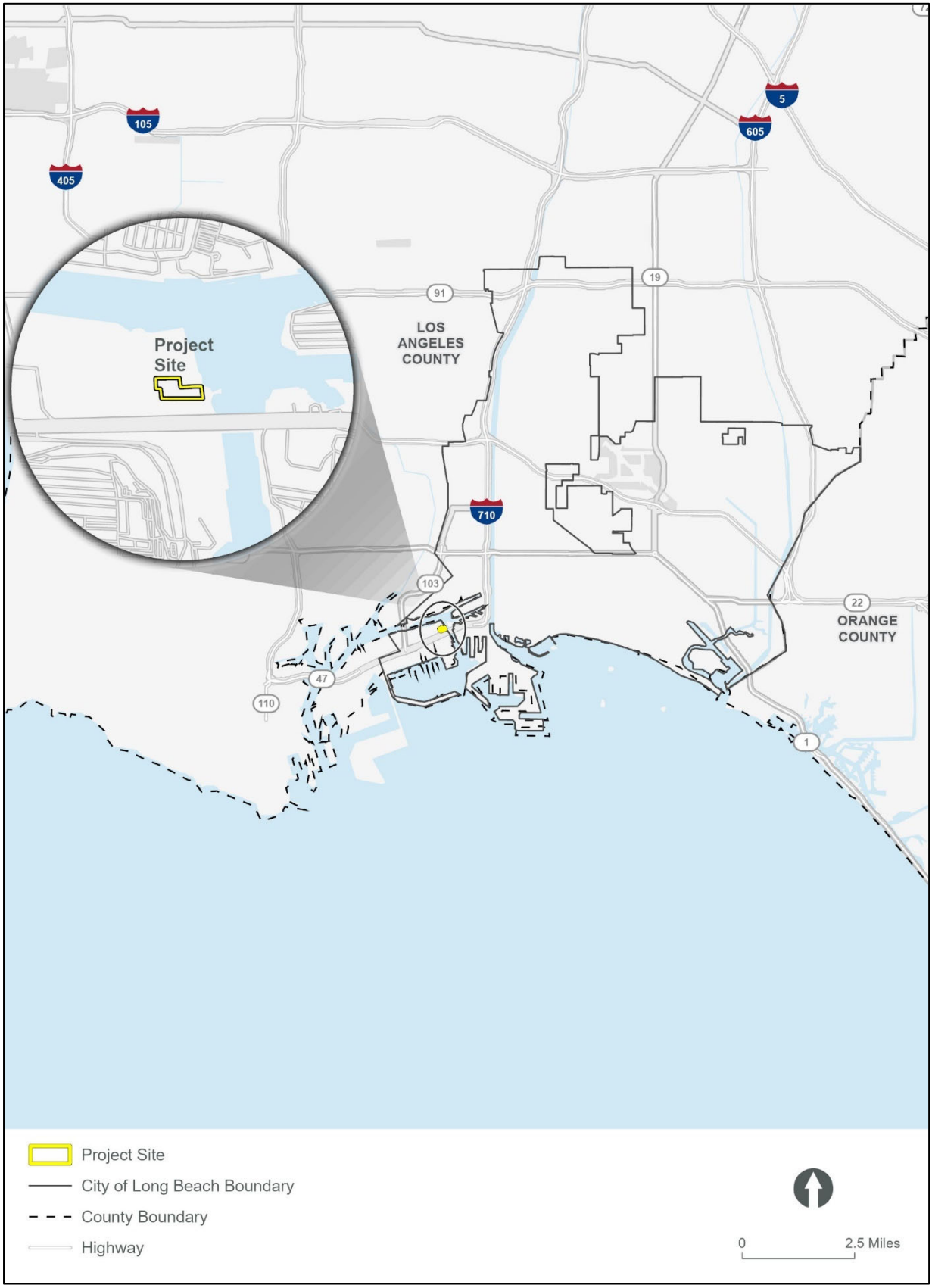

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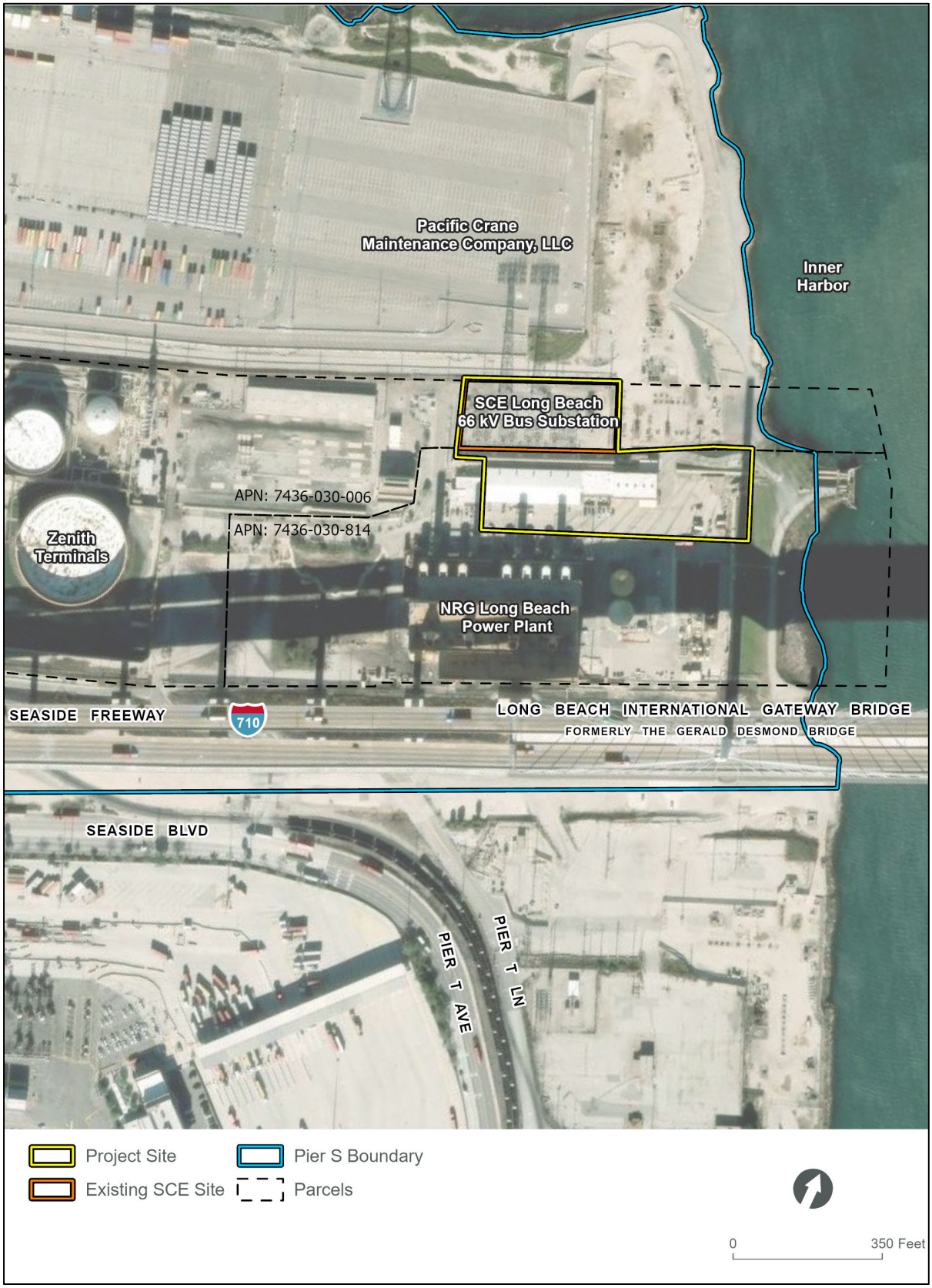
Figure 2. Project Location



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3.1 Site History

The proposed Project site is located on the site of the existing, former SCE Long Beach Generation Station (LBGS) which has been owned by multiple owners, including SCE (from 1910 to 1998) and Long Beach Generation LLC, also referred to as NRG Energy, Inc (from 1998 to 2021). The property was then sold to Generation Bridge in 2021, a wholly owned subsidiary of ArcLight Energy Partners Fund VII, L.P. (ArcLight). Consolidated Asset Management Services (CAMS) is the current LBGS operator and asset manager on behalf of the property owner, Generation Bridge.

3.2 Overview of the Proposed Project Site

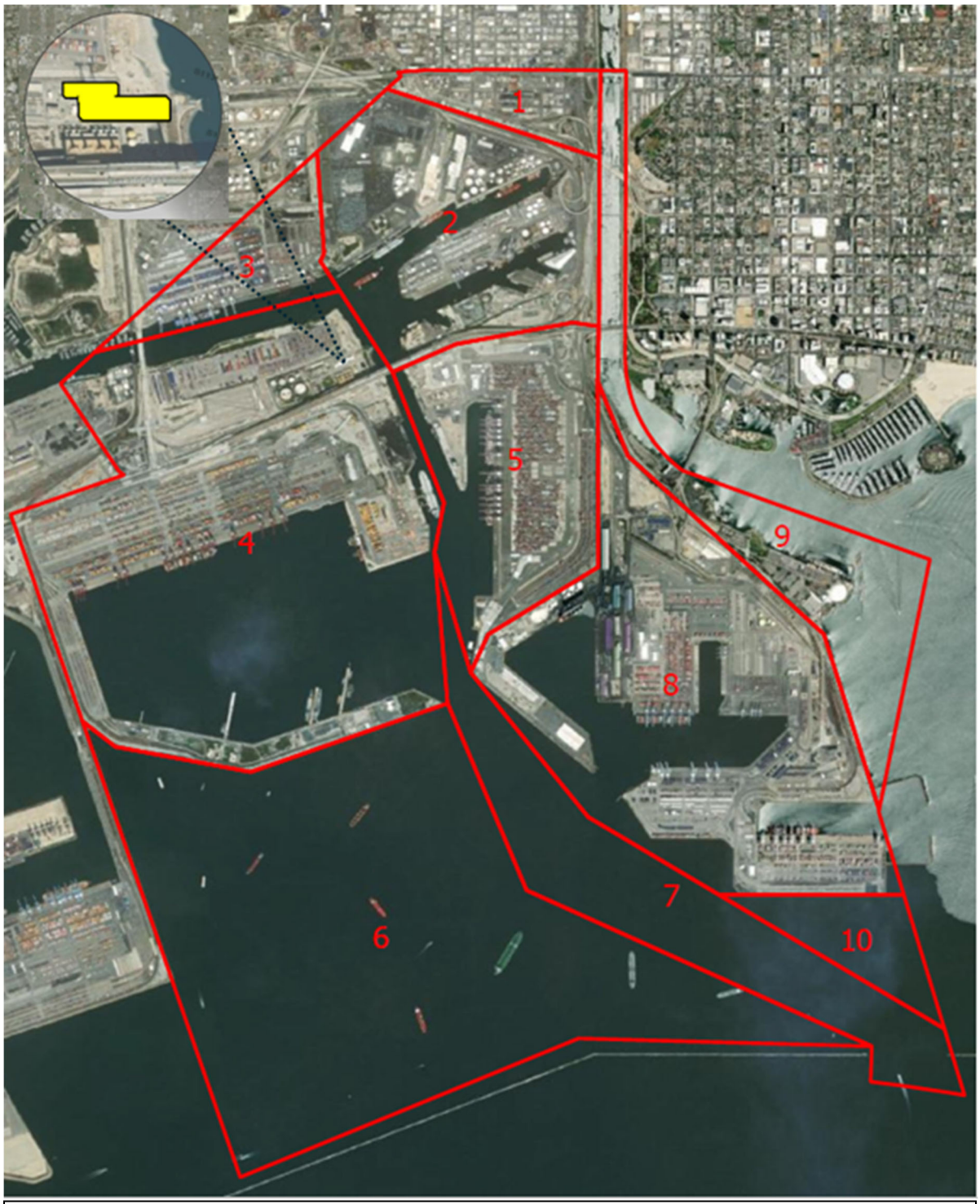
The Project site is located on Pier S in the POLB, at 2665 Pier S Lane, Long Beach, CA 90802, to the north of the Long Beach International Gateway Bridge/Interstate I-710 (I-710). As shown on **Figure 2**, to the north of the Project site is the Pacific Crane Maintenance Company, LLC, a container support facility, and the SCE Long Beach Bus Substation. To the west of the Project site is the Zenith Terminals and to the east of the Project site is the Inner Harbor. Adjacent roadways providing local vehicular access to the Project site include Pier T Avenue and Pier T Lane to the south. There is a secondary access to the Project site to the northeast, however, this access is limited to emergency vehicles only.

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

Land use and development in the POLB is guided by its Port Master Plan (PMP) (POLB 1990). The PMP was originally certified by the California Coastal Commission in 1978, and updated and certified in 1983 as the third amendment to the PMP, with the last comprehensive update to the PMP occurring in 1990 as the sixth amendment. Since the 1990 update, 12 amendments to the PMP have been adopted by the POLB and certified by the California Coastal Commission. The ninth amendment to the certified PMP realigned the boundaries of the Harbor Planning Districts, including the redesignation and reconfiguration of the former Federal Use Harbor Planning District 5, changing it to Harbor Planning District 4 – Terminal Island.

As shown in **Figure 3**, the proposed Project site is located within the Terminal Island Planning District (District 4). The PMP identifies permitted land uses for District 4 to include primary port facilities, hazardous cargo facilities, port-related, navigation, federal uses, oil production, ancillary port facilities, utilities, and police headquarters and training academy (POLB 1990).

Figure 3. Long Beach Harbor Planning Districts



Long Beach Harbor Planning Districts

District 1 – North Harbor
District 2 – Northeast Harbor
District 3 – Northwest Harbor
District 4 – Terminal Island
District 5 – Middle Harbor
District 6 – Southwest Harbor
District 7 – Navigation
District 8 – Southeast Harbor
District 9 – Queensway Bay
District 10 – Outer Harbor

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4 Summary of Staff Recommendations

Port staff recommends that the Board of Harbor Commissioners adopt this Application Summary Report and issue Level II HDP 23-022 in accordance with Section 1215 of the Long Beach City Charter and the certified Port Master Plan, as amended, conditioned pursuant to the staff recommendation. Chapter 8, Section 30715 of the Public Resources Code. Section 13.1 of the Guidelines for Implementation of the Certified Port of Long Beach Master Plan identify categories of projects that may be appealed to the California Coastal Commission, none of which include the construction and operation of industrial or energy-related facilities. Therefore, the proposed Project is not appealable to the Coastal Commission.

The proposed Project would not require an amendment to the existing PMP because the proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Implementation of the proposed Project would not result in new land uses for the Project site.

5 HDP Conditions

5.1 Standard Conditions

Level II HDP 23-022 for the construction and operation of the Pier S Battery Energy Storage System Project would be subject to the following Standard Conditions:

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

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

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

12. **Non-Compliance Penalties:** Violation of any provision or condition in this permit shall constitute grounds for revocation of this permit and shall render the permittee liable for civil penalties of up to $10,000.00. Any person who willfully and knowingly conducts work in the Harbor District in violation of the Port Master Plan Guidelines shall be liable for civil penalties of $5,000.00 per violation per day.
13. **Regulated Substance:** Regulated Substance: If during the course of the permitted project permittee shall discover or have reason to believe that regulated substances, including but not limited to hazardous wastes or extremely hazardous wastes as those terms are or have been defined by the administrator of the Environmental Protection Agency, the California Department of Toxic Substances Control, or any other person or agency having jurisdiction over such materials, permittee, at its cost, shall: (i) promptly notify the Director of Environmental Planning of the permittees discovery or belief; (ii) at the request of the Director of Environmental Planning, initiate chemical and or physical characterization of the regulated substance and, upon request, provide access to authorized representatives of the Director of Environmental Planning for independent characterization; (iii) upon receipt, provide copies of all characterization results to the Director of Environmental Planning; (iv) develop and submit for approval to the Director of Environmental Planning a plan for the appropriate management of the regulated substances; (v) implement that plan in accordance with the regulations and orders of the governmental agencies having jurisdiction; (vi) if removed, replace the regulated substances with appropriate material approved by the Director of Environmental Planning; and (vii) promptly submit copies of records documenting the appropriate management of the regulated substance to the Director of Environmental Planning.
14. **Indemnity:** Permittee shall indemnify the Harbor Department from and against any and all actions, suits, proceedings, claims, demands, damages, losses, liens, costs, expenses, or liabilities of any kind and nature whatsoever ("claims") which may be brought, made, filed against, imposed upon, or sustained by the Harbor Department, arising from, attributable to, caused by, in connection with, or pertaining to the activities described in this permit, except to the extent such claims are caused by the negligence or willful misconduct of the Harbor Department.
15. **Commencement of Work:** Permittee shall notify Port of Long Beach Inspection at (562) 283-7218 or inspection@polb.com a minimum 48 hours in advance of commencement of work or continuation after stoppage of work for 48 hours or more.

5.2 Special Conditions

The following special conditions shall be implemented by the Permittee and/or required in contractor specifications or other documents governing the activities for the proposed Project. The Permittee shall be required to monitor the Project and the Project site to ensure that contractors comply with all special conditions contained in the issued HDP. Issuance of Level II HDP 23-022 for the proposed Project would be subject to the following special conditions:

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

1. **Fuels Used in Construction Equipment.** Any on-road or off-road diesel engines used in construction activities must use fuels that comply with the California Air Resources Board (CARB) regulation for ultra-low sulfur diesel fuel (15 parts per million or less) (Title 13, California Code of Regulations, Section 2281) and/or the CARB Low Carbon Fuel Standard Regulation (Title 17, California Code of Regulations, Sections 95480-95503).

2. **Off-Road Construction Equipment.** All off-road construction equipment shall meet the United States Environmental Protection Agency (EPA) Tier 4 Final off-road engine emission standards. At least ten (10) business days prior to equipment use on-site, Permittee shall submit to the Port of Long Beach Director of Environmental Planning via electronic mail to: HDPDesk@polb.com documentation showing the following:

    a) Engine horsepower, make, and model, and serial number;

    b) Current EPA/CARB engine certification or manufacturer specifications showing the certified engine emission/tier level;

    c) Any emission control devices installed, including, but not limited to diesel oxidation catalysts and/or diesel particulate filters/traps.

3. **On-Road Heavy Duty Trucks.** All on-road, heavy-duty trucks used to transport construction materials to and from the Project site shall meet EPA 2010 on-road, heavy-duty diesel engine emission standards. Diesel-fueled commercial vehicles licensed for operation on highways with a gross vehicle weight rating greater than 10,000 pounds that access the Project site shall not idle for more than five (5) minutes at any location (Title 13, California Code of Regulations, Section 2485). Prior to arriving on-site, Permittee shall submit to the Port of Long Beach Director of Environmental Planning via electronic mail to: HDPDesk@polb.com documentation showing the following:

    a) Truck company name; make, model of truck, and vehicle identification number;

    b) EPA/CARB truck engine certification indicating truck meets or exceeds 2010 EPA on- road, heavy-duty diesel engine emission standards;

    c) Any emission control devices installed, including, but not limited to diesel oxidation catalysts and/or diesel particulate filters/traps; and

    d) Proof of compliance that the truck fleet of the companies, including subcontractors, from which on-road trucks are hired or dispatched for the Project are in compliance with the CARB Truck and Bus Regulation by providing one of the following documents:

        a. Truck and Bus Regulation Reporting Certificate printed from CARB website - see https://ww3.arb.ca.gov/msprog/onrdiesel/documents/printcer t.pdf

        b. Written statement from the truck fleet owner that verifies that they are aware of the CARB Truck and Bus regulation (Title 3, California Code of Regulations, Section 2025) and their fleet is in compliance with the engine model year schedule specified in the Truck and Bus Regulation.

4. **Portable Diesel-Fueled Engines and Equipment.** Permittee shall obtain the appropriate permits to operate from the South Coast Air Quality Management District or Portable Equipment Registration Program (PERP) from for any portable diesel-fueled equipment with engines with 50 horsepower or more and plasma arc-cutting or laser cutting equipment rated more than 400 watts used to cut stainless steel and batch mixers with a brimful capacity of more than 55 gallons (7.35 cubic feet) (SCAQMD Rule 219, Sections e (8) and k(1)). Permittee shall post said copy conspicuously at the project site.

5. **Fugitive Dust Control During Construction Activities.** The generation of airborne dust particles shall be prevented in accordance with South Coast Air Quality Management

District (SCAQMD) Rule 403 – Fugitive Dust. Track-out of bulk material onto public or paved roadways shall be prevented; such material shall be removed any time track-out occurs. All visible roadway dust tracked-out upon public paved roadways shall be removed at the conclusion of each work day.

SC-WQ-1. Stormwater Best Management Practices:

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

6 Applicable Policies

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

6.1 Consistency with California Coastal Act Policies

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

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

Chapter 3 of the Coastal Act applies to any projects in a port master plan listed in Section 30715 of the Public Resources Code (appealable projects). The specific policies of Chapter 3 would not apply because the proposed Pier S BESS Project is not among the appealable project categories in Section 30715 of Chapter 8 of the Coastal Act.

6.1.2 Coastal Act Chapter 8 Policies (Ports)

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

Table 1. Coastal Act Chapter 8 Policy Consistency Summary

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
Section 30702. Public Policy - Port-Related Developments. Port-related developments consistent with coastal protection in the port areas to which Chapter 8 applies, which require no CCC permit after certification of a port master plan and which, except as provided in Section 30715 of Chapter 8 of the Coastal Act, are not appealable to the CCC after certification of a master plan.	The proposed Project would result in the construction and operation of a BESS facility and accompanying infrastructure to provide additional on-demand energy for SCE during peak energy demands. Section 30702 of the Coastal Act would not apply to the proposed Project because the proposed Project demolition, construction and operation is not among the appealable project categories in Section 30715 of Chapter 8 of the Coastal Act (See discussion of Section 30715 that follows).
Section 30703. Protection of Commercial Fishing Harbor Space. Section 30703 of the Coastal Act states that ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate space has been provided. Proposed recreational boating facilities within port areas shall, to the extent feasible, be designed and located in such fashion as not to interfere with the needs of the commercial fishing industry.	The proposed Project would result in the construction and operation of a BESS facility and accompanying infrastructure to provide additional on-demand energy for SCE during peak energy demands. The proposed Project would not involve the elimination, reduction, or use of existing commercial fishing space, nor would the proposed Project involve the development of recreational boating facilities. Therefore, Section 30703 of the Coastal Act is not applicable to the proposed Project.
Section 30705. Diking, Filling, or Dredging of Water Areas.	The proposed Project would not involve any diking, filling, or dredging of water areas; therefore Section 30705 of the Coastal Act does not apply to the proposed Project.
Section 30706. Filling Seaward of Mean High Tide Line.	The proposed Project would not involve any filling seaward of the mean high tide; therefore Section 30706 of the Coastal Act does not apply to the proposed Project.
Section 30707. Design and Construction of New or Expanded Tanker Terminals.	The proposed Project would not involve the development of a new or expansion of a tanker terminal; therefore Section 30707 of the Coastal Act does not apply to the proposed Project.
Section 30708: Location, Design, and Construction of Port-Related Developments. All	The IS/MND prepared pursuant to CEQA finds that the proposed Project would result in less than significant impacts with implementation of mitigation measures for the environmental factors discussed in Section 3.1 of the IS/MND (Hazards and Hazardous Materials) and

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
port-related developments shall be located, designed, and constructed so as to: (a) Minimize substantial adverse environmental impacts.	detailed in the Mitigation Monitoring and Reporting Program (Section 5 of the IS/MND). There would be “no impact” or “less than significant impacts” without mitigation for all other environmental factors. As designed, the proposed Project would avoid substantial adverse effects on the environment and would be consistent with Public Resources Code Section 30708(a).
(b) Minimize potential traffic conflicts between vessels.	No vessels have been associated with previous operation of the Project site or are associated with operations of the proposed Project. The proposed Project would result in the construction and operation of a BESS facility and accompanying infrastructure to provide additional on-demand energy for SCE during peak energy demands. Therefore, the proposed Project would not increase current or future vessel traffic within the Port. As such, the proposed Project would have no effect on vessel traffic. The proposed Project would be consistent with Public Resources Code Section 30708(b).
(c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.	The proposed Project would not involve a change in use for the development site and would result in the continued use of the site as an energy generating/distribution hub. Therefore, Section 30708(c) of the Public Resources Code does not apply to the proposed Project.
(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.	The Project site is located within Planning District 4 - Terminal Island. As described in the certified PMP, as amended, the goal of Planning District 4 is to continue to increase Primary Port uses and Port-related uses that improve the operation of existing and future marine terminals. Planning District 4 includes permitted land uses for oil production, primary port facilities, utilities, and ancillary port facilities. Recreational uses are considered inconsistent with the primary Port development goals of Planning District 4 and therefore are not permitted in this district (POLB 1990). As identified in the IS/MND prepared for the proposed Project, no special-status plant species are known to occur in the Project area and there is no habitat that would support such species due to the existing industrial related activities on-site. In regard to special-status wildlife, the Project site is within Zone 25b of the 2018 Biological Survey of the Los Angeles and Long Beach Harbors Final Report (2018 Biosurvey), which was recorded to have instances of the peregrine falcon adapting to nest under urban bridges, such as the Gerald Desmond Bridge (POLA and POLB 2018). The former Gerald Desmond Bridge has been replaced by the new

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
	Long Beach International Gateway Bridge, which is expected to provide similar nesting habitat as the former bridge. Due to distance from the Project site, proposed Project demolition activities are not expected to directly impact the peregrine falcons that could nest under the new Long Beach International Gateway Bridge. No impacts are anticipated to occur to special-status wildlife with implementation of the proposed Project. Therefore, the proposed Project would not be inconsistent with or conflict with Public Resources Code Section 30708(d).
(e) Encourage rail service to port areas and multicompany use of facilities	The proposed Project would not affect rail service. The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Therefore, the proposed Project would not be inconsistent with or conflict with Public Resources Code Section 30708(e).
Section 30715. Permit Authority; Appealable Approvals. Chapter 8, Section 30715(a) of the Public Resources Code states that following certification of a PMP, the permit authority of the CCC shall no longer be exercised by the CCC over any new development contained in the certified plan…and shall at that time be delegated to the appropriate port governing body. As such, the Board of Harbor Commissioners exercises permit authority over any new development contained in the certified PMP. Section 30175 goes on to identify the following categories of development appealable to the CCC: (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation.	The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. The proposed Project does not propose the development of the storage, transmission, or processing of liquefied natural gas or crude oil in any such quantities. Therefore, the proposed Project would have no impact on the oil and gas supply of the state or nation and is not appealable under Public Resources Code Section 30715(a)(1).

Coastal Act, Pub. Res. Code Chapter 8 Section	Project Consistency
(2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.	The proposed Project would not involve the development of a new wastewater treatment facility. The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. During demolition and grading activities, portable restrooms would be available for construction workers and would not contribute to wastewater flows to the City's wastewater system. No additional sources of wastewater are anticipated to be generated during operations and periodic maintenance activities. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(2).
(3) Roads or highways which are not principally for internal circulation within the port boundaries.	The proposed Project would not involve the construction or modification of roads or highways which are not principally for internal circulation within POLB boundaries. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(3).
(4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.	The proposed Project would not involve the construction of office and residential buildings devoted to the administration of activities within the POLB; hotels, motels, and shopping facilities not devoted to the sale of commercial goods utilities for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities. The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(4).
(5) Oil refineries.	The proposed Project would not include the construction and operation of a new oil refinery. The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(5).
(6) Petrochemical production plants.	The proposed Project would not include the construction and operation of a new petrochemical plant. The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Therefore, the proposed Project is not appealable under Public Resources Code Section 30715(a)(6).

6.2 Consistency with Port Master Plan

6.2.1 Overview

The PMP was first certified by the CCC in 1978 in conformance with the policies of Chapter 8 (Ports) of the Coastal Act. The PMP was comprehensively updated and certified in 1983 and again in 1990. Since last comprehensive update and certification of the PMP in 1990, the Board of Harbor Commissioners and the CCC have approved and certified 12 additional amendments to the PMP. proposed Project site is located within the Terminal Island Planning District (District 4). The PMP identifies permitted land uses for Harbor Planning District 4 – Terminal Island to include oil production, primary port facilities, utilities, and ancillary port facilities (POLB 1990). The proposed Project would result in the construction and operation of a BESS facility with accompanying infrastructure upgrades to an existing SCE facility, which is consistent with the permitted uses in Planning District 4 – Terminal Island.

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

6.2.2 Port Master Plan Elements

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

Table 2. Port Master Plan Development Goals Consistency Summary

Port Master Plan Development Goal	Project Consistency
Goal 1: Consolidate Similar and Compatible Land and Water Areas This goal seeks to consolidate Recreation/Tourist activities away from primary Port uses to maximize the efficiency of Port activities. The objectives of Port Development Goal 1 are to separate hazardous cargo from non-compatible vulnerable resources, augment and consolidate recreational and tourist activities in the Queensway Bay Planning District, and consolidate, as much as possible, land-based activities associated with Outer Continental Shelf (OCS) exploratory drilling, and/or supply operations.	The Project site is located in Planning District 4 - Terminal Island which does not include recreational facilities as a permitted use. As previously stated, the proposed Project would be sited on approximately 2.9 acres of the existing 18.03-acre privately-owned parcel; infrastructure upgrades would occur on an adjacent 1.5 acres of an existing 23.49 acre SCE parcel. The 15.13 acres that comprise of the remainder of the privately-owned parcel is developed with the Long Beach Power Plant and its supporting infrastructure. Overall, the privately-owned parcel is currently used for power generation via the Long Beach Power Plant. Energy generated from the 252 MW gas fired thermal power plant is then used to supply backup power when generation from intermittent renewable resources is unavailable or other grid reliability issues occur. The siting of the BESS facility near, but not connected to, the existing Long Beach Power Plant located on the parcel may reduce the run time associated with the fossil fuel asset (i.e., the existing thermal power plant). In the event that stored battery energy is needed to meet energy demands, notification from SCE would automatically be sent electronically or via telephone to control room operations staff located at the Long Beach Power Plant. The proposed location for the BESS facility also provides co-location benefits and takes advantage of existing infrastructure, as it would connect to the existing SCE power poles and the SCE Long Beach Bus Substation located adjacent to the Project site. The proposed Project would be consistent with Port Development Goal 1 to consolidate similar and compatible land areas and uses.
Goal 2: Encourage maximum use of facilities	As identified previously, the proposed location for the BESS facility also provides co-location benefits and takes advantage of existing infrastructure, as it would connect to the existing SCE power poles and the SCE Long Beach Bus Substation located adjacent to the Project site. Therefore, the proposed Project would be consistent with Port Development Goal 2 to encourage maximum use of facilities.
Goal 3: Improve Internal Circulation Involving Roadways and Rail	Rail service is not associated with the proposed Project as no existing rail use occurs on the Project site and no rail infrastructure is proposed. As identified in the IS/MND prepared for the proposed Project, any increase in truck trips during demolition activities would be temporary and would have negligible effects on transportation. Therefore, the proposed Project would

Port Master Plan Development Goal	Project Consistency
Goal 3 seeks to improve internal roadways, major arterials, and rail movements serving the Port to accommodate the projected growth in container volumes. The objectives of Port Development Goal 3 are to actively pursue implementation of the Consolidated Transportation Corridor Plan (Alameda Corridor), pursue Port access demonstration projects, encourage ondock double stack trains, and provide additional rail and highway access to Terminal Island.	have no effect on, nor impede with, the Port development goal to improve internal circulation involving roadways and rail.
Goal 4: Provide for the Safe Cargo Handling and Movement of Vessels within the Port Goal 4 seeks to focus on “anticipated” projects and their relationship to future vessel activity, ship navigation, and accommodating larger vessel size by deepening channels and basins to accommodate supertanker and post-panamax vessels (greater than 5,000 TEU capacity) and concentrate public small-craft marina facilities in the Queensway Bay Planning District to minimize vessel hazards.	Vessel trips are not associated with the proposed Project. Demolition and construction materials would be transported via regional and local roadways via on-road transport trucks. As such, the proposed Project would have no effect on the safe handling of cargo and/or movement of vessels within the Port and therefore, would not be in conflict with Port Development Goal 4.
Goal 5: Development for primary port facilities and port-related uses	The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. Implementation of the proposed Project would have no effect on, nor impede with, the Port development goal to provide land for primary port facilities and port-related uses.
Goal 6: Protect, Maintain, and Enhance the Overall Quality of the Coastal Environment Port Development Goal 6 aims to balance the Port’s service as an international port with the demands for a cleaner and	The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. As previously stated, the proposed Project would be sited on approximately 2.9 acres of the existing 18.03-acre privately-owned parcel and infrastructure upgrades would occur on an adjacent 1.5 acres of an existing 23.49-acre SCE parcel. The

Port Master Plan Development Goal	Project Consistency
visually aesthetic environment. Goal 6's objectives are to minimize view obstruction and improve the visual quality at the entry and within the boundaries of the Port, implement the Harbor Beautification Plan that aesthetically "unifies" the Port, provide an attractive landscaping buffer separating the recreational waterfront area from Port industrial areas, promote quality recreational and tourist activities in the Queensway Bay Planning District, and create a fish and wildlife habitat mitigation bank of credits for proposed landfill projects.	15.13 acres that comprise of the remainder of the privately-owned parcel is developed with the Long Beach Power Plant and its supporting infrastructure. Overall, the privately-owned parcel is currently used for power generation via the Long Beach Power Plant. Existing utilities at the Project site include high-voltage electrical lines, oil and gas lines, and stormwater drains, sewer, water, and communication lines. The Project site also includes wooden-post light poles that are over 100 feet in height and contain downward-oriented light fixtures. Implementation of the proposed Project would not impede with Goal 6 as the proposed Project would be sited in an area already developed with existing industrial uses.

Table 3. Port Master Plan Element Consistency Summary

Port Master Plan Element	Project Consistency
Public Access, Visual Quality, and Recreation/Tourist Element	Planning District 4 – Terminal Island is not among the Port planning districts where recreational uses are generally found or permitted. The majority of the Port's public and commercial recreational activities are located to the south of the proposed Project, by design, within the Queensway Bay Planning District. The Queensway Bay Planning District serves as a buffer between the higher-industrialized inner Port complex and the waterfront recreation activities of the Port and the City of Long Beach. Therefore, the planning goals of the Public Access, Visual Quality, and Recreation/Tourist Element of the PMP are not applicable to the proposed Project.
Navigation Element The Navigation Element of the certified Port Master Plan primarily focuses on navigational procedures and operational and physical constraints governing the maneuvering of vessels for existing and proposed vessel activities within the Port.	The proposed Project would not involve any improvements or modifications to the existing physical configuration of channels, turning basins, and/or berths, nor is marine transport associated with the proposed Project. Therefore, the planning goals of the Navigation Element are not applicable to the proposed Project.
Environmental Element The Environmental Element identifies specific issues of concern regarding Port development and operations, which include air quality, habitat preservation/marine mitigation, hazardous waste, and permit processing. The following goals and implementation recommendations from the Environmental Element would be applicable to the proposed project: ***Goal 1: Minimize pollutant levels from existing and future sources*** Goal 1 of the Environmental Element aims to minimize air pollutants primarily from trucks and	The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. As identified in the IS/MND, the proposed Project would be required to comply with applicable air quality regulations and best management practices to ensure the proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP) or San Pedro Bay Ports Clean Air Action Plan (CAAP). The proposed Project would comply with all applicable SCAQMD rules and regulations. Therefore, the proposed Project would not conflict with the planning goal or implementation recommendations of this element.

Port Master Plan Element	Project Consistency
existing and as well as future movable and stationary sources.	
Goal 2: Minimize habitat loss within Port boundaries	The proposed Project is a BESS facility consisting of lithium-ion (or similar technology available at the time of construction) batteries installed in racks, inverters, MV transformers, a collector substation, and other associated equipment to interconnect into the SCE Long Beach Bus Substation. As discussed in Section IV, Biological Resources of the IS/MND, the Project site is currently developed and is located within a highly industrialized area. Database reviews showed that the Project site is not overlain within USFWS-designated Critical Habitat for any special-status plant or wildlife species (USFWS 2023). Therefore, the proposed Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish and wildlife species, cause a fish, or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animals. The Project would not conflict with the planning goals or implementation recommendations of this element.
Goal 3: Identify and remediate soil and groundwater contamination within the Harbor District In anticipation of projects, the Port conducts soil and groundwater assessments to determine the types and amounts of hazardous wastes, if any, which exist throughout the Harbor District. Goal 3 of the Environmental Element recommends the development of a Hazardous Material Auditing Program to identify possible hazardous wastes throughout the Harbor District and monitoring MARPOL regulations to determine their impacts on the Port of Long Beach.	As discussed in Section IX, Hazards and Hazardous Materials of the IS/MND, the Project site is under a DTSC corrective action to prevent exposure of subsurface contaminated materials due to the prior use of the Project site by SCE. Due to the presence of potential contamination from current and previous land use, this contribution could be cumulatively considerable and thus significant. However, implementation of Mitigation Measures MM HAZ-2 (DTSC Agency Notification and Coordination) and MM HAZ-3 (Asbestos and Lead Based Paint Testing and Removal) would reduce the potential impacts to hazardous material sites to a less than significant level. Therefore, the proposed Project would not conflict with Goal 3 of the Environmental Element.
Goal 4: "Streamline" Harbor Development Permit processing procedures	The Level II HDP for the proposed Project would be issued in accordance with the Port's Guidelines for the Implementation of the Certified Port Master Plan. None of the proposed Project activities would impede the POLB goals of "streamlining" the permitting process, and as such, Goal 4 to "streamline" the HDP processing procedure is not applicable, nor would

Port Master Plan Element	Project Consistency
	implementation of the proposed Project be inconsistent with Goal 4 of the certified PMP, as amended.
Goal 5: Develop additional mitigation banks Goal 5 of the Environmental Element recommends the development of additional mitigation banks.	The proposed Project would result in the construction and operation of a BESS facility on a site already utilized for energy generation with accompanying infrastructure upgrades to an adjacent existing SCE facility. No proposed Project activities would impede with POLB goals of developing additional mitigation banks.
Vehicular Transportation/Circulation Element The purpose of the Vehicular Transportation/ Circulation Element is to: (1) identify existing transportation/circulation problems; (2) identify future transportation needs of the Port; and (3) present current plans and recommendations to address the POLB's transportation demands Only Goal 1 from the Transportation/Circulation Element would be applicable to the Project. ***Goal 1: Provide for efficient circulation of vehicular and rail traffic within the Port (with minimum disruption of Port activities).***	As discussed in the IS/MND Section 4.XVII Transportation, the proposed Project would not require the closure of nearby public roads or modification of any public roadways or driveways. Due to the short-term duration of demolition activities (approximately 14 months) and no road and/or land closures proposed for the Project, the Project would not interfere with efficient circulation of vehicular and rail traffic within the POLB. Once fully constructed, the proposed Project would be remotely monitored and routinely inspected on a continuous basis. However, the adjacent Long Beach Power Plant would be staffed continuously with at least two employees at any given time who would be fully cross trained on response, operations, and safety procedures for the BESS facility. The on-site employees would be available to respond to any unplanned maintenance needs at the BESS facility as appropriate. These on-site employees already travel to the site and are included as part of the 7 to 10 employees that are on-site during the week. Therefore, the proposed Project would not conflict with the planning goal of this element.

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6.2.3 District 4 (Terminal Island Harbor Planning District) Goals

The certified PMP identifies the following goal for the Terminal Island Planning District:

Goal 1: Purchase all non-port owned property to increase primary port land.

This goal seeks to purchase privately-owned property with the objectives to relocate existing coastal-dependent uses to other sites in the harbor, relocate petroleum terminals to less congested areas allowing for the redevelopment of land for other primary port uses, and reduce non-coastal dependent activities throughout the Terminal Island Planning District.

As previously stated, the proposed Project would construct and operate a 70-MW BESS facility and accompanying infrastructure on approximately 2.9 acres of an existing privately-owned 18.03-acre power generation site located on Pier S within the POLB Harbor District and make associated infrastructure upgrades on an adjacent 1.5 acres of an existing 23.49-acre Southern California Edison (SCE) parcel.

The BESS facility would be located on the larger former SCE Long Beach Generation Station (LBGS) which has been owned by multiple owners, including SCE (from 1910 to 1998) and Long Beach Generation LLC, also referred to as NRG Energy, Inc (from 1998 to 2021). The property was then sold to Generation Bridge in 2021, a wholly owned subsidiary of ArcLight Energy Partners Fund VII, L.P. (ArcLight). Consolidated Asset Management Services (CAMS) is the current LBGS operator and asset manager on behalf of the property owner, Generation Bridge. It is anticipated that the Project site would remain privately-owned for the foreseeable future. Therefore, at this time, Goal 1 would not be applicable to the proposed Project.

7 Public Comments

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

8 References

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