# 3.11 Public Services

## 3.11.1 Section Summary

This section analyzes whether implementation of the West Harbor Modification Project (Proposed Project) would affect public services in the Proposed Project area, including fire and police access, available equipment, and station locations. Below are the outline and key points of this section.

Section 3.11, *Public Services*, includes the following:

- A description of the public services setting within the Project Site and Proposed Project vicinity;
- A description of the applicable regulatory setting pertaining to public service regulations;
- A discussion of the methodology used to determine whether construction and operation of the Proposed Project would affect public service resources;
- A description of all the Proposed Project components;
- An impact analysis of the Proposed Project; and
- A description of mitigation measures proposed to reduce significant impacts, as applicable.

Key Points of Section 3.1, *Public Services*, include the following:

- The 2*009 San Pedro Waterfront (SPW) Environmental Impact Statement (EIS)*/*Environmental Impact Report* (EIR) (SPW EIS/EIR) (Port 2009) determined that temporary impacts associated with emergency access to portions of the Proposed Project area could occur during construction;
- The *2016 Addendum to the San Pedro Waterfront Project Environmental Impact Report for the San Pedro Public Market (SPPM) Project* (2016 SPPM Addendum) (ICF 2016) determined that the SPPM Project would not result in new significant impacts on public services. Existing public services were determined to be adequate and able to serve the entire project without the development of additional facilities; and
- The Proposed Project would increase demand for public services, but mitigation measures would reduce potential impacts to less than significant levels and ensure that adequate resources would be available.

The Proposed Project's Amphitheater has the potential to create delays in response time during construction. This potential impact would be mitigated to a less-than-significant level with implementation of **MM-PS-1**. The Proposed Project also has the potential to result in the need for additional resources to ensure the provision of proper public services and avoid significant delays in response time during events (operations phase). This potential impact would be mitigated to a level of less-than-significant with implementation of **MM-PS-7**.

# 3.11.2 Introduction

This section describes the affected environment and regulatory setting for public services, as well as the impacts on public services that would result from the Proposed Project and the mitigation measures that would reduce these impacts. Fire and police access, response times, available equipment, and station locations are addressed.

# 3.11.3 Environmental Setting

## 3.11.3.1 Fire Protection

The Los Angeles Fire Department (LAFD) currently provides fire protection and emergency services to the Project Site and the City of Los Angeles (City). LAFD facilities in the Port of Los Angeles (Port) include land-based fire stations and fireboat companies. The Project Site is within LAFD's South Bureau and served by Fire Station 112 at 444 South Harbor Boulevard, Berth 86, San Pedro, which is approximately 0.50 mile north of the Project Site (LAFD 2023a). Fire Station 112 has direct fireboat access and currently meets the LAFD's average turnout, travel, and operational response times (LAFD 2023b).

## 3.11.3.2 Police Protection

The Los Angeles Police Department (LAPD) and Port Police provide police services at the Port, with the latter being the primary law-enforcement agency within the Port. Specifically, Port Police officers are responsible for patrol operations and surveillance within the Port's boundaries, including Port-owned properties in the communities of Wilmington, San Pedro, and Harbor City. Port Police officers maintain 24-hour land and water patrols and enforce federal, state, and local public safety statutes, Port tariff regulations, and environmental and maritime safety regulations. Port Police headquarters are located at 330 South Centre Street, San Pedro.

Although Port Police are the first responders in an emergency at the Port, LAPD is also responsible for police services in the Project vicinity because the Port is part of the City of Los Angeles. The LAPD Harbor Division is located at 2175 John S. Gibson Boulevard, San Pedro, approximately 2.1 miles northwest of the Project Site. LAPD Harbor Division is responsible for patrols throughout San Pedro, Harbor City, and Wilmington.

# 3.11.4 Regulatory Setting

## 3.11.4.1 State Regulations

### California State Fire Code

According to California state law, the State Fire Marshal (SFM) is responsible for coordination of the state's fire and life-safety codes. The SFM must review the proposed regulations of state agencies that promote fire and life safety before the regulations can be submitted for approval. The SFM Code Development and Analysis Program staff regularly reviews Title 19 of the California Code of Regulations (CCR), Public Safety (which discusses fire safety standards), for relevancy, necessity, conflict, duplication, and overlap. They also implement legislative mandates to develop regulations

related to fire and life safety involving the various occupancy classifications under the authority of the California SFM. This encompasses the actual administrative processing of regulations from concept to promulgation in the CCR.

### 3.11.4.2 Local Regulations

#### City of Los Angeles Municipal Code

The City's Municipal Code, last amended in March 2023, contains 20 chapters, including Chapter 5, *Public Safety and Protection*, which discusses fire and police protection. Article 2, *Police and Special Officers*, contains regulations governing administrative issues, such as requirements for police badges and uniforms. Article 7, *Fire Protection and Prevention*, contains the City's Fire Code, which includes information pertaining to administrative issues, such as the requirements for filling out and submitting hazardous materials–release response plans and inventory statements and technical requirements associated with the storage, management, and disposal of hazardous materials, such as requirements regarding underground chemical-storage tanks, asbestos-containing building and other materials, and various other combustible and flammable materials.

#### City of Los Angeles General Plan 2035 – Safety Element

The *Safety Element* of the City's *General Plan 2035* (Los Angeles 2021) sets forth specific policies and objectives related to safety. These policies and objectives emphasize hazard mitigation, emergency response, and disaster recovery.

#### Port of Los Angeles Port Master Plan

The *Port Master Plan* (PMP) establishes policies and guidelines to direct the future development of the Port. The Project occurs within the boundaries of the PMP, which was adopted in 1980 and most recently amended in 2018. The PMP has the following applicable policy in regard to public services.

- **Policy 1.1**: Develop new commercial or industrial projects within, contiguous with, or in proximity to existing developed areas able to accommodate it with adequate public services.

## 3.11.5 Mitigation Measure Changes

The Subsequent Environmental Impact Report (SEIR) evaluates modifications to the previously approved Mitigation Monitoring and Reporting Program (MMRP) for the 2009 SPW EIS/EIR and the revised MMRP for the 2016 SPPM Addendum. These modifications are necessary to update previous mitigation measures to current regulatory standards or modify them based on their effectiveness and need. Mitigation measures proposed for modification are listed below for public services. Proposed modifications to these mitigation measures are provided in strike-out and underline format..

**MM-PS-1. Coordinate with Law Enforcement Agencies.**

The Los Angeles Harbor Department (LAHD) will be required, pursuant to the <u>*Los Angeles Port Police Policy Manual* (Port 2023) (formerly known as the "</u>*Watch Manual*<u>"</u>~~)~~, to coordinate with law-enforcement agencies during construction of all roadway improvements to establish emergency-vehicular access and ensure continuous law-enforcement access to surrounding areas.

**MM-PS-4. Comply with AB 939.**

This mitigation measure is proposed for removal because compliance with Assembly Bill (AB) 939 is required by the legislature, so it is now a Standard Requirement, as opposed to a mitigation measure. Proposed modifications are shown below.

~~**MM-PS-4: Comply with AB 939.**~~

~~LAHD and Port tenants will implement a Solid Waste Management including the following measures to achieve a 50% reduction of current waste generation percentages by 2037 and ensure compliance with the California Solid Waste Management Act (AB 939).~~

~~a. Provide space and/or bins for storage of recyclable materials on the project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins in storage spaces.~~

~~b. Establish a recyclable material pick-up area for commercial buildings.~~

~~c. Participate in a curbside recycling program to serve the new development.~~

~~d. Develop a plan for accessible collection of materials on a regular basis.~~

~~e. Develop source reduction measures that indicate the method and amount of expected reduction.~~

~~f. Implement a program to purchase materials that have recycled content for project construction and operation (e.g., lumber, plastic, office supplies).~~

~~g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency.~~

~~h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.~~

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-4** applies to cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum (ICF 2016) MMRP revised this measure to apply to the SPPM developer.

Because this measure is proposed for removal per the above discussion, the relevant language in the Proposed Project's MMRP will be modified to reflect this proposed removal.

**MM-PS-5: Water Conservation and Wastewater Reduction.**

This proposed modification is necessary because there is no supply source available or proposed, according to the City of Los Angeles Recycled Water Master Planning document prepared by the Los Angeles Department of Water and Power (LADWP) and Department of Public Works (2012). If the Proposed Project is constructed with specific recycled-water hook-up capabilities, then once recycled water is available, that water will be used for irrigation and toilet-flushing. Although this mitigation measure may not apply to the following analysis, it has been retained in this Subsequent Environmental Impact Report (SEIR) because it pertains to Section 3.7, *Hydrology and Water Quality*. Proposed modifications are shown below.

**MM-PS-5: Water Conservation and Wastewater Reduction.**

LAHD and Port Tenants will implement the following water-conservation and wastewater-reduction measures to further reduce impacts on water demand and wastewater flows.

a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler-head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (i.e., sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early-morning or late-evening hours to reduce water loss from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of watering in the cooler months (i.e., fall, winter, and spring). Sprinkler-timer run times will be adjusted to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established.

b. Drought-tolerant, low-water-consuming plant varieties will be used to reduce irrigation-water consumption.

c. Recycled water will be used for irrigation and toilet flushing (i.e., dual-flushing) on notification from LADWP that recycled water is available and on notification from Port Engineering that necessary connections are available prior to construction.

d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new and replacement construction ~~and when remodeling~~. Low-flow faucet aerators will be installed on all sink faucets.

e. Significant opportunities for water savings exist in air-conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information regarding appropriate measures.

f. Recirculating, or point-of-use, hot-water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period of time before heated water reaches the outlet.

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-5** applies to the cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum MMRP revised **MM-PS-5** to apply to the SPPM developer.

**MM-PS-6: Employ Energy Conservation Measures.**

The proposed buildings are required to comply with the Port Green Building Policy, which is based on the Leadership in Energy and Environmental Design (LEED)-certification rating system, and focuses on sustainability, energy efficiency, and water efficiency. This policy also requires LAHD to use energy- and water-efficiency elements on their construction projects. In 2008, the City adopted Ordinance No. 179820, the first amendment to the Los Angeles Municipal Code, Chapter 1, Sections 16.10 and 16.11, which established the Green Building Program (City of Los Angeles 2008). The Green Building Program focuses on sustainable building practices and addresses five key areas: site, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. In 2020, the 2019 California Green Building Standards Code

(California Building Standards Commission 2019) and the 2019 Building Energy Efficiency Standards (California Energy Commission 2019) came into effect. The California Green Building Standards Code encourages sustainable construction practices for five main categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The Building Energy Efficiency Standards include updates to many key areas regarding the energy efficiency of newly constructed and altered builds, including the introduction of photovoltaic panels into the prescriptive package. By complying with these policies, sustainability, energy efficiency, water efficiency, and innovation are considered during building construction. In addition, Title XXIV of the CCR, which has been updated multiple times since **MM-PS-6** was created, includes additional requirements compared with the version that was in effect at the time of adoption. In 2019, *L.A.'s Green New Deal* was released (City of Los Angeles 2019), which includes targets for carbon-neutral buildings and reduced energy consumption that would be followed as applicable regulations are implemented. Current policies, plans, and design standards require more sustainable construction than was available at the time that the MMRP for the 2009 SPW EIS/EIR was certified. Therefore, this mitigation measure is proposed for removal because the original intent of the previous mitigation measure has been met through current design regulations and existing state and local policies and plans. Proposed modifications are shown below.

~~**MM PS-6: Employ energy conservation measures.**~~

~~During the design process, LAHD will consult with LADWP's Efficiency Solutions Business Group regarding possible energy efficiency measures. LAHD and its tenants will incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations, such as:~~

~~Built-in appliances, refrigerators, and space-conditioning equipment will exceed the minimum efficiency levels mandated in the California Code of Regulations.~~

~~High-efficiency air conditioning will be installed that is controlled by a computerized energy-management system in office and retail spaces and provides the following:~~
~~a variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat, a 100% outdoor air economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods, sequentially staged operation of air-conditioning equipment in accordance with building demands, the isolation of air conditioning to any selected floor or floors, and considers the applicability of the use of thermal energy storage to handle cooling loads.~~

~~Ventilation air will be cascaded from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.~~

~~Lighting system heat will be recycled for space heating during cool weather. While exhaust lighting system heat will be recycled from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.~~

~~Low and medium static pressure terminal units will be installed, as well as ductwork to reduce energy consumption by air distribution systems.~~

~~Buildings must be well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.~~

~~A performance check of the installed space-conditioning system will be completed by the developer/installer prior to issuance or the certificate of occupancy to ensure that energy-efficiency measures incorporated into the proposed Project operate as designed.~~

~~Exterior walls will be finished with light-colored materials and high emissivity characteristics to reduce cooling loads. Interior walls will be finished with light-colored materials to reflect more light and, thus increase light efficiency.~~

~~White reflective material will be used for roofing meeting California standards for reflectivity and emissivity to reject heat.~~

~~Thermal insulation that exceeds requirements established by the California Code of Regulations will be installed in walls and ceilings.~~

~~Window systems will be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.~~

~~Heat-rejecting window treatments will be installed, such as films, blinds, draperies, or others on appropriate exposures.~~

~~Fluorescent and high-intensity discharge lamps that give the highest light output per watt of electricity consumed will be installed wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Reflectors will be used to direct maximum levels of light to work surfaces.~~

~~Photosensitive controls and dimmable electronic ballasts will be installed to maximize the use of natural daylight available and reduce artificial lighting load.~~

~~Occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling will be installed to avoid unnecessary energy consumption.~~

~~Time-controlled interior and exterior public area light will be installed, limited to that which is necessary for safety and security.~~

~~Mechanical systems (HVAC and lighting) in the building will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.~~

~~Windowless walls or passive solar inset of windows will be incorporated, where feasible, in building design.~~

~~Project will focus pedestrian activity within sheltered outdoor areas.~~

The 2009 SPW EIS/EIR MMRP specifies that **MM-PS-6** applies to cruise-ship lines, the cruise terminal, the Catalina Express, and tugboat companies during operation. The 2016 SPPM Addendum MMRP revised **MM-PS-6** to apply to the SPPM Project. Because this measure is proposed for removal, per the above discussion, the relevant language in the West Harbor Modification Project MMRP will be modified to reflect this proposed removal.

# 3.11.6 Methodology

The baseline for public services includes the Approved Project, as defined in the certified 2009 SPW EIS/EIR and the updates included in the 2016 SPPM Addendum. Within the context of the baseline, this section provides a qualitative discussion of the potential impacts on public services that could result from the Proposed Project.

The Proposed Project was evaluated to determine whether police and fire-protection facilities are adequately staffed and located so that they can respond to an emergency in a timely manner without the provision of additional physical facilities. The Proposed Project evaluation was based on the thresholds of significance listed below. Agencies were contacted to obtain information about their existing and projected service capacity, as well as the impacts that could occur on implementation of the Proposed Project.

# 3.11.7 Thresholds of Significance

According to Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist), the Project would have a significant impact related to public services if the following would be answered with "yes."

- **PUB-1**: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
    a. Fire protection?
    b. Police protection?

## Impact PUB-1. Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection?

### Summary of 2009 San Pedro Waterfront Environmental Impact Statement/Environmental Impact Report Findings

The 2009 SPW EIS/EIR determined that temporary impacts associated with emergency access to portions of the Proposed Project area could occur during construction. Although the 2009 SPW EIS/EIR found that construction would not affect the response time to the area, the LAHD, in compliance with the *Los Angeles Port Police Policy Manual* (Port 2023), would establish emergency-vehicle access routes.

LAHD would coordinate with LAFD, which would review and comment on SPW Project features that could affect emergency access. The SPW Project would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. However, SPW Project construction might temporarily affect LAFD emergency access to portions of the SPW Project Site, which would be a significant impact. The impact would be mitigated to a less-than-significant level with implementation of **MM-PS-1**.

**MM-PS-1: Coordinate with Law Enforcement Agencies.**

LAHD will be required, pursuant to the *Los Angeles Port Police Policy Manual* (Port 2023), to coordinate with law-enforcement agencies during construction of all roadway improvements, establish emergency vehicular access, and ensure continuous law-enforcement access to surrounding areas.

## Summary of 2016 Addendum Findings

The 2016 SPPM Addendum determined that the SPPM Project would not result in new significant impacts on public services. Existing public services were determined to be adequate and able to serve the entire project without the development of additional facilities. However, project construction could have temporary impacts on emergency access to portions of the project area, which would be a significant impact that would be mitigated to less-than-significant levels with **MM-PS-1**.

## Impacts of the Proposed Project

### *Construction*

Construction of the Proposed Project could result in significant impacts on emergency access to the Project Site. However, the Proposed Project would implement **MM**-**PS-1**, which would require proper coordination with law-enforcement agencies to ensure adequate access to and around the Project Site during construction. Therefore, with implementation of **MM-PS-1**, impacts during the construction phase would be less than significant.

### *Operation*

Operation of the Proposed Project would result in up to 6,200 patrons and 175 staff members on site during concert events. The West Harbor team considered the security and safety of its property and prepared an emergency plan that details how the event space will prepare for emergency concerns. The safety of the performers, guests, and staff members are a major concern, and an organized and comprehensive emergency plan is essential to addressing this concern. The objective of the plan is to establish and define specific responsibilities, guidelines, and procedures that will facilitate an effective response by all persons connected with the facility and ensure proper protocol for any type of life-threatening incident at the Amphitheater.

Captain Kevin McCloskey of the Port Police provided a letter on July 7, 2023, which detailed what changes would be required to ensure adequate public services for the Project (McCloskey pers. comm.). The letter states that the Proposed Project would be required to implement the following.

**MM-PS-7: Improvements to Be Implemented by the Developer.**

- Utilize blue phones and cameras;
- Assign numbered lots and aisles for responding officers;
- To prevent a traffic backup on the street, install signage at the entrance that indicates the number of open stalls;
- Implement traffic-management procedures (refer to Appendix H, *Event Parking Management and Circulation Plan*, and Appendix I-1, *Parking Management Plan*, for detailed information);
- The Tenant will ensure that adequate closed circuit television cameras are positioned throughout the site. The footage will be available to the emergency logistics team. Footage will be recorded and copies made available on request to the police during the event and up to 28 days after the event, if required for evidential purposes. Images should be of such quality and size to be able to identify offenders;
- In addition, specific Amphitheater changes include the construction of escape lanes for concert crowds and a reduction in the amount of lighting in the harbor.

With the implementation of **MM-PS-7,** impacts during the operations phase would be less than significant.

### 3.11.7.2 Previous Mitigation Measures Applicable to the Project

Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to the Proposed Project.

### 3.11.7.3 New Mitigation Measures Applicable to the Project

Impacts would be significant; however, **MM-PS-7**, as well as the continued implementation of **MM-PS-1,** would reduce impacts to a less-than-significant level.

### 3.11.7.4 Significance after Mitigation

The Proposed Project would result in impacts on public services similar to those already deemed significant in the 2009 SPW EIS/EIR, but would not substantially increase the severity of those impacts. Implementation of **MM-PS-1** from the 2009 SPW EIS/EIR, along with newly proposed **MM-PS-7**, would ensure that residual impacts would be reduced to a less-than-significant level.

## 3.11.8 Alternatives Impact Determination

### 3.11.8.1 Alternative 1 – No Project Alternative

As discussed in the 2009 SPW EIS/EIR and 2016 SPPM Addendum, construction of Alternative 1 could affect law enforcement's access to the Project Site and surrounding area. Therefore, **MM-PS-1** would be implemented to ensure that coordination with law enforcement is conducted during construction and that law enforcement has adequate access to and around the Project Site. The operation of Alternative 1 would not require expansion of public-service facilities nor require mitigation. Impacts would be less than significant—less than those of the Proposed Project.

### 3.11.8.2 Alternative 2 – Half-Capacity Amphitheater Alternative

Similar to Alternative 1, construction of Alternative 2 could affect law enforcement's access to the Project Site and surrounding area. Therefore, **MM-PS-1** would be implemented to ensure that coordination with law enforcement is conducted during construction and that law enforcement has adequate access to and around the Project Site. In addition, the Amphitheater would require additional safety measures to ensure its safe operation. As with the Proposed Project, **MM-PS-7** would be implemented to ensure that safety features, such as blue phones, cameras, signs, and lot/aisle identification numbers for responding officers, are installed. Therefore, impacts would be similar to those of the Proposed Project.

## 3.11.9 Impact Summary

Table 3.11-1 summarizes the Project's impacts with respect to public services, which are described in detail in Section 3.11.8, *Alternatives Impact Determination*, above. As shown in Table 3.11-1, the Proposed Project would result in no new significant or substantially more-severe impacts than previously analyzed.

For each type of potential impact, the table describes the impact, notes the impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in Table 3.11-1.

**Table 3.11-1. Summary of Potential Impacts on Public Services Associated with the Project**

| Environmental Impacts | Impact Determination | MM(s) | Impact after Mitigation |
|---|---|---|---|
| **Impact PUB-1**: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection? | **Construction**: The 2009 SPW EIS/EIR finding of a significant impact during construction remains valid for the Proposed Project. | **Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to the Proposed Project. | **Construction**: No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant. |
| | **Operations**: Impacts associated with the Proposed Project would be significant. | **Operations**: New mitigation measure **MM-PS-7** would apply to the Proposed Project. | **Operations**: Implementation of **MM-PS-7** would reduce impacts to less than significant. |
| ***Alternative 1 – No Project Alternative*** | | | |
| **Impact PUB-1**: Would the Proposed Project result in substantial adverse physical impacts associated with the | **Construction**: The 2009 SPW EIS/ EIR finding of a significant impact | **Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR | **Construction**: No new or substantially more-severe significant impacts would occur |

| Environmental Impacts | Impact Determination | MM(s) | Impact after Mitigation |
|---|---|---|---|
| provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection? | during construction remains valid for this alternative. | would apply to this alternative. | during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant. |
| | **Operations**: The 2009 SPW EIS/ EIR finding of "no impact" during operations remains valid for this alternative. | **Operations**: No mitigation is required. | **Operations**: No new or substantially more severe significant impacts would occur during operations. |
| ***Alternative 2 – Half-Capacity Amphitheater Alternative*** | | | |
| **Impact PUB-1**: Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire or police protection? | **Construction**: The 2009 SPW EIS/ EIR finding of a significant impact during construction remains valid for this alternative. | **Construction**: Mitigation measure **MM-PS-1** from the 2009 SPW EIS/EIR would apply to this alternative. | **Construction**: No new or substantially more-severe significant impacts would occur during construction. Implementation of **MM-PS-1** would reduce impacts to less than significant. |
| | **Operations**: Impacts associated with this alternative would be significant. | **Operations**: New mitigation measure **MM-PS-7** would apply to this alternative. | **Operations**: Implementation of **MM-PS-7** would reduce impacts to less than significant. |

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; MM = mitigation measure; SPW = San Pedro Waterfront.

### 3.11.9.1 Mitigation Monitoring Program

The mitigation monitoring program outlined in Table 3.11-2 is applicable to the Project.

## Table 3.11-2. Mitigation Monitoring Program

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|---|---|
| **MM-PS-1:** ***Coordinate with law enforcement agencies (Construction Phase).*** LAHD will be required, pursuant to the Los Angeles Port Police Policy Manual (Port 2023) to coordinate with law-enforcement agencies during construction of all roadway improvements to establish emergency vehicular access and ensure continuous law enforcement access to surrounding areas. | |
| **Timing** | Prior to construction. |
| **Methodology** | LAHD will coordinate with law enforcement agencies during construction of all roadway improvement. Any coordination plans will be incorporated into construction specifications. The contractor shall adhere to these specifications throughout construction phases. Enforcement will include oversight by the LAHD project/construction manager to ensure compliance with contract specifications. |
| **MM-PS-5:** ***Water Conservation and Wastewater Reduction.*** LAHD and Port Tenants will implement the following water-conservation and wastewater-reduction measures to further reduce impacts on water demand and wastewater flows.<br>a. The landscape-irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler-head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (i.e., sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early-morning or late-evening hours to reduce water loss from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing the length and frequency of watering in the cooler months (i.e., fall, winter, and spring). Sprinkler-timer run times will be adjusted to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established.<br>b. Drought-tolerant, low-water-consuming plant varieties will be used to reduce irrigation-water consumption.<br>c. Recycled water will be used for irrigation and toilet-flushing (i.e., dual-flushing) on notification from LADWP that recycled water is available and on notification from Port Engineering that necessary connections are available prior to construction.<br>d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new and replacement construction. Low-flow faucet aerators will be installed on all sink faucets.<br>e. Significant opportunities for water savings exist in air-conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information on appropriate measures.<br>f. Recirculating, or point-of-use, hot-water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period of time before heated water reaches the outlet.<br>The 2009 SPW EIS/EIR MMRP specifies that this mitigation measure applies to the cruise-ship lines, the cruise terminal, the Catalina Express, and tug companies during operation. The 2016 SPPM Addendum MMRP revised this measure to apply to the SPPM developer. | |
| **Timing** | Throughout all operational years. |
| **Methodology** | This measure will be incorporated into the Cruise Line, Cruise Terminal, Catalina Express, Tug Company, and Ports O'Call Developer leases. If the Tenant proposes replacing any mitigation measures, then the Tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports will be made available to the Board and a regularly scheduled Board Meeting. |

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| **MM-PS-7: *Operational Safety Measures***<br>The Proposed Project would be required to implement the following:<br>a. Utilize blue phones and cameras;<br>b. Assign numbered lots and aisles for responding officers;<br>c. To prevent a traffic backup on the street, install signage at the entrance that indicates the number of open stalls;<br>d. Implement traffic-management procedures (refer to Appendix H, Event Parking Management and Circulation Plan, and Appendix I-1, Parking Management Plan, for detailed information); and<br>e. The Tenant will ensure that adequate closed circuit television cameras are positioned throughout the site. The footage will be available to the emergency logistics team. Footage will be recorded and copies made available on request to the police during the event and up to 28 days after the event, if required for evidential purposes. Images should be of such quality and size to be able to identify offenders;<br>f. In addition, specific Amphitheater changes include the construction of escape lanes for concert crowds and a reduction in the amount of lighting in the harbor. | |
| **Timing** | Throughout all operational years. |
| **Methodology** | This measure will be incorporated into the Developer leases. If the Tenant proposes replacing any mitigation measure, then the Tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports will be made available to the Board at a regularly scheduled public Board Meeting. |

EIR = Environmental Impact Report; EIS = Environmental Impact Statement; I- = Interstate; LADWP = Los Angeles Department of Water and Power; LAHD = Los Angeles Harbor Department; MM = mitigation measure; MMRP = Mitigation Monitoring and Reporting Program; SPPM = San Pedro Public Market; SPW = San Pedro Waterfront; SR- = State Route.