3.12

UTILITIES AND PUBLIC SERVICES

3.12.1 Introduction

This section addresses potential impacts on public services (fire protection, emergency medical services, and police protection), public utilities (water services, wastewater, storm drains, solid waste, electricity, and natural gas), and recreation that could result from increasing container-handling capacities at the Berths 136-147 Terminal. The proposed Project would result in less than significant or no impacts to Utilities and Public Services.

3.12.2 Environmental Setting

3.12.2.1 Public Services

3.12.2.1.1 Fire Protection and Emergency Medical Services

Fire prevention, fire protection, and emergency medical services within the City of Los Angeles are operated under the Fire Protection and Prevention Plan, an Element of the City of Los Angeles General Plan, and the Fire Code section of the Los Angeles Municipal Code. The Fire Protection and Prevention Plan serves as a guide for the construction, maintenance, and operation of fire protection facilities in the City (City of Los Angeles 2001a). The Plan sets forth policies and standards for fire station distribution and location, fire suppression water-flow (or "fire flow"), fire hydrant standards and locations, firefighting equipment access, emergency ambulance services, and fire prevention activities. The City Fire Department also considers population, density, nature of onsite land uses, and traffic flow in evaluating the adequacy of fire protection services for a specific area or land use.

The amount of fire flow necessary for site-specific fire protection varies and is based on land use type, size, occupancy, type of construction, and degree of a fire hazard present. Required fire flow is defined as the rate of water flow, measured in gallons per minute and duration, needed for firefighters to contain a major fire to the

buildings within the surrounding block (City of Los Angeles 2001a). City of Los Angeles Fire Code standards require that a minimum residual water pressure of 20 pounds per square inch (psi) remain in the water system in excess of the required fire flow. The City Fire Department assigns fire protection standards for response times for both engine and truck companies.

The City of Los Angeles Fire Department (LAFD) provides fire protection and emergency services to the proposed Project area. The proposed Project site is located within the Harbor Industrial Division service district. The city-wide average response time for fire and emergency medical service (EMS) is approximately 8 to 10 minutes (City of Los Angeles 2001a).

The closest fire station to the proposed Project site is Station No. 49, Battalion 6 Headquarters, located approximately 0.5 mile away at 400 Yacht Street, at Berth 194 (Figure 3.12-1). The station is a single engine company with a staff of 14 that operates Fire Boats Nos. 3 and 4. Station No. 38 is located at 124 "I" Street, approximately 1 mile from the proposed Project site, and contains a task force station with a truck and engine company and paramedic ambulance. Other stations in the vicinity that would assist in response to the proposed Project site include Station 112, located approximately 1.5 miles southwest of the proposed Project site, at 444 S. Harbor Boulevard, at Berth 86, and Station 111, Battalion 6, located approximately 3 miles to the south, at 1444 Seaside Avenue, at Berth 256. Additional fire stations located in the proposed Project vicinity also include Station No. 85 with a truck and engine company and a paramedic ambulance, approximately 5 miles northwest of the proposed Project area (Figure 3.12-1). Each station has a minimum of one engine and may have a second engine or truck. There is a minimum staffing level of four firefighters per engine and five firefighters per truck. Los Angeles Fire Department response time to the proposed Project vicinity is 5 minutes or less by land and up to 10 minutes by water. Emergency response to the Wilmington Marinas is primarily provided by water by LAFD boats. Fire protection levels of service in the Port areas adjacent to the proposed Project site are considered adequate (personal communication, Al Angulo 2004).

Fire protection also depends on the required fire flow (water quantity and pressure necessary for fire protection). Typical urban fire flow requirements vary from 2,000 gpm (gallons per minute) in low-density areas to 12,000 gpm in high-density commercial and industrial areas. Water for domestic use and firefighting purposes is supplied to the proposed Project area by a network of 20-inch trunk lines maintained by the Los Angeles Department of Water and Power. Trunk lines are located in easements along John S. Gibson Boulevard to Harry Bridges Boulevard, along Harry Bridges Boulevard between Figueroa Street and Avalon Boulevard, and within Avalon Boulevard. Distribution lines are located throughout the proposed Project site. Fire hydrants in the proposed Project vicinity are located on several corners in the proposed Project area, where north-south streets intersect with Harry Bridges Boulevard and “C” Street and in surrounding neighborhoods. Current fire flow is considered adequate in the proposed Project area and nearby Port facilities (personal communication, Al Angulo 2004).

The east-west oriented "C" Street, Harry Bridges Boulevard, and Alameda Street currently provide emergency vehicle access to the proposed Project site. Major north-south access to these roadways is provided at intersections with Wilmington and Avalon Boulevards to the east and Figueroa Street and John S. Gibson Boulevard to the west.

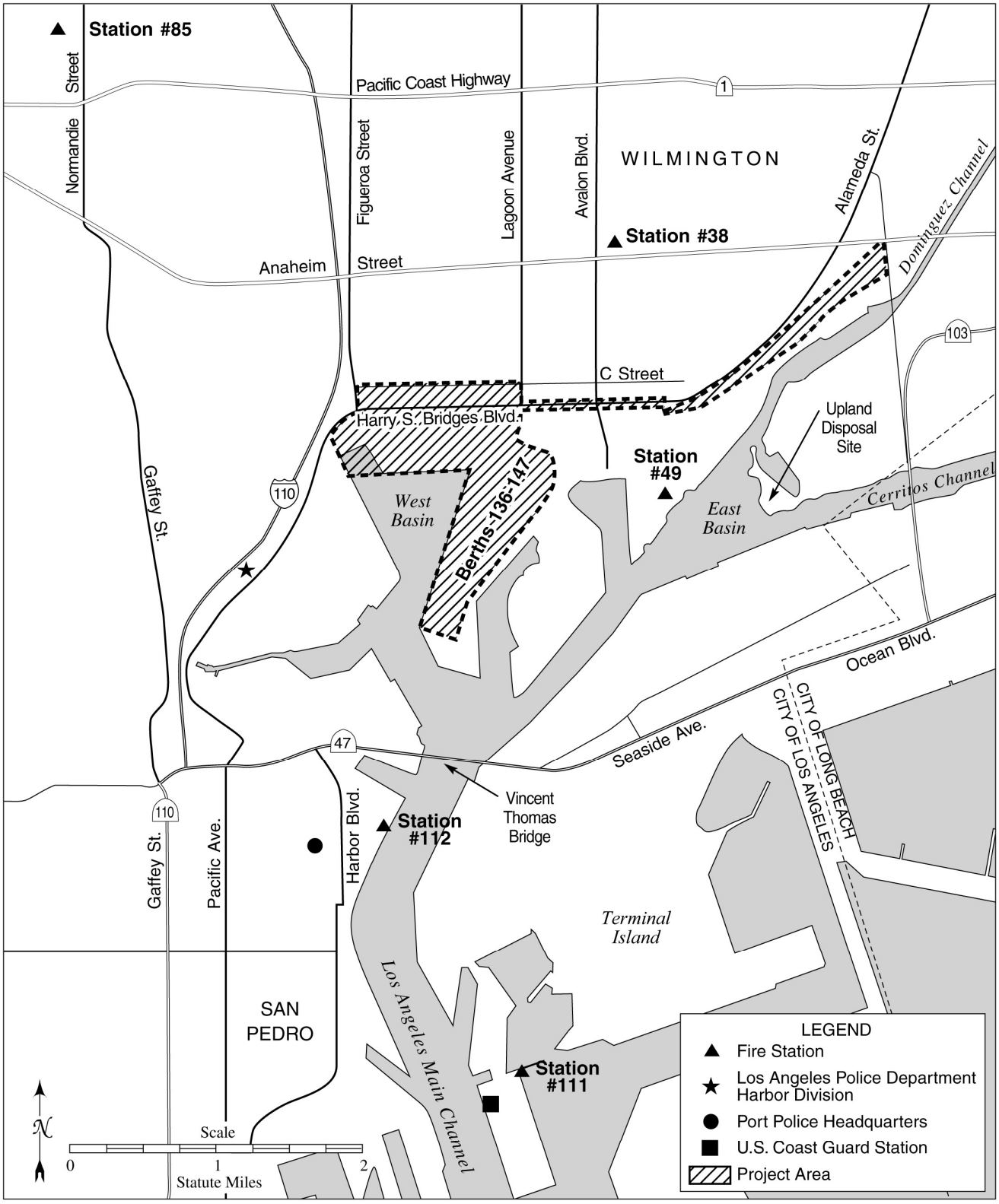

Figure 3.12-1. Public Service Facilities

3.12.2.1.2 Police Protection

Police protection for the proposed Project area is provided by the Los Angeles Police Department (LAPD) and the Los Angeles Harbor Department Police (Port Police). The proposed Project site is located in the LAPD's Harbor Division Area, which includes a 27.5 square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island.

The LAPD Harbor Community station is located at 2175 John S. Gibson Boulevard with a full staff including a minimum of 19 officers in the field at all times (Figure 3.12-1). During periods of statistically high crime activity, the number of field officers has increased. Officers employ radio-dispatched cruisers and traffic control motorcycles to patrol the proposed Project vicinity. The LAPD provides support to the Port Police and responds to Port incidents under the following special circumstances: 1) complex crimes including homicides and major traffic incidents, 2) special investigations including narcotics, organized crime, and terrorism, and 3) unusual occurrences as identified by the City protocol, such as events that require special resources, expertise, or staffing beyond current competencies (personal communication, Cheryl Provinchain 2007). LAPD law enforcement level of service in the proposed Project area is considered adequate; however, the preferred response time is 7 minutes and daily actual responses average 10 minutes (personal communication, Gary Shelly 2004).

The Los Angeles Port Police is responsible for operations within the Port property boundaries. The Port Police offices are located in the Harbor Administration Building at 425 South Palos Verdes Street in San Pedro (Figure 3.12-1). Design for a new Port Police facility is underway; it will be equipped with the latest in surveillance, command and control, and interoperable communications technologies; and it will be directly linked with the Long Beach Harbor Patrol command center. Since September 11, 2001, the number of Port Police officers has increased 30 percent. The Port Police maintains 24-hour land and water patrols. Port Police response times to the proposed Project vicinity of 2 to 3 minutes by land and 4 to 6 minutes by water are considered adequate (personal communication, Bill Fletcher 2004). A service ratio of 0.72 officers per square mile of Port land is used by the Port Police to determine the number of officers required to provide adequate police protection services (personal communication, Cheryl Provinchain 2007). Emergency response to the Wilmington Marinas is primarily provided by water by Port Police patrol boats. The Port Police received an $800,000 federal grant to purchase two new patrol boats, substantially enhancing patrol and response capabilities. Port Police law enforcement level of service in the Port areas adjacent to the proposed Project site is considered adequate (personal communication, Bill Fletcher 2004).

In addition to City and Port Police protection, each tenant occupying a berth or berths in the Port maintains its own internal security staff.

3.12.2.1.3 U.S. Coast Guard

The primary responsibility of the U.S. Coast Guard (USCG) is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District provides USCG support to the Port, including the proposed Project area. The USCG in

cooperation with the Marine Exchange also operates the Vessel Traffic Service (VTS). This voluntary service is intended to enhance vessel safety in the main approaches to the Port. Please see Section 3.11 (Marine Vessel Transportation) for additional information. The USCG determines emergency response time based on the distance that the USCG must travel to reach a given facility. An increase in vessel calls does not necessary correlate to an increase in response times (personal communication, Peter Gooding 2007).

3.12.2.2 Public Utilities

3.12.2.2.1 Water

Water service is provided to the proposed Project area by the City of Los Angeles Department of Water and Power (DWP). The DWP is responsible for supplying, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water sources utilized by the DWP include local sources, such as wells and recycled water (for non-potable uses), and imported sources, including Los Angeles Aqueducts and purchases from the Metropolitan Water District of Southern California (MWD). Water supply and conveyance structures comprise a series of reservoirs and a network of pipelines, including reservoir outlets, major trunk lines, and other delivery lines; DWP has built capacity to ensure that existing infrastructure is able to adequately accommodate increased future growth and demand through at least 2015. The LADWP Urban Water Management Plan (UWMP) projects water supplies and predicts overall water supply reliability within the DWP service area through 2030. The 2005 LADWP UWMP is incorporated by reference into this EIS/EIR. The LADWP UWMP is available at LAHD, Environmental Management Division 425 South Palos Verdes Street, San Pedro CA and at http://www.ladwp.com/ladwp/cms/ladwp007157.pdf. (LADWP 2005). In an effort to provide a reliable water supply, LADWP has invested in groundwater, recycled water, and water conservation. Specific supply and demand-side management strategies are designed to provide a "hedge" against droughts and variability of surface water. Calculations in the UWMP, are based on assumptions regarding the various supplies of water available (including water from the Los Angeles Aqueduct, groundwater, water purchased from MWD, and recycled water) and existing and projected levels of water conservation. Based on these calculations, LADWP predicts service reliability for average and single dry year conditions. Total demand for water is predicted to be 755,000 acre feet in 2025 and 766,000 in 2030. LADWP expects it will be able meet this demand with a combination of existing supplies, planned supplies and MWD purchases (existing and planned) (LADWP 2005).

The 2005 MWD UWMP is also incorporated by reference and is available at [LAHD Environmental Management Division 425 South Palos Verdes Street, San Pedro CA and at http://www.mwdh2o.com/. As discussed above, the 2005 LADWP UWMP relies, in part, on water supply purchases from MWD. Section A.3 of the 2005 MWD UWMP provides justifications for its supply projections including existing supplies, historical supplies and contracts for future supplies.

The DWP requires consultation with applicants whose projects would be completed after 2015 by means of a Service Advisory Request (SAR) in order to assess whether

the current infrastructure would be able to accommodate the increased water demand based on fire flow requirements. If the SAR determines that current infrastructure would not, the DWP requires that additional infrastructure (i.e., water lines) be constructed at the applicant's expense (personal communication, Joe Porras 2007).

Distribution water mains are located throughout the proposed Project area. A 12-inch line is located along the east side of Figueroa Street between "C" Street and Harry Bridges Boulevard (see Figure 3.12-2). An 8-inch line is located along Wilmington Boulevard, and 6-inch lines are located along most north-south cross streets throughout the proposed Project site, including Mar Vista Avenue, Hawaiian Avenue, Wilmington Boulevard, Gulf Avenue, MacDonald Avenue, Bayview Avenue, Neptune Avenue, Lagoon Avenue and Island Avenue. An additional 6-inch line is located east of the proposed Project site, along Harry Bridges Boulevard between Avalon Boulevard and Alameda Street. Water hydrants in the proposed Project area include double 4-inch hydrants, single 2.5-inch hydrants, and double 4-inch plus 2.5-inch hydrants.

3.12.2.2.2 Wastewater

Sewer service to the proposed Project area is provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation. The Bureau of Sanitation maintains both sewer lines throughout the proposed Project area and a nearby wastewater treatment facility. The Terminal Island Treatment Plant (TITP) is located at 455 Ferry Street (refer to Figure 3.13-1). The TITP can treat up to 30 million gallons per day (mgd); TITP presently operates at 50 percent of capacity, treating approximately 15 mgd. In order to determine the amount of wastewater that will be produced by a development project, the TITP maintains a generation factor of 150 gallons per day per person (personal communication, Dave Gumaer 2007). The plant treats all wastewater flows received to third stage tertiary treatment levels, discharging treated effluent into the Harbor in the vicinity of Pier 400. Some wastewater is further treated for non-potable reuse within the Port (e.g., for irrigation and industrial water supplies) (personal communication, Dave Gumaer 2004).

3.12.2.2.3 Storm Drainage

Storm drains are located throughout the proposed Project area and maintained by the Los Angeles Harbor Department (LAHD), City of Los Angeles, and Los Angeles County. Storm drains within the proposed Project vicinity have sufficient capacity to accommodate current demands (personal communication, Dave Walsh 2002).

3.12.2.2.4 Solid Waste

Existing terminal operations at Berths 136-147 generate solid waste consisting of non-hazardous materials, such as food and beverage containers, paper products, and other miscellaneous personal trash disposed of by onsite staff. Solid waste generated by existing operations at Berths 136-147 complies with federal, state, and local regulations and codes pertaining to solid waste disposal. Codes include Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42-Publish Health and Welfare of the California Health and Safety Code, and Chapter

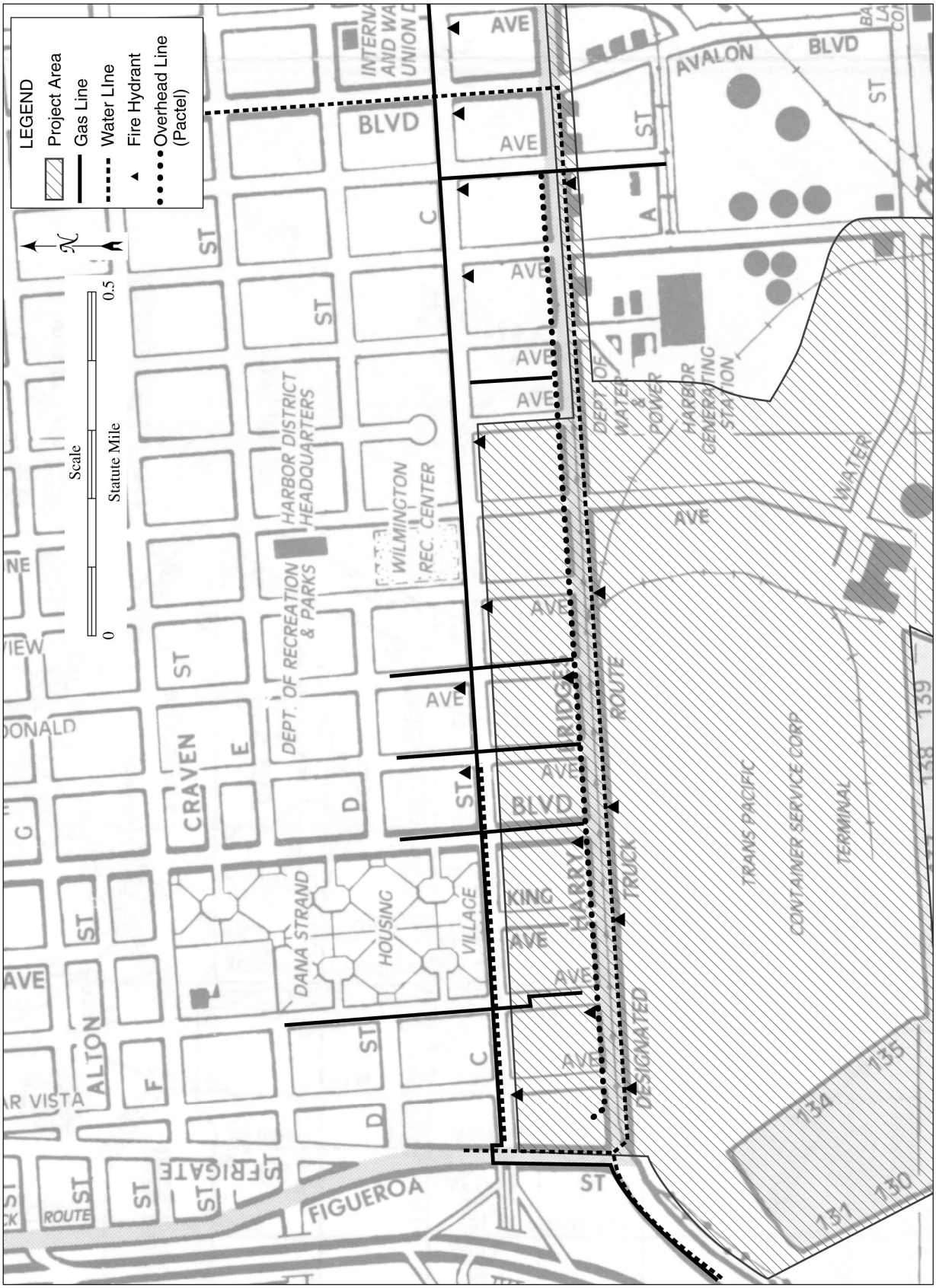

Figure 3.12-2. Utility Locations

39 U.S. Solid Waste Disposal Code. The terminal complies with the California Solid Waste Management Act (AB 939), mandating every city in the state to divert at least 50 percent of solid waste from landfill disposal through source reduction, recycling, and composting. The City of Los Angeles has met and exceeded the requirement, with a 62 percent solid waste diversion in years 2001 and 2002; in 2003, the City's diversion rate was 95.2 percent. A 70 percent diversion rate is California's new goal for the year 2020 (California Integrated Waste Management Board 2004). In 2003, the POLA's diversion rate was 41.8 percent, or 1,998.2 tons (POLA 2005c). Most construction/demolition debris will be crushed for reuse construction purposes within the Port; however, construction/demolition activities still result in a substantial one-time contribution to the solid waste stream. The following programs are implemented by the Port to assist in waste diversion (Port of Los Angeles 2005c):

- Duplex Printing and Photocopying
- Wood Waste Diversion Program
- Green Waste Recycling Program.
- Administrative Office Recycling Program.
- Toner Cartridge Recycling
- Ferrous Metals Recovery Program
- Inerts Recycling Program
- Motor Oil Recycling Program
- Tire Recycling Program
- Office Paper
- Cardboard Recycling Program
- Scrap Metal
- Beverage Container Recycling
- Fish Sludge Recovery
- Wood Waste Collection Program
- Non-food Donation
- Office Furniture Source Reduction

Port tenants usually contract with private waste haulers for solid waste disposal. The City of Los Angeles Bureau of Sanitation, in general, and Browning Ferris Industries (BFI) (a private waste management service) provide solid waste collection and disposal services at the proposed Project site. Los Angeles County Ordinance 7A prohibits solid waste from the City of Los Angeles from being handled by or disposed of in facilities and landfills operated by the Los Angeles County Sanitation District.

Currently, non-hazardous solid waste generated at Berths 136-147 is disposed of at either Bradley Landfill West and West Extension or Sunshine Canyon SLF County Extension, depending on daily capacities and hours of operation. Bradley Landfill West and West

Extension currently have a permitted throughput of 10,000 tons/day and are located at 9227 Tujunga Avenue, in Sun Valley. Bradley Landfill has a permitted capacity of 38,600,000 cubic yards and, as of March 5, 2002, a remaining capacity of 4,725,968 cubic yards, which equates to 12 percent available capacity. Sunshine Canyon City Landfill Unit 2 is located at 14747 San Fernando Road in Sylmar, a community in Los Angeles. Sunshine Canyon is owned by BFI and has an average throughput capacity of 11,000 tons/day, with 5,500 allotted for City use. As of December 1, 2004, Sunshine Canyon landfill has a remaining lifespan of approximately 7.2 years (Sunshine Landfill 2006). Solid waste generated by the POLA facilities and transported to both the Bradley and Sunshine Canyon City Landfills is determined using a generation factor of 0.372 tons per year per acre of Port land (POLA 2005c).

Hazardous materials, such as contaminated soils and petroleum by-products generated as a result of ongoing soil and groundwater remediation and scheduled tank maintenance, are hauled to a Class I landfill that accepts hazardous waste for disposal. The closest Class I landfill is the Kettleman Hills facility in Kings County, which has capacity limitations, but is the only such facility currently operating in southern California.

3.12.2.2.5 Energy (Electricity and Natural Gas)

The DWP provides electrical services within the proposed Project area. The Port and the rest of the City of Los Angeles receive electricity from a network of power stations and other sources operated by the DWP. The industrial power station closest to the Port has four main 138-kV supply lines, two from the harbor steam plant, and two from North Wilmington. Several other electrical power cables are distributed throughout the harbor area. The DWP maintains the Harbor Generating Station at the intersection of Island Avenue and Harry Bridges Boulevard (refer to Figure 3.13-1). Receiving Station Q and numerous above- and below-ground electrical transmission lines are in the proposed Project area.

The Southern California Gas Company (SCG) serves the proposed Project area. The major line in the area is a 16-inch high pressure line that extends diagonally in a northeasterly direction near the intersection of John S. Gibson Boulevard and Pacific Avenue toward Berth 127. From there it continues in a northwesterly direction to rejoin John S. Gibson Boulevard near Berth 131. Smaller distribution lines (usually 2- or 4-inch) are located along other streets, such as Pier A Street, Pier A Place, Neptune Avenue, and Front Street.

3.12.2.3 Recreation

3.12.2.3.1 Port of Los Angeles

The Port of Los Angeles offers recreational opportunities to the public in many different areas. The Port provides slips for 6,000 pleasure craft, sport fishing boats, and charter vessels. Sailing, boating, scuba diving, fishing, water skiing, swimming, and sightseeing are common recreational activities inside the breakwater. Continued leisure-time use of Port waters is an important component in the development of the Port of Los Angeles. Community facilities include a waterfront youth center, a boat launch ramp, and a public

swimming beach. Educational facilities include the Cabrillo Aquarium and the Maritime Museum. Approximately 0.5 mile of waterfront along the Main Channel is devoted exclusively to commercial tourist-oriented activities, including the Ports O'Call Village, located at Berths 75-83, offering specialty shopping and dining.

Much of the Port's recreational activities occur at the Cabrillo Beach recreational complex, located along the southwestern boundary of the Port. The outer beach, which is exposed to the open ocean, is used for swimming, scuba diving, wind surfing, fishing, and surfing. The inner beach, which lies within the breakwater, is used for sunbathing, beachcombing, windsurfing, swimming, and wading. There is a small-boat launch ramp, and the area between the boat launch ramp and the San Pedro breakwater is used for boardsailing and jet skiing. An aquatics camp, operated by the Boy Scouts of America, Los Angeles Area Council, is also located at Cabrillo Beach. It serves non-profit organizations and provides aquatic activities, overnight camping facilities, and educational programs.

3.12.2.3.2 The West Basin

The West Basin Project area (which includes Berths 136-147) has been developed with industrial uses and is generally not used for recreational purposes. It does, however, contain a Class II bike lane that runs parallel to John S. Gibson Boulevard and Pacific Avenue just east of the Harbor Belt Line tracks (Class II bike lanes are narrow lanes set aside in city streets exclusively for bicycle use). The bike lane then parallels Front Street and, after crossing under the Seaside Freeway, runs south along Harbor Boulevard, east of the railroad tracks.

In March 2004, the Wilmington Waterfront Development Subcommittee, which is part of the Port of Los Angeles Community Advisory Committee, presented a preferred plan to the Los Angeles Board of Harbor Commissioners for public uses of the lands between Harry Bridges Boulevard and "C" Street, as well as a non-vehicular link (i.e., pedestrian path/walkway) from there along Avalon Boulevard to the waterfront at Bannings Landing. The plan includes community, educational, and recreational facilities; extensive landscaping; pedestrian walkways; retail and restaurant uses along with a possible farmers market in the Bannings Landing area.

3.12.3 Applicable Regulations

The Port is directed by internal standards and policies that guide the provision of service to its customers. Each agency charged with protecting the public (LAFD, LAPD, Port Police, and USCG) maintains specific standards, such as response times and levels of service that must be adhered to during construction and operation of a project. Each public utility agency and private utility provider, including the DWP and SCG, are directed by internal standards and policies that guide the provision of service to their customers. Specific to the DWP and SCG, the CEC regulates the provision of natural gas and electricity within the state.

3.12.3.1 The Maritime Transportation Security Act

The Maritime Transportation Security Act (MTSA) and its international equivalent, the ISPS Code (adopted by the IMO), require port authorities and facility operators to designate and train company, vessel, and facility security officers and develop security plans for facilities and vessels based on security assessments and surveys. MTSA regulations also guide implementation of security measures specific to the operations of each facility and compliance with maritime security levels. Regulations regarding the submittal of security plans became effective December 31, 2003; operational compliance was mandated by July 1, 2004.

3.12.3.2 California Urban Water Management Act

The California Urban Water Management Planning Act requires urban water suppliers to initiate planning strategies that make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry-water years. The LADWP would be the water supplier, and as such the proposed Project would be under the jurisdiction of the LADWP Urban Water Management Plan (UWMP), prepared pursuant to the California Urban Water Management Planning Act.

3.12.3.3 LADWP Urban Water Management Plan

Consistent with the California Urban Water Management Planning Act, LADWP has prepared an UWMP to describe how water resources are used and to present strategies that will be used to meet the City's current and future water needs. To meet the objectives of the California Urban Water Management Planning Act, the LADWP UWMP focuses primarily on water supply reliability and water use efficiency measures. The California Urban Water Management Planning Act requires water suppliers to develop water management plans every five years. LADWP most recently completed this five-year update in 2005. This plan, the *2005 Urban Water Management Plan*, was completed as an update to the previous 2000 UWMP to comply with the Urban Water Management Planning Act. LADWP also published annual fiscal year updates in the 2005 UWMP. The plan projects water demand and supplies through 2030; total demand for water is predicted to be 755,000 acre feet in 2025 and 766,000 in 2030. LADWP expects it will be able meet this demand with a combination of existing supplies, planned supplies and MWD purchases (existing and planned) (LADWP 2005).

3.12.3.4 California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act of 1991 required each jurisdiction to adopt an ordinance by September 1, 1994, requiring any "development project" for which an application for a building permit is submitted to provide an adequate storage area for collection and removal of recyclable materials. Assembly Bill (AB) 1327 regulations govern the transfer, receipt, storage, and loading of recyclable materials at the Port.

3.12.3.5 AB 939: California Integrated Waste Management Act

AB939 was designed to focus on source reduction, recycling and composting, and environmentally safe landfilling and transformation activities. This act required cities and counties to divert 25 percent of all solid waste from landfills and transformation facilities by 1995, and 50 percent by year 2000. The City of Los Angeles met and exceeded the year 2000 goals; in 2003, the City's diversion rate was 95.2 percent. In 2003, POLA's diversion rate was 41.8 percent (POLA 2005c).

3.12.3.6 California's Building Code CCR, Title 24, Part 6

Title 24, Part 6 of the California's Building Code describes California's energy efficiently standards for residential and nonresidential buildings, These standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption and have been updated periodically to include new energy efficiency technologies and methods. Title 24 requires building according to energy efficient standards for all new construction, including new buildings, additions, alternations, and, in non-residential buildings, repairs.

3.12.4 Impacts and Mitigation Measures

3.12.4.1 Methodology

Public Services

The proposed Project and alternatives were evaluated to determine if police, USCG, and fire protection facilities were adequately staffed and located so they could respond to an emergency situation in a timely manner, without the provision of additional physical facilities. All agencies were contacted to obtain information regarding their existing and projected service capacity, as well as the projected impacts that would result from implementation of the proposed Project. Wherever possible (i.e., for agencies that provided a demand factor or service ratio), quantifications were included to demonstrate specific demands.

The Port Police maintains a service ratio of 0.72 officers required per square mile. The Port Police officer demands under baseline, proposed Project, and alternatives conditions were determined using this service ratio and the applicable site acreages, as shown below in Table 3.12-1.

Table 3.12-1. Port Police Demand

	CEQA Baseline	*No Federal Action/ NEPA Baseline*	*Proposed Project*	*Alt. 1*	*Alt. 2*	*Alt. 3*	*Alt. 4*	*Alt. 5*
Area (acre)	176	233	243	176	233	233	233	233
Conversion (mi^2/acre)	0.0015625	0.0015625	0.0015625	0.0015625	0.0015625	0.0015625	0.0015625	0.0015625
Area (mi^2)	0.275	0.364	0.380	0.275	0.364	0.364	0.364	0.364
Service Ratio (officer/mi^2)	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Total Officer Demand	**0.198**	**0.262**	**0.273**	**0.198**	**0.262**	**0.262**	**0.262**	**0.262**
Source: personal communication, Cheryl Provinchain 2007								

Public Utilities

Assessment of the proposed Project and alternatives impacts on utilities (water, wastewater, storm drainage, solid waste) and energy providers (electricity and natural gas) varies depending on the utility, but generally includes a comparison of the Project-generated demand against existing and anticipated resource supplies and/or conveyance capacity. Quantifications of demands and generations were included based on factors provided by the applicable agencies, as shown in Tables 3.12-2 through 3.12-4. Water supply or conveyance impacts are typically evaluated by estimating water consumption factors associated with proposed Project site land use(s) or, for nonresidential development, unit demand factors per acre or gross square foot, as established by the City of Los Angeles. The LADWP maintains water consumption factors of 150 gallons per day per 1000 sf of office uses space and 80 gallons per day per 1000 sf of industrial uses space (personal communication, Fatema Akhter 2007). The office and industrial square footages were determined using the total areas of the various buildings shown in Figure 2-2. Table 3.12-2 shows the water demand and the percent of water supply this demand represents under baseline, proposed Project, and alternatives conditions. Modeling of the activity at the proposed Project site (see Section 1.1.3 for a description of throughput and capacity modeling) shows that cargo throughput would be maximized at year 2025 and would not increase from year 2025 to 2038. Therefore, 2025 data is used for the analysis of water supply in this Draft EIS/EIR.

Assessment of impacts on sewers or wastewater treatment systems generally includes the comparison of the Project-related, land use-based wastewater flow generation to the existing and projected wastewater treatment capacity of the Treatment Plant. The wastewater generation factor, as provided by the TITP, is 150 gallons per day per person. As shown in Table 3.12-3, the total number of employees that would be required under baseline, proposed Project, and alternatives conditions was determined using the average daily auto trips expected under each condition. The total auto trips were multiplied by a passenger generation factor of 1.2 passengers per car to determine the total employees expected under all conditions. Table 3.12-3 also shows the total wastewater that would be generated under all conditions and the percent these generations would contribute to the existing flow and to the TITP capacity.

Table 3.12-2. Water Demand

	CEQA Baseline	*No Federal Action/ NEPA Baseline*	*Proposed Project*	*Alt. 1*	*Alt. 2*	*Alt. 3*	*Alt. 4*	*Alt. 5*
Office Uses Factor (gal/day/1000 sf)	150	150	150	150	150	150	150	150
Total Office Area (sf)	26,000	20,000	20,000	26,000	20,000	20,000	20,000	20,000
Office Water Demand (gal/day)	*3,900.0*	*3,000.0*	*3,000.0*	*3,900.0*	*3,000.0*	*3,000.0*	*3,000.0*	*3,000.0*
Industrial Uses Factor	80	80	80	80	80	80	80	80
Total Industrial Area	63,820	123,780	123,780	63,820	123,780	123,780	123,780	123,780
Industrial Water Demand	*5,105.6*	*9,902.4*	*9,902.4*	*5,105.6*	*9,902.4*	*9,902.4*	*9,902.4*	*9,902.4*
Total Water Demand (gal/day)	**9,006**	**12,902**	**12,902**	**9,006**	**12,902**	**12,902**	**12,902**	**12,902**
Conversion (gal/acre feet)	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4
Total Water Demand (acre feet/day)	0.03	0.04	0.04	0.03	0.04	0.04	0.04	0.04
Total Water Demand (acre feet/year)	**10.1**	**14.5**	**14.5**	**10.1**	**14.5**	**14.5**	**14.5**	**14.5**
Supply (acre feet)	680,000	755,000	755,000	755,000	755,000	755,000	755,000	755,000
Percent of Supply	**0.0015**	**0.0019**	**0.0019**	**0.0013**	**0.0019**	**0.0019**	**0.0019**	**0.0019**
Source: personal communication, Fatema Akhter 2007; LADWP 2005								

Table 3.12-3. Wastewater Generation

	CEQA Baseline	*No Federal Action/ NEPA Baseline*	*Proposed Project*	*Alt. 1*	*Alt. 2*	*Alt. 3*	*Alt. 4*	*Alt. 5*
Average Daily Auto Trips	398	690	972	690	972	828	230	690
Passenger Generation Factor	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Total Employees	478	828	1,166	828	1,166	994	276	828
Waste Factor (gal/day/person)	150	150	150	150	150	150	150	150
Total Waste (gal/day)	71,640	124,200	174,960	124,200	174,960	149,040	41,400	124,200
Total Waste (mil gal/day)	**0.07**	**0.12**	**0.17**	**0.12**	**0.17**	**0.15**	**0.04**	**0.12**
Existing Flow (mil gal/day)	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20
Percent of Existing Flow	**0.44**	**0.77**	**1.08**	**0.77**	**1.08**	**0.92**	**0.26**	**0.77**
Plant Capacity (mil gal/day)	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Percent of Plant Capacity	**0.24**	**0.41**	**0.58**	**0.41**	**0.58**	**0.50**	**0.14**	**0.41**
Source: personal communication, Dave Gumaer 2007								

Assessment of impacts to the storm drain system is based primarily on the determination of the contribution of the proposed Project to stormwater runoff compared to existing conditions or the diversion or disruption of surface water flows such that flooding would occur.

Impacts related to solid waste generally involve the estimation of the Project-related, land use-based, solid waste generation, compared to the capacity of the landfill(s) serving the proposed Project area. The solid waste generated under baseline, proposed Project, and alternatives conditions was determined using a generation factor (i.e., 0.372 tons per year per acre) provided by the POLA. The percent contribution to the permitted daily throughputs of both Bradley and Sunshine Canyon Landfills was then determined based on the solid waste generation, as shown below in Table 3.12-4.

Table 3.12-4. Solid Waste Generation

	CEQA Baseline	*No Federal Action/ NEPA Baseline*	*Proposed Project*	*Alt. 1*	*Alt. 2*	*Alt. 3*	*Alt. 4*	*Alt. 5*
Area (acre)	176	233	243	176	233	233	233	233
Generation Factor (tons/year/acre)	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372
Total Solid Waste (tons/year)	**65.472**	**86.676**	**90.396**	**65.472**	**86.676**	**86.676**	**86.676**	**86.676**
Total Solid Waste (tons/day)	0.179	0.237	0.248	0.179	0.237	0.237	0.237	0.237
Bradley Permitted Throughput (tons/day)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
% Bradley Permitted Throughput	**0.0018**	**0.0024**	**0.0025**	**0.0018**	**0.0024**	**0.0024**	**0.0024**	**0.0024**
Sunshine Permitted Throughput (tons/day)	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500
% Sunshine Permitted Throughput	**0.0033**	**0.0043**	**0.0045**	**0.0033**	**0.0043**	**0.0043**	**0.0043**	**0.0043**

Source: Port of Los Angeles 2005c; Sunshine Landfill 2006

The determination of impacts on electricity and natural gas supplies depends on an estimation of demand generated by the proposed Project uses, compared to availability and capacity of existing supplies and the conveyance infrastructure.

Energy Conservation

The proposed Project was analyzed to determine whether the development would result in inefficient, wasteful, and unnecessary consumption of energy. Any proposed Project elements that would increase energy efficiency were discussed and quantified for purposes of comparisons to existing conditions.

Recreation

Development of the proposed project would not result in any impact on the demand for recreation and parks, and is therefore not discussed further. As explained in Chapter 7, the proposed Project would not induce growth or population migration. Short-term construction employees, as well as long-term employees at Berths 136-147, would be accommodated by the existing local labor pool within the greater Los Angeles area. The proposed Project would not result in impacts to recreation and park services associated with increases in population on the surrounding communities, including Wilmington and San Pedro, as no increase in population would occur**.**

School Services

Development of the proposed project would not result in any impact on the demand for school services, and is therefore not discussed further. As explained in Chapter 7, the proposed Project would not induce growth or population migration. Short-term construction employees, as well as long-term employees at Berths 136-147, would be accommodated by the existing local labor pool within the greater Los Angeles area. The proposed Project would not result in impacts to school services associated with increases in population on the surrounding communities, including Wilmington and San Pedro, as no increase in population would occur.

3.12.4.1.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions would normally constitute the baseline physical conditions by which the CEQA lead agency determines whether an impact is significant. For purposes of this Draft EIS/EIR, the CEQA Baseline for determining the significance of potential impacts under CEQA is December 2003. CEQA Baseline conditions are described in Table 2-2 of Section 2.4.

The CEQA Baseline represents the setting at a fixed point in time, with no project growth over time, and differs from the "No Project" Alternative (discussed in Section 2.5.1) in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the baseline conditions. The No Project Alternative allows for growth at the proposed Project site that would occur without any required additional approvals.

3.12.4.1.2 No Federal Action/NEPA Baseline

For purposes of this Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the No Federal Action scenario. The No Federal Action/NEPA Baseline condition for determining significance of impacts coincides with the "No Federal Action" condition, which is defined by examining the full range of construction and operational activities the applicant could implement and is likely to implement absent permits from the USACE. Therefore, the No Federal Action/NEPA Baseline would not include any

dredging, filling of the Northwest Slip, wharf construction or upgrades, or crane replacement. The No Federal Action/NEPA Baseline would include construction and operation of all upland elements (existing lands) for backlands or other purposes. The upland elements are assumed to include:

- Adding 57 acres or existing land for backland area and an on-dock rail yard;
- Constructing a 500-space parking lot for union workers;
- Demolishing the existing administration building and constructing a new LEED certified administration building and other terminal buildings;
- Adding new lighting and replacing existing lighting, fencing, paving, and utilities on the backlands;
- Relocating the Pier A rail yard and constructing the new on-dock rail yard;
- Widening and realigning Harry Bridges Boulevard; and
- Developing the Harry Bridges Buffer Area

Unlike the CEQA Baseline, which is defined by conditions at a point in time, the No Federal Action/NEPA Baseline is not bound by statute to a "flat" or "no growth" scenario; therefore, the USACE may project increases in operations over the life of a project to properly analyze the No Federal Action/NEPA Baseline condition. Normally, any ultimate permit decision would focus on direct impacts to the aquatic environment, as well as indirect and cumulative impacts in the uplands determined to be within the scope of federal control and responsibility. Significance of the proposed Project or alternative is defined by comparing the proposed Project or alternative to the No Federal Action/NEPA Baseline (i.e., the increment). The No Federal Action/NEPA Baseline conditions are described in Table 2-2 of Section 2.4.

The No Federal Action/NEPA Baseline also differs from the "No Project" Alternative, where the Port would take no further action to construct and develop additional backlands (other than the 176 acres that currently exist). Under this alternative, no construction impacts would occur. However, forecasted increases in cargo throughput would still occur as greater operational efficiencies are made.

3.12.4.2 Thresholds of Significance

The following significance criteria are based on the *City of Los Angeles CEQA Thresholds Guide* (City of Los Angeles 2006) and other criteria applicable to Port projects. According to the *Los Angeles CEQA Thresholds Guide* (City of Los Angeles 2006), a project would normally be considered to have a significant impact on fire protection and law enforcement services based on several underlying factors that can affect the need for additional infrastructure to maintain these public services. Although the *Los Angeles CEQA Thresholds Guide* does not address thresholds of significance in regards to the Port Police and the USCG, these law enforcement agencies serve the proposed Project and would potentially be affected by proposed Project activities. Accordingly, the LAHD has included the USCG and Port Police in this discussion. Therefore, the proposed Project would have a significant impact on *public services* if it would:

PS-1 Burden existing USCG, LAPD, or Port Police staff levels and facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service with additional facilities, the construction of which could cause significant environmental effects.

PS-2 Require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

The proposed Project would have a significant impact on *public utilities* if it would:

PS-3 Require or result in the construction or expansion of water, wastewater, or storm drains.

PS-4 Exceed existing water supply, wastewater, or landfill capacities.

PS-5 Require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alternations to existing facilities that are not anticipated by adopted plans or programs.

The proposed Project would have a significant impact on *recreational resources* if it would:

PS-6 Result in a substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources.

3.12.4.3 Impacts and Mitigation

3.12.4.3.1 Proposed Project

As part of the proposed Project, the LAHD would prepare a Public Services Relocation Plan to address the public utilities and services that would require relocation or otherwise be affected during proposed Project construction. The Plan would be developed with input from the service providers for the proposed Project site and would be submitted to City regulatory departments for review and approval. The Plan would be developed with input from the service providers for the proposed Project site and would be submitted to City regulatory departments for review and approval. Construction affecting utilities could not begin until the Plan is approved. The Plan would be on file with the LAHD during construction. The Plan would include the following measures:

- Prior to disconnecting any existing services, new facilities (i.e., water, sewer, communications, gas, and electricity) would be installed. Pipeline installation would occur within existing utility corridors/easements.
- As demolition activities progress, unnecessary facilities and connections would be eliminated and new facilities and connections activated.
- Minor service interruptions (defined as those lasting 1 day or less) may occur during the transition between obsolete and newly installed facilities and services. Affected properties would be properly notified prior to any service interruption.

- Full access to all utilities would be restored after the completion of proposed Project construction.

Impact PS-1: The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

Proposed roadway modifications (i.e., widening Harry Bridges Boulevard, and closure and cul-de-sac of roadway segments between C Street and Harry Bridges Boulevard) would result in the temporary interruption and/or delays for law enforcement. Furthermore, additional demands on police personnel for traffic control services would be required during proposed roadway improvements. However, the contractor would be required pursuant to the Public Services Relocation Plan to coordinate with LAPD and the Port Police to allow for the identification of alternative response routes during all construction phases, thereby preventing the temporary interruption and/or delays for law enforcement responses. Additionally, proposed Project construction would require the use of one or more sites for construction staging of equipment and materials, which would be vulnerable to unauthorized trespassing or theft; however, private security provided by the construction contractor and LAPD, as needed, would protect against such risk.

Proposed terminal operations would result in increased vessel traffic in the proposed Project area; however, the corresponding increase in demands for law enforcement would be infrequent because the proposed Project includes existing basic security equipment, including surveillance and access control systems that enhance perimeter security and water and shore side surveillance. Existing security infrastructure for the Berths 136-147 Terminal includes physical security (e.g., fencing, gates, lighting, signage, etc.), an Intrusion Detection System (a system to detect intruders), access control (a system/procedure for controlling who has physical access to the facility), surveillance systems (e.g., cameras), and communication systems (e.g., two-way radios, phones, internet access). In addition to City and Port police protection, additional security service is provided at the Berths 136-147 Terminal area by the terminal's internal security staff. During proposed Project operations, land based access to the Wilmington Marinas would be periodically blocked due to the increased rail activity. However, as emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats, any land based delays would not affect emergency responses.

As the LAPD is not the primary police service provider in the Port area and primarily provides support to the Port Police under special circumstances (as described in Section 3.12.2.1.2), proposed Project development would only directly impact the Port Police. However, the proposed Project would result in a minimal increased likelihood that a special circumstance situation might occur (i.e., terrorism). This would result in a negligible increase in demand on the LAPD because such situations would be rare or would not occur at all.

The proposed Project would not burden the Port Police such that they would not be able to maintain an adequate level of service. Table 3.12-1 demonstrates that proposed development of 243 acres (0.275 square miles) of terminal lands would require less

than one (i.e., 0.273) new Port Police officer (as determined by applying the Port Police service ratio of 0.72 officers per square mile of Port land). This represents a negligible increase in demand for police protection personnel. Due to the ongoing increase in Port Police staffing levels in conjunction with Port development, existing service ratios would not decrease and average response times would not increase above the existing five minutes or less (personal communication, Cheryl Provinchain 2007).

The USCG determines response times based on the distance that is required to travel to the various Port facilities. Proposed development would not affect USCG response times as the proposed Project would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach; therefore, response times would not increase due to the proposed Project. As described in Table 3.11-6, the proposed Project would result in an increase in annual vessel calls; however, this increase would not diminish the resources or response times provided by the USCG (personal communication, Peter Gooding 2007).

CEQA Impact Determination

As previously described in Section 3.12.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During proposed Project construction, roadway improvements/modifications including widening Harry Bridges Boulevard and the closure and cul-de-sac of roadway segments between "C" Street and Harry Bridges Boulevard would result in the temporary interruption and/or delays for law enforcement. However, construction contractors would be required pursuant to the Public Services Relocation Plan to coordinate with LAPD and Port Police during construction of all roadway improvements to establish alternative response routes, ensuring continuous law enforcement access to surrounding areas. Although container terminal operations would result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA would reduce the demand for law enforcement. As shown in Table 3.12-1, operation of the proposed Project would require 0.273 new officers, or 0.075 more officers than the 0.198 officers currently required by the 176 acres under existing baseline conditions. The proposed Project would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 88 vessel calls per year over CEQA Baseline levels would not reduce available USCG resources or increase response times. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include wharf and in-water construction activities, which would contribute to increased movement of TEUs compared to No Federal Action/NEPA Baseline conditions; however, the associated increase in calls to the Port Police and LAPD would not substantially impact existing levels of service during proposed Project construction as the proposed Project includes security features consistent with MTSA regulations that would minimize the demand for police protection. During operation, the proposed Project would require 0.273 new officers, or 0.011 more officers than the 0.262 officers required by the 233 acres under baseline conditions. The proposed Project would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 84 vessel calls per year over No Federal Action/NEPA Baseline levels would not reduce available USCG resources or increase response times. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Impact PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

New wharf construction, wharf seismic retrofits, terminal expansion, and construction of an on-dock rail yard would require the removal and relocation of fire hydrants and water supply trunk lines and distribution mains in the proposed Project area. Construction activity, therefore, has the potential to temporarily interrupt fire water supplies in the proposed Project area. However, utility relocations are a frequent occurrence during large scale terminal developments, and are generally conducted with minimal, if any, disruptions in service; all utility relocations would be conducted in accordance with the proposed Project Public Services Relocation Plan, which is included as part of the Project Description and discussed further under Section 2.4.4. Consistent with Public Services Relocation Plan provisions, removal and relocation of fire hydrants and water supply trunk lines and distribution mains would be subject to review and approval by LAFD and/or jurisdictional agencies to ensure adequate fire flow water supplies within the proposed Project vicinity. Accordingly, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting fire suppression infrastructure. Furthermore, the proposed Project would be designed and constructed to meet all applicable state and local codes and ordinances to ensure adequate fire protection. During the design review process, the LAFD would conduct a fire-life-safety review to assess the required fire flow for the proposed Project; however, current fire flow is considered

adequate in the proposed Project area and nearby Port facilities and would continue to be adequate during project construction and operation.

Proposed roadway improvements would restrict and/or temporarily remove access to roadways in the proposed Project vicinity. However, prior to construction activities the contractor would be required to coordinate with LAFD to establish alternative fire and emergency response access routes, pursuant to the Public Services Relocation Plan. Improvements to Harry Bridges Boulevard (i.e., widen and re-build roadway) would not result in the long-term redirection of fire and emergency vehicular access in the proposed Project area. During proposed Project operations, land based access to the Wilmington Marinas would be periodically blocked due to the increased rail activity. However, as emergency access to the Wilmington Marinas is provided waterside by LAFD boats, any land based delays would not affect emergency responses.

LAFD emergency response times during proposed Project operations would be affected only by changes to land use and accessibility to the site (personal communication, Captain Frank Comfort 2007). Land use designations would remain the same under the proposed Project. In addition, fire lanes or hydrants would only be relocated or expanded and would not be completely eliminated. However, the proposed landscaped buffer area between Harry Bridges Boulevard and "C" Street would permanently remove north-south access streets from Figueroa Street to Lagoon Avenue. As fire prevention features such as fire hydrants and water supply trunk lines would be incorporated into the design process of the proposed terminal and the proposed Project would be constructed to meet all applicable state and local codes and ordinances to ensure adequate fire protection, the removal of the north-south access streets would not result in accessibility issues that would prevent the LAFD from adequately responding to a fire emergency. For the reasons described above, operation of the proposed Project would not result in an increase in average emergency response times and the LAFD would be able to accommodate proposed Project related fire protection demands (personal communication, Captain Frank Comfort 2007).

CEQA Impact Determination

Construction of roadway improvements including widening Harry Bridges Boulevard and the closure and cul-de-sac of roadway segments between "C" Street and Harry Bridges Boulevard would result in the temporary interruption and/or delays for fire protection services. However, construction contractors would coordinate with LAFD pursuant to the Public Services Relocation Plan prior to commencement of construction activities to identify alternative response routes, ensuring continuous adequate fire and emergency vehicular access to the proposed Project area and reducing impacts to a less than significant level. Since the removal and relocation of fire hydrants, water supply trunk lines, and distribution mains in the proposed Project area would be conducted in accordance with the proposed Public Services Relocation Plan, which is described in Section 2.4.4, and subject to review and approval by the LAFD and LADWP, the proposed Project would not impede emergency response services in the proposed Project area. As fire protection features, such as fire hydrants and water supply trunk lines, would be incorporated into the design process of the proposed terminal, operations at Berths 136-147 would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting emergency access (i.e., Harry

Bridges Boulevard Landscaped Area). Project operations would not affect emergency response times as the site would have the same land use, no existing fire lanes or hydrants would be removed, and site access would be reviewed by the LAFD (personal communication, Captain Frank Comfort 2007). Because the proposed 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, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include in-water construction activities (i.e., dredging, filling of the Northwest Slip, new wharf/dike construction, and upgrades to existing wharves) that would not be part of the No Federal Action/NEPA Baseline. However, these activities would not require removal and/or relocation of fire hydrants and utilities in the proposed Project area. Project operations would not affect emergency response times as the site would have the same land use, no existing fire lanes or hydrants would be removed, and site access would be reviewed by the LAFD (personal communication, Captain Frank Comfort 2007). Because the proposed 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, no impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Impact PS-3: The proposed Project would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

Construction of new wharves and backland improvements would require infrastructure such as lighting and the addition of utility facilities to ensure optimum cargo movement. New onsite utility lines (water, wastewater, and storm drains) would be constructed to serve proposed container terminal operations; the relocation and/or extension of some existing utility lines would also occur. These new utilities would tie into the existing utility lines that currently serve the proposed Project site. Provisions for water and wastewater service to the proposed Project site would require some minor offsite

construction to connect new onsite utilities with existing infrastructure. All infrastructure improvements and connections would occur within City streets, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, the LAHD would prepare a Public Services Relocation Plan as part of the proposed Project (see Section 2.4.4) to address the public utilities that would be affected by proposed Project construction, which would be reviewed by the service providers and City departments prior to implementation.

Proposed roadway improvements, including widening and realigning Harry Bridges Boulevard and the closure and cul-de-sac of roadway segments between "C" Street and Harry Bridges Boulevard, as well as constructing the Harry Bridges Buffer Area would potentially result in some additional utility pipeline relocations (i.e., water pipeline and storm water pipeline) and the abandonment, relocation, or replacement of above-ground and buried electrical transmission lines. The LAHD would prepare a Public Service Systems Relocation Plan in coordination with service providers to assist in these relocations; advanced notification and coordination between LAHD, the City, and utility providers would ensure that service providers and City departments have input into proposed Project infrastructure relocation and replacement prior to proposed Project construction.

Implementation of the proposed Project would generate minimal increased demands for water consumption associated with onsite usage (restrooms and sinks in buildings) and/or general site maintenance (washing). As demonstrated in Table 3.12-2 and based on the water demand factors provided by the LADWP (see Section 3.12.2.2.1), the proposed Project would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year. The Urban Water Management Plan projects that the available water supply in 2025 will be 755,000 acre feet (LADWP 2005). At the full-capacity level of operation, the proposed Project water demand would represent 0.0019% of the available water supplies. Although the site currently has water supply infrastructure, additional trunk lines and distribution mains would need to be extended to direct water to the new terminal facilities. However, as the proposed Project has limited building development and would not include major water-consuming industrial or commercial processes, terminal construction and operation would not require substantial quantities of water. The existing trunk lines and distribution mains in the proposed Project area would be replaced and/or upgraded consistent with the proposed Project's Public Services Relocation Plan. Existing water hydrants in the proposed Project area (i.e., double 4-inch hydrants, single 2.5-inch hydrants, and double 4-inch plus 2.5-inch hydrants) have sufficient capacity to accommodate increased water demands as described above. In addition, water mains along Figueroa Street between "C" Street and Harry Bridges Boulevard, Wilmington Boulevard, and most north-south cross streets throughout the proposed Project site have sufficient capacity to accommodate water demands required to support proposed Project operations.

The proposed Project would also result in minimal increases in wastewater demands. Increased staff levels associated with proposed construction and operation would generate minor increased wastewater flows. Wastewater flows generated from implementation of the proposed Project would be conveyed to, and treated by, the Terminal Island Treatment Plant. Based on the wastewater generation factor of 150 gallons per day per person (personal communication, Dave Gumaer 2007), Project construction activities would generate 0.01 million gallons per day, as shown in

Table 3.12-3. This represents 0.07 percent of the existing flow of 16.2 million gallons per day and 0.04 percent of the TITP capacity of 30 million gallons per day. Proposed Project operation would generate approximately 0.17 million gallons per day, or 1.08 percent of the existing flow and 0.58 percent of the TITP capacity. The Treatment Plant currently operates at 54 percent capacity. The negligible increase in wastewater flows from the proposed Project construction and operation would not exceed the capacity of the Treatment Plant or conveyance system (i.e., sewer trunk lines in the proposed Project area).

The proposed Project would result in increased runoff associated with the addition of 6 acres (2.4 ha) of paved area and, consequently, increases in onsite impervious surfaces (new backland construction). The proposed Project would be designed to accommodate increases in runoff rates without substantially affecting offsite storm drain systems. Proposed Project design features would include a stormwater treatment system that would treat initial storm runoff (oil, grease, and sediments would be removed from the first 0.75 inch of rainfall per SUSMP requirements). Additionally, hazardous materials are transported in self-contained units that would not be opened at the terminal. Furthermore, as the proposed Project is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required.

CEQA Impact Determination

As shown in Table 3.12-2 and 3.12-3, the increases in water demand and wastewater generation would be considered negligible; however, construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development. The proposed Project would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019% of the available water supply of 755,000 acre feet. The baseline demands of 10.1 acre feet represent 0.0015% of the available water supply of 680,000 acre feet. Project construction would generate 0.01 million gallons of wastewater per day and proposed Project operation would generate 0.17 million gallons per day. During the construction period, wastewater generation would be less than the 2003 baseline level of 0.07; however, proposed Project operations would exceed this amount by 0.1 million gallons per day. The proposed Project area is served by existing trunk lines, distribution mains, and wastewater conveyance systems, which would be relocated and replaced as necessary during proposed Project construction.

As previously stated, the Port would prepare a Public Services Relocation Plan as part of the proposed Project to address the public utilities that would be affected by proposed Project construction, which would be reviewed by the service providers and City departments prior to implementation. As new utility lines would be located within existing City streets or existing pipeline corridor easements, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP, expansion and relocation of utility lines would not result in significant environmental impacts. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

As shown in Table 3.12-2, Full-capacity levels of operation would result in a water demands that would represent 0.0019 percent of the available water supply; No Federal Action/NEPA Baseline conditions also result in a water demand of 0.0019 percent of the available supply. As shown in Table 3.12-3, proposed Project construction would generate 0.01 million gallons of wastewater per day and proposed Project operation would generate 0.17 million gallons per day. During the construction period, wastewater generation would be less than the baseline level of 0.12; however, proposed Project operations would exceed this amount by 0.05 million gallons per day. However, proposed Project in-water construction activities would not require the removal and relocation of water supply distribution mains and sewer trunk lines within the proposed Project vicinity. As public utilities would not be affected by dredging, filling of the Northwest Slip, and new wharf/dike construction, adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, no impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impact.

Impact PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

As stated above (see **Impact PS-3**), new onsite utility lines/infrastructure (water, wastewater, and storm drains) would be constructed to serve proposed container terminal operations and would be designed to accommodate water and wastewater demands that would be created by onsite development and container terminal operations. Because the proposed Project would not be completed until 2038, the applicant would be required to file an SAR with the DWP, as described in Section 3.12.2.2.1, in order to assess whether the current infrastructure would be able to accommodate the increased water demands.

Based on the water demand factors provided by the LADWP (see Section 3.12.2.2.1), the proposed Project would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year. The Urban Water Management Plan projects that the available water supply in 2025 will be 755,000 acre feet (LADWP 2005). At the full-

capacity level of operation, the proposed Project water demand would represent 0.002% of total projected water demand. Proposed Project construction activities would generate 0.01 million gallons per day of wastewater, or 0.07 percent of the existing flow and 0.04 percent of the TITP daily capacity. Proposed Project operations would generate approximately 0.17 million gallons per day, or 1.08 percent of the existing flow and 0.58 percent of the TITP daily capacity. These minimal amounts of wastewater generated by proposed Project construction and operations would not exceed the capacity of the Treatment Plant or sewer trunk lines in the proposed Project area.

Construction and demolition activities would generate debris that would require disposal in a landfill. Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB 2004b). Proposed construction activities would generate construction and demolition materials including asphalt, concrete, building materials, and solids. Due to lower disposal costs, asphalt and concrete are typically recycled for aggregate base or disposed of at inert landfills instead of municipal facilities. In addition, dredged material generated during construction would be reused within the proposed Project site as fill during subsequent construction phases or transported to the LAHD nonhazardous material upland disposal site. Although a considerable amount of solid waste material would be disposed at Los Angeles County landfills, timbers used in the wharves to be reconstructed have been treated with creosote and could require disposal in a Class I landfill. Determining whether the timbers would be considered hazardous materials would be accomplished through the Toxicity Characterization Leaching Procedure (TCLP) Standards as outlined in 40 CFR, Section 261.24. If the creosote content of the pilings were above 200 mg/l, the wood would be classified as a hazardous material requiring disposal in a Class I landfill; otherwise, the wood from the dock and pilings would be disposed of at a Class III non-hazardous landfill or recycled. In the event unidentified hazardous materials are encountered during proposed roadway improvements and/or construction of the Harry Bridges Buffer Area, disposal of hazardous materials at a Class I landfill would be based on facility and hazardous material requirements. Though not quantifiable, the volume of construction waste associated with proposed Project construction is considered a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of solid waste facility capacities.

Proposed Project operations would result in a negligible increase in the generation of solid waste. Container terminal operations would primarily consist of container loading and storage activities; minimal administrative facilities would be required to support proposed operations. Additionally, operation of the proposed Project would be required to comply with all existing hazardous waste laws and regulations, including the federal RCRA and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and CCR Title 22 and Title 26. Based on the solid waste generation factor of 0.372 tons per year per acre of Port land (Port of Los Angeles 2005c), the proposed Project would generate approximately 90.4 tons of solid waste per year (0.248 tons per day) that would require transportation to either the Bradley Landfill or they Sunshine County Landfill. This amount represents 0.0025 percent of the permitted daily through put of 10,000 tons at the Bradley Landfill, and 0,0045 percent of the permitted daily throughput of 5,500 at the Sunshine County Landfill. The landfills would be able to accommodate the negligible increase in solid waste generated by proposed Project operations.

CEQA Impact Determination

As discussed under **Impact PS-3**, the proposed Project collectively constitutes negligible demands for water and wastewater supplies that would be accommodated, as necessary, by the removal and relocation and/or construction of onsite water supply distribution mains and sewer trunk lines. The proposed Project would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019% of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015% of the available water supply of 680,000 acre feet. In addition, compliance with the SAR requirements and coordination with the DWP would ensure that the increased demands would be accommodated by existing infrastructure or that the necessary infrastructure would be built. Proposed Project generated wastewater would constitute 0.04 percent of the TITP daily capacity during construction activities, which would be below the 2003 baseline level of 0.24 percent. Project operations would constitute 0.58 percent of the TITP daily capacity and exceed the baseline levels. However, as the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The proposed Project would not exceed the capacity of the TITP or conveyance system to accommodate anticipated increases in wastewater demands associated with the Berths 136-147 Terminal operations.

The amount of solid waste generated by construction activities is not quantifiable but would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of solid waste facility capacities. Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Container terminal operations would primarily consist of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. The proposed Project would generate 90.4 tons of solid waste per year, or 24.9 tons above the 2003 baseline level of 65.5 tons per year. This would represent an increase in the contribution to the permitted throughput at Bradley Landfill from 0.0018 percent under existing baseline conditions to 0.0025 percent under proposed Project operations; the contribution to the permitted throughput at the Sunshine County Landfill would increase from 0.0036 percent to 0.005 percent.

Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant. However, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be significant under CEQA.

Mitigation Measures

The following measures would reduce the amount of solid waste requiring transportation to a landfill that would be generated during proposed Project construction.

MM PS-1: Recycling of Construction Materials. Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal.

During grading and construction, separate bins for recycling of construction materials shall be provided on-site.

MM PS-2: Materials with Recycled Content. Materials with recycled content shall be used in project construction. Chippers on site during construction shall be used to further reduce excess wood for landscaping cover.

MM PS-3: AB 939 Compliance. The applicant shall implement a Solid Waste Management Program including the following measures to achieve a 50 percent reduction in waste generation and ensure compliance with the California Solid Waste Management Act (AB 939).

a. Provision of space and/or bins for storage of recyclable materials within the project site. All garbage and recycle bin storage space shall be enclosed and plans should show equal area availability for both garbage and recycle bins within storage spaces.

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

c. Participate in a curb-side 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 which indicate method and amount of expected reduction.

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

g. Provision of a resident-tenant/employee education pamphlet to be used in conjunction with available Santa Barbara County and federal source reduction educational materials. The pamphlet shall be provided to all commercial tenants by the leasing/property management agency.

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

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Implementation of **Mitigation Measures PS-1** through **PS-3** would reduce proposed Project construction related solid waste generation and ensure compliance with AB 939, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

As discussed under **Impact PS-3**, the proposed Project collectively constitutes negligible demands for water and wastewater supplies that would be accommodated, as necessary, by the removal and relocation and/or construction of onsite water supply distribution mains and sewer trunk lines. Full-capacity levels of operation would result in a water demand that would represent 0.0019 percent of the available water supply; No Federal Action/NEPA Baseline conditions also result in a water demand of 0.0019 percent of the available supply. In addition, compliance with the SAR

requirements and coordination with the DWP would ensure that the increased demands would be accommodated by existing infrastructure or that the necessary infrastructure would be built. Project generated wastewater would constitute 0.04 percent of the TITP daily capacity during construction activities, which would be below the baseline level of 0.37 percent. Project operations would constitute 0.58 percent of the TITP daily capacity and exceed the baseline levels. However, as the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The proposed Project would not exceed the capacity of the Treatment Plant or conveyance system to accommodate anticipated increases in wastewater demands associated with the Berths 136-147 Terminal operations.

The proposed Project would include in-water construction activities that would not be part of the No Federal Action/NEPA Baseline. The amount of solid waste generated by construction activities is not quantifiable but would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of solid waste facility capacities. In the event timbers used in the wharves to be reconstructed have been treated with creosote and the content of the pilings were above 200 mg/l, these materials would require disposal in Class I landfill; otherwise, the wood from the dock and pilings would be disposed of at a Class III non-hazardous landfill or recycled. Dredged material generated during construction would be reused within the proposed Project site as fill during subsequent construction phases or transported to the LAHD nonhazardous material upland disposal site. Hazardous material landfill capacity would not be substantially affected as more than one Class I landfill would be available for offsite disposal, providing adequate capacity. The proposed Project would generate 90.4 tons of solid waste per year, or 3.7 tons above the baseline level of 86.7 tons per year. This would represent an increase in the contribution to the permitted throughput at Bradley Landfill from 0.0024 percent under existing baseline conditions to 0.0025 percent under proposed Project operations; the contribution to the permitted throughput at the Sunshine County Landfill would increase from 0.0047 percent to 0.005 percent.

Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant. However, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be potentially significant under NEPA.

Mitigation Measures

Mitigation Measures PS-1 through **PS-3** would apply to proposed Project construction solid waste impacts.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Project construction related solid waste generation and ensure compliance with AB 939, such that less than significant impacts would occur under NEPA.

Impact PS-5: Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new

offsite energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.

Energy (diesel fuel and electricity) would be used during construction of the proposed Project. Energy expenditures during construction would be short term in duration, occurring periodically during each of the proposed Project construction phases. Construction would not result in substantial waste or inefficient use of energy because construction would be competitively bid, which would facilitate efficiency in all construction stages. Current LAHD bid specifications include provisions to reduce energy consumption, such as staging work during non-peak hours when appropriate. Additionally, construction of modern buildings and structures incorporates energy-efficient designs that are mandated by current building codes.

Redevelopment of an additional 67 acres of backlands would require installation of backland elements including lighting, utilities, and buildings. Electricity demands at the proposed Project site would be related to industrial uses including crane operations, facility and backlands operations (refrigeration units), site and security lighting, and general site maintenance. However, the increase in electricity demands associated with the Berths 136-147 Terminal operations would not exceed existing supplies and/or result in the need for major new facilities. The proposed Project would provide new energy distribution infrastructure required to support proposed Project operations. The proposed Project would incorporate energy conservation measures in compliance with California's Building Code CCR Title 24 that requires building energy efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in non-residential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption. In addition to energy efficient designs that are mandated by current building codes, onsite structures would be sited and constructed to maximize natural heating and cooling.

The proposed Project would result in two new buildings that would be designed to and built under the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. This system provides certifications that a building project is designed, constructed, and operated at high performance green building standards. To earn a certification, a building project must meet certain prerequisites and earn performance benchmarks within each category. Depending on the number of credits that are achieved, a project can be awarded Certified, Silver, Gold, or Platinum certification (U.S. Green Building Council 2007). The new Administration Building would be designed to Gold Standards and the Maintenance and Repair Building would be designed to Silver Standards. While all other buildings are considered utilitarian and would not be applicable to LEED certification, they will still incorporate green practices where they won't compromise the usability of the building. According to the LEED ratings, the Administration Building would be designed to achieve an optimization of energy above the Title 24 requirements.

All light fixtures would be replaced during proposed Project construction with more efficient lamps. The existing high pressure sodium lights are 1,000 watts per fixture. The new lights would also be 1000 watts, but are approximately 20 percent more efficient than existing lights as they do not waste input energy by producing non-useable light in the form of glare.

The proposed Project would generate minimal demands for natural gas associated with space and water heating. As administrative offices represent a minor component of container terminal operations, the increased demand for natural gas would be accommodated by SCG via the existing infrastructure located adjacent to and within the proposed Project site.

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support proposed construction activities. Energy demands during construction activities would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates cost effective strategies that support energy efficiency and conservation throughout all construction stages, as described above. Project operations would generate demands for electricity associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, and general site maintenance. Project-related natural gas demands (space and water heating) would not be substantial because administration buildings represent a minor part of proposed terminal operations. However, as the proposed Project would provide new energy distribution infrastructure required to support proposed Project operations, and Berths 136-147 Terminal operations would not exceed existing supplies and/or result in the need for major new facilities, impacts on energy supply facilities would not occur. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy to 38 percent above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Consequently, the proposed Project would not require new, offsite energy supply facilities and/or capacity-enhancing alterations to existing facilities. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include in-water construction activities that would not be part of the No Federal Action/NEPA Baseline. Although dredging, new wharf construction, and upgrades to existing wharves would require additional energy usage, these demands would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. As the proposed Project would provide new energy distribution infrastructure required to support new wharves/berths operations, the proposed Project would not exceed existing supplies and/or result in the need for major new facilities. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The

Administration Building would achieve an optimization of energy to 38 percent above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Therefore, less than significant impacts on energy supply facilities would occur under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Impact PS-6: The proposed Project would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

Project construction and operation would not result in a loss or diminished quality of existing recreational opportunities. The West Basin area has been developed with industrial uses and is generally not used for recreational purposes. However, a Class II bike lane is located adjacent to John S. Gibson Boulevard and Pacific Avenue, east of the Harbor Belt Line tracks. Construction activities including dredging, filling, construction of additional container storage areas, wharf renovation, and new wharf construction would not remove or affect existing recreational facilities. Additionally, a 30-acre landscaped, open space area would be constructed between Harry Bridges Boulevard and "C" Street, from Figueroa Street to Lagoon Avenue, on vacant, Port-owned property (see Figure 2-3). The Harry Bridges Buffer Area would include paths, benches, picnic areas, hardscaping, water features, a plaza, pedestrian bridges, restrooms, and incidental architectural structures. The California Coastal Trail would be located on the southern boundary of the landscape buffer adjacent to Harry Bridges Boulevard. The California Coastal Trail would provide pedestrian and bicycle connections to Avalon Boulevard and the Wilmington waterfront.

Construction of roadway improvements/modifications would be coordinated with LADOT; it is standard practice for LADOT to require work area traffic control plans for contractor activities that establish traffic lane requirements for through traffic and bike lanes, including vehicular and bicycle traffic detours. Improvement of the existing conditions of Harry Bridges Boulevard (i.e., widen and re-build roadway) would be limited to improving the existing roadway. Therefore, proposed roadway improvements would not preclude the use of existing recreational opportunities. Furthermore, the closure of six roadways and cul-de-sac of five roadway segments between "C" Street and Harry Bridges Boulevard would be required to facilitate construction of the Harry Bridges Buffer Area. The proposed Harry Bridges Boulevard roadway improvements would be consistent with the Wilmington Waterfront Development Subcommittee preferred plan, which recommended that Harry Bridges Boulevard not be realigned north of C Street to provide maximum area for community/recreational facilities. In addition, local roadway modifications associated with the Harry Bridges Buffer Area would be consistent with the Wilmington Waterfront Circulation and Access Plan. As the existing Class II bike lane is not located within and/or adjacent to proposed construction areas, no

impacts on this recreational resource would occur; the bike lane would be accessible during proposed construction activities.

Marine recreational opportunities within the Harbor would not be adversely affected during proposed construction and/or operation activities. The proposed Project area is generally used for commercial shipping activities; no pleasure craft slips are located in the immediate proposed Project area. As the proposed Project would not impede travel lanes in the Main Channel, construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean.

CEQA Impact Determination

As roadway improvements would be constructed in coordination with the LADOT and would comply with LADOT traffic lane requirements, the proposed Project would not adversely affect recreational resources. The existing Class II bike lane located adjacent to John S. Gibson Boulevard and Pacific Avenue would be accessible during proposed construction activities and project operation; therefore, no impacts on this recreational resource would occur. Furthermore, proposed Harry Bridges Boulevard roadway improvements would be consistent with the Wilmington Waterfront Development Subcommittee preferred plan, which recommended that Harry Bridges Boulevard not be realigned to provide maximum area for community/recreational facilities. Construction of the Harry Bridges Buffer Area with passive recreational amenities for community use would enhance existing recreational facilities in the proposed Project area and surrounding communities. As in-water proposed Project construction activities would not interfere with vessel traffic lanes in the Main Channel, the proposed Project would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Therefore, the proposed Project would have a less than significant impact under CEQA on recreational, educational, and/or visitor-oriented facilities in the proposed Project area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include increased levels of in-water construction and operational activities that would not occur under the No Federal Action/NEPA Baseline. Marine recreational opportunities within the Harbor would not be adversely affected during proposed construction and/or operation activities. The proposed Project area is generally used for commercial shipping activities; no pleasure craft slips are located in the immediate proposed Project area. As the proposed Project would not impede travel lanes in the Main Channel, construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean. Therefore, there would be less than significant impacts associated with the substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities in the proposed Project area.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

3.12.4.3.2 Alternatives

3.12.4.3.2.1 Alternative 1 – No Project Alternative

Alt 1 – Impact PS-1: Alternative 1 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

Under the No Project Alternative (Alternative 1), no development would occur within the proposed Project area. Existing backlands within the proposed Project area (i.e., 176 acres) would continue to be used; however, existing security features such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA would continue to reduce the demand for police protection. As shown in Table 3.12-1, the existing 176 acres under Alternative 1 would result in a demand for less than one (i.e., 0.198) new officer. This demand is the same as the demand under 2003 baseline conditions and 0.075 officers less than the proposed Project demand. Additionally, USCG response times would not change because no development would occur and this alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. As the demand for law enforcement officers would not increase, Alternative 1 would not significantly impact the LAPD, the Port Police, or the USCG. There would be no impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 1 – Impact PS-2: Development of Alternative 1 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

Alternative 1 would not significantly affect fire protection services because no additional backlands would be constructed and existing terminal operations would not be increased, minimizing demands for fire protection services. The land use designation would not change and no access roads would be reconfigured or removed. In addition, fire prevention features such as fire hydrants have been incorporated into the existing 176 acres of backlands. Therefore, the demand for fire protection services would be less than for the proposed Project and the same as 2003 baseline conditions. Impacts on fire protection services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 1 – Impact PS-3: Alternative 1 would not result in a substantial increase in utility demands and construction and/or expansion of onsite water, wastewater, or storm drain lines would not be required to support new terminal development.

CEQA Impact Determination

Although Alternative 1 water demands would exceed 2003 levels, water demands associated with forecasted increases in cargo throughput (i.e., container storage) would be minimal. As demonstrated in Table 3.12-2, Alternative 1 would generate the same water demand of 10.1 acre feet per year as under baseline conditions, or 0.0015 percent of the available water supply. This is less than the proposed Project's demand of 0.0019 percent of the available water supply. As additional backlands and terminal support structures would not be constructed, impacts on wastewater would not occur. The wastewater generation would increase slightly because of the forecasted increases in cargo throughput and corresponding increases in staffing. As demonstrated in Table 3.12-3, Alternative 1 would generate 0.12 million gallons of solid waste per day, or 0.41 percent of the TITP daily capacity. This is greater than baseline generations of 0.24 percent and less than proposed Project generations of 0.58 percent. The reduced backlands areas would reduce the amount of onsite impervious surfaces, minimizing the potential for surface runoff compared to the proposed Project. Additionally, existing backland areas include adequate drainage infrastructure; therefore, construction and/or expansion of offsite stormwater drainage facilities would not occur. Consequently, Alternative 1 would result in less than significant impacts related to the construction or expansion of water, wastewater, or storm drain lines.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 1 – Impact PS-4: Alternative 1 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

As additional backlands and terminal support structures would not be constructed, impacts on water supply would not occur. Alternative 1 would generate the same water demand of 10.1 acre feet per year as under baseline conditions, or 0.0015 percent of the available water supply, as shown in Table 3.12-2. This is less than the proposed Project's demand of 0.0019 percent of the available water supply. The wastewater generation would increase slightly because of the forecasted increases in cargo throughput and corresponding increases in staffing. Table 3.12-3 demonstrates that Alternative 1 would generate 0.12 million gallons of solid waste per day, or 0.41 percent of the TITP daily capacity. This is greater than baseline generations of 0.24 percent and less than proposed Project generations of 0.58 percent. Alternative 1 would not result in the construction and/or operations of upland areas for backlands or other uses (i.e., ICTF); therefore, no solid waste generation would occur. As shown in Table 3.12-4, both baseline conditions and Alternative 1 operations would generate 90.4 tons of solid waste per year, or 0.0018 percent of the Bradley Landfill permitted daily throughput and 0.0036 percent of the Sunshine County Landfill permitted daily throughput. This is less than the proposed Project's contribution to permitted daily throughputs of 0.0025 and 0.005 percent, respectively. Consequently, Alternative 1 would result in less than significant impacts on existing solid waste, water, or wastewater treatment facilities.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact

Alt 1 – Impact PS-5: Implementation of Alternative 1 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.

CEQA Impact Determination

Energy demands associated with forecasted increases in cargo throughput (i.e., container storage) would be minimal. The existing Administration Building and Maintenance and Repair Building would not be rebuilt to LEED certification standards, and existing light would not be replaced with more efficient lamps as they would under the proposed Project. However, as additional backlands and terminal support structures would not be constructed, significant impacts on energy supply facilities and distribution infrastructure would not occur. Consequently, Alternative 1 would not require construction of new, offsite energy supply facilities and distribution infrastructure or result in capacity-enhancing alterations to existing facilities; therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 1 – Impact PS-6: Alternative 1 would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

CEQA Impact Determination

As no development would occur under Alternative 1, this alternative would not result in a loss or diminished quality of recreation, education, or visitor-oriented opportunities, facilities, or resources in the proposed Project area. Although forecasted increases in cargo throughput would still occur, Alternative 1 would not interfere with vessel traffic lanes in the Main Channel; therefore the No Project alternative would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Alternative 1 would have less than significant impacts on recreational, educational, and/or visitor-oriented opportunities, facilities, or resources under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

3.12.4.3.2.2 Alternative 2 – Reduced Project: Proposed Project Without the 10-Acre Fill

The Reduced Project Alternative (Alternative 2) is the same as the proposed Project except that the proposed 10-acre Northwest Slip would not be filled and the 400-foot wharf would not be constructed adjacent to it.

Alt 2 – Impact PS-1: Alternative 2 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

Alternative 2, construction and development of additional backland areas would result in a slight increase in demands for Port Police or LAPD services. As the Port Police determines the demand for additional officers based on area, the demand generated under construction and operations would be equal. As shown in Table 3.12-1, the 233 acres under Alternative 2 would result in a demand for less than one (i.e., 0.262) new officer. This new demand represents 0.064 more officers than the 0.198 officers required by the 176 acres under 2003 baseline conditions, and 0.01 fewer officers than the 0.273 associated with the proposed Project. However, incorporation of MTSA security features, including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, into additional backland areas would reduce demands on police protection. In addition, coordination with LAPD and the Port Police during the construction of roadway improvements would allow for the establishment of alternative response routes.

During operations, land based access to the Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 2 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 2 would not increase the demand for additional law enforcement officers and/or facilities such that the LAPD, Port Police, and USCG would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental effects. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 2 would include in-water construction activities (i.e., dredging, new Berths 146-147 wharf/dike construction, and upgrades to existing wharves), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA Baseline conditions. However, the associated increase in calls to the LAPD and/or the Port Police would not substantially impact existing levels of service as Alternative 2 includes MTSA security features (i.e., terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, and camera systems) would reduce demands on police protection services. As the Port Police determines the demand for additional officers based on area, the demand generated under construction and operations would be equal. As shown in Table 3.12-1, the 233 acres under Alternative 2 would result in the same demand of less than one (i.e., 0.262) new officer as under baseline conditions and would result in 0.01 fewer officers than the 0.273 associated with the proposed Project. During operations, land based access to the Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 2 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 2 would not increase the demand for additional law enforcement officers and/or facilities such that the LAPD, Port Police, and USCG would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental impacts. As the demand for law enforcement officers would not increase relative to baseline conditions, no impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Alt 2 – Impact PS-2: Development of Alternative 2 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

Alternative 2 would not significantly affect fire protection services because it would not result in a land use change, removal of fire protection infrastructure (i.e., fire hydrants), or unsafe site access that would jeopardize emergency response routes. Construction contractors would coordinate with LAFD prior to commencement of construction activities to ensure that continuous fire and emergency vehicular access would be available to the proposed Project site. Fire prevention features would be incorporated into the final terminal design, utility relocations associated with fire suppression infrastructure would be conducted in coordination with LAFD, and LAFD would be consulted prior to roadway improvements to establish alternative response routes. During operations, land based access to the Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by LAFD boats and any land based delays would not affect emergency responses. The development that would occur under Alternative 2 would increase demands on protection services; however, less development would occur as compared to the proposed Project and there would be a corresponding decrease fire protection demands. As Alternative 2 fire protection demands would be less than those of the proposed Project, and the LAFD would be able to adequately serve proposed Project demands, it would also adequately serve Alternative 2 without the addition of a new fire station. Impacts on fire protection services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 2 would include in-water construction activities (i.e., dredging, new Berths 146-147 wharf/dike construction, and upgrades to existing wharves) that would not be part of the No Federal Action/NEPA Baseline. New wharf construction would not require fire hydrant and/or fire suppression utility relocations. The demands for fire protection services would remain the same as under baseline

conditions and would be less than those described for the proposed Project. The LAFD would be able to adequate provide protection services without the addition of a new fire station. No impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Alt 2 – Impact PS-3: Alternative 2 would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

CEQA Impact Determination

As with the proposed Project, water demands associated with Alternative 2 would be minimal because this alternative would have limited building development and would lack water-consuming industrial or commercial processes. As shown in Table 3.122, the water demand would be approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. The proposed Project demands also represent 0.0019 percent of available supplies. Any increase in wastewater flows relative to 2003 levels would be negligible and would not exceed treatment plant capacities. Additionally, relocation of pipelines would be conducted in compliance with the proposed Public Services Relocation Plan, which would be reviewed by the appropriate service providers and City departments prior to construction. As Alternative 2 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 2 operations would constitute 0.58 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent and is the same as the proposed Project's contribution, as shown in Table 3.12-3. The TITP currently operates at 54 percent capacity and this increase would be considered negligible.

Although the site currently has water supply infrastructure and water and wastewater demands would be minimal, additional trunk lines and distribution mains would need to be extended to direct water to the new terminal facilities. Any new utility lines would be located within existing City streets or existing pipeline corridor easements, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, as this alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Therefore, expansion and relocation of utility lines would not result in significant environmental impacts. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 2 would include in-water construction activities (i.e., dredging, new Berths 146-147 wharf/dike construction, and upgrades to existing wharves), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA Baseline conditions. As shown in Table 3.12-2, Alternative 2 would result in a water demand of approximately 12.9 acre feet per year at the full-capacity level of operation representing 0.0019 percent of the projected available water supply, or the same as baseline demands. The proposed Project demands also represent 0.0019 percent of available supplies. As Alternative 2 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 2 operations would constitute 0.58 percent of the daily capacity, which exceeds the baseline contribution of 0.41 percent and is the same as the proposed Project's contribution, as shown in Table 3.12-3. As the TITP currently operates at 54 percent capacity, this increase would be considered negligible. In-water construction activities would not require the removal and relocation of water supply distribution mains, sewer trunk lines, and/or storm drain infrastructure within the proposed Project vicinity. As the alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Public utilities would not be affected by construction activities in the in-water proposed Project area and adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 2 – Impact PS-4: Alternative 2 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

As discussed in Impact PS-3, Alternative 2 would not require a substantial amount of water or produce a substantial amount of wastewater. Table 3.12-2 demonstrates that Alternative 2 would result in a water demand of approximately 14.5 acre feet per year. This would represent 0.0019 percent of the projected available water supply of 755,000

acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. The proposed Project demands also represent 0.0019 percent of available supplies. As Alternative 2 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Table 3.12-3 shows that wastewater generated by Alternative 2 operations would constitute 0.58 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent and is the same as the proposed Project's contribution. As the TITP currently operates at 54 percent capacity, this increase would be considered negligible.

Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB 2004b). Though not quantifiable, the amount of solid waste generated from construction of this alternative would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of landfill capacities. However, asphalt and concrete would be recycled, and soil would be used as landfill cover or at other Port fill sites. Furthermore, the amount of solid waste produced during Alternative 2 construction would be reduced because the 10-acre fill and 400-foot wharf would not be constructed. Although hazardous materials could be encountered and require disposal, there are numerous contaminated soil treatment and disposal options within the Port and at offsite locations, significant impacts on Class I landfill capacities are not anticipated. As shown in Table 3.12-4, this alternative would generate 86.7 tons of solid waste per year, which would exceed the 2003 baseline generation by 21.2 tons per year; however, Alternative 2 would generate 3.7 tons per year less than the proposed Project. The solid waste generated by Alternative 2 would constitute 0.0024 percent of the permitted daily throughput at Bradley Landfill and 0.0047 percent at Sunshine County Landfill. These contributions are greater than those of baseline conditions (i.e., 0.0018 percent and 0.0036 percent, respectively), but less than those of the proposed Project (i.e., 0.0025 percent and 0.005 percent, respectively).

Consequently, Alternative 2 would result in less than significant impacts to water supply and wastewater treatment capacities; however, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be potentially significant under CEQA.

Mitigation Measures

Mitigation Measures PS-1 through **PS-3** would apply to solid waste impacts associated with construction activities.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Implementation of **Mitigation Measures PS-1** through **PS-3** would reduce Alternative 2 construction related solid waste generation and ensure compliance with AB 939, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Table 3.12-2 demonstrates that Alternative 2 would result in a water demand of approximately 14.5 acre feet per year at the full-capacity level of operation representing 0.0019 percent of the projected available water supply, or the same as baseline demands. The proposed Project demands also represent 0.0019 percent of available supplies. As Alternative 2 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 2 operations would constitute 0.58 percent of the daily capacity, which exceeds the baseline contribution of 0.41 percent and is the same as the proposed Project's contribution, as shown in Table 3.12-3. As the TITP currently operates at 54 percent capacity, this increase would be considered negligible.

Alternative 2 would include in-water construction activities (i.e., dredging, new Berths 146-147 wharf/dike construction, and upgrades to existing wharves), that would not be part of the No Federal Action/NEPA Baseline. In the event timbers used to originally construct the Berth 146-147 wharf have been treated with creosote and the content of the pilings were above 200 mg/l, these materials would require disposal in Class I landfill; otherwise, the wood from the dock and pilings would be disposed of at a Class III non-hazardous landfill or recycled. Dredged material generated during construction would be reused within the proposed Project site as fill during subsequent construction phases or transported to the LAHD nonhazardous material upland disposal site. Hazardous material landfill capacity would not be substantially affected as more than one Class I landfill would be available for offsite disposal.

As water demands would not exceed the water supply, and wastewater and solid waste generation would not exceed the treatment or landfill capacities, there would be no impacts under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts under NEPA.

Alt 2 – Impact PS-5: Implementation of Alternative 2 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 2 activities.

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support construction activities under Alternative 2. Energy demands during construction activities would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. Under Alternative 2, electricity demands would be related primarily to industrial uses such as crane operations, facility and backlands operations, site and security lighting, onsite buildings, and general site maintenance.

As the 10-acre fill and 400-foot wharf would not be constructed, the demand for electricity would be reduced compared to the proposed Project. Natural gas demands (space heating and water heating) would not require substantial quantities of natural gas because administrative offices represent a minor part of the operations of this alternative. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Consequently, Alternative 2 would not require new, offsite energy supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 2 would include in-water construction activities that would not be part of the No Federal Action/NEPA Baseline. Although dredging, new Berth 146-147 wharf construction, and upgrades to existing wharves would require additional energy usage, these demands would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. As Alternative 2 would provide new energy distribution infrastructure required to support new wharves/berths operations, it would not exceed existing supplies and/or result in the need for major new facilities. Therefore, there would be less than significant impacts on energy supply facilities under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 2 – Impact PS-6: Alternative 2 would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

CEQA Impact Determination

As roadway improvements would be constructed in coordination with the LADOT and would comply with LADOT traffic lane requirements, Alternative 2 would not adversely affect recreational resources. The existing Class II bike lane Located adjacent to John S. Gibson Boulevard and Pacific Avenue would be accessible during proposed construction activities and during project operation. Furthermore, proposed Harry Bridges Boulevard roadway improvements would be consistent with the Wilmington Waterfront Development Subcommittee preferred plan, which recommended that Harry Bridges Boulevard not be realigned north of C Street to provide maximum area for community/recreational facilities. Construction of the Harry Bridges Buffer Area with passive recreational amenities for community use would enhance existing recreational facilities in the Alternative 2 area and surrounding communities. Alternative 2 in-water construction activities and proposed Project operations would not interfere with vessel traffic lanes in the Main Channel. Therefore, this alternative would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Alternative 2 would have a less than significant impact under CEQA on recreational, educational, and/or visitor-oriented opportunities, facilities, or resources. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 2 would include increased levels of in-water construction and operational activities that would not occur under the No Federal Action/NEPA Baseline; Marine recreational opportunities within the Harbor would not be adversely affected during construction or operation activities; no pleasure craft slips are located in the immediate proposed Project area. As this Alternative would not impede traffic lanes in the Main Channel, construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean. Therefore, there would be less than significant impacts associated with the substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

3.12.4.3.2.3 Alternative 3 - Reduced Wharf

The Reduced Wharf Alternative (Alternative 3) would not include construction of the 705-foot wharf along Berths 145-147, fill of the 10-acre Northwest Slip, or construction of the 400-foot wharf adjacent to the Northwest Slip.

Alt 3 – Impact PS-1: Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

Alternative 3 would result in a slight increase in demands for the Port Police or LAPD services relative to 2003 levels. As the Port Police determines the demand for additional officers based on area, the demand generated under construction and operations would be equal. As demonstrated in Table 3.12-1, the 233 acres under Alternative 3 would result in a demand for less than one (i.e., 0.262) new officer. This new demand represents 0.064 more officers than the 0.198 required by the 176 acres under 2003 baseline conditions, and 0.011 fewer officers than the 0.273 associated with the proposed Project. Substantial impacts to the Port Police and LAPD levels of service are not anticipated because this alternative would include security features that would reduce the demand for police protection, such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA. Coordination with LAPD and the Port Police during the construction of roadway improvements would allow for the establishment of alternative response routes. Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 3 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, and Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental effects. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include minimal in-water construction (i.e., deepening navigation channels and wharf seismic improvements), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA baseline conditions. However, the associated increase in calls to the Port Police and/or LAPD, would not substantially impact existing levels of service as Alternative 3 includes security features, such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA. As the Port Police determines the demand for additional officers based on area, the demand generated under construction and operations would be equal. As shown in Table 3.12-1, the 233 acres under Alternative 3 would result in the same demand of less than one (i.e., 0.262) new officer as under baseline conditions, and 0.011 fewer officers than the 0.273 associated with the proposed Project. Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 3 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the LAPD and Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental impacts. As the demand for law enforcement officers would not increase relative to baseline conditions, no impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Alt 3 – Impact PS-2: Development of Alternative 3 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

As described for the proposed Project, fire prevention features would be incorporated into the design process of the proposed terminal, any hydrant or utility relocations would result in minimal, if any, disruptions in service, and coordination with LAFD during the construction of roadway improvements would allow for the establishment of alternative response routes. This would ensure that continuous fire and emergency vehicular access would be available to the Project site. Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 3 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. The development that would occur under Alternative 3 would increase demands on protection services; however, less development would occur as compared to the proposed Project and there would be a corresponding decrease fire protection demands. As Alternative 3 fire protection demands would be less than those of the proposed Project, and the LAFD would be able to adequately serve proposed Project demands, it would also adequately serve Alternative 3 without the addition of a new fire station. Therefore, there would be less than significant impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include minimal in-water construction (i.e., deepening navigation channels and wharf seismic improvements), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA baseline conditions. However, these activities would not require removal and/or relocation of fire hydrants and utilities in the proposed Project area. The demands for fire protection services would remain the same as under baseline conditions and would be less than those described for the proposed Project. The LAFD would be able to adequately provide protection services without the addition of a new fire station. No impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Alt 3 – Impact PS-3: Alternative 3 would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

CEQA Impact Determination

As with the proposed Project, demand for water associated with Alternative 3 would be minimal because this alternative would have limited building development and would lack water-consuming industrial or commercial processes. As shown in Table 3.12-2, water demands would be approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet.

The proposed Project demands also represent 0.0019 percent of available supplies. Any increase in wastewater flows relative to 2003 levels would be negligible and would not exceed treatment plant capacities. The Port would prepare a Public Services Relocation Plan to address the public utilities that would be affected by construction of Alternative 3, which would be reviewed by the service providers and City departments prior to implementation. As Alternative 3 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 3 operations would constitute 0.5 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent, as shown in Table 3.12-3. This alternative's contribution would be less than the proposed Project's of 0.58 percent. The TITP currently operates at 54 percent capacity and this increase would be considered negligible.

Although the site currently has water supply infrastructure and water and wastewater demands would be minimal, additional trunk lines and distribution mains would need to be extended to direct water to the new terminal facilities. Any new utility lines would be located within existing City streets or existing pipeline corridor easements, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, as this alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Therefore, expansion and relocation of utility lines would not result in significant environmental impacts. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 in-water construction activities (i.e., deepening navigation channels and wharf seismic improvements) would not require the removal and relocation of water supply distribution mains, sewer trunk lines, and/or storm drain facilities within the proposed Project vicinity. Alternative 3 would result in a water demand of 14.5 acre feet per year representing 0.0019 percent of the projected available water supply, or the same as both baseline and proposed Project demands, as demonstrated in Table 3.12-2. As Alternative 3 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Table 3.12-3 shows that wastewater generated by Alternative 3 operations would constitute 0.58 percent of the daily capacity, which exceeds the baseline contribution of 0.41 percent. This alternative's contribution would be the same as the proposed Project's. As the TITP currently operates at 54 percent capacity, the Alternative 3 wastewater generation would be considered negligible. In-water construction activities would not require the removal and relocation of water supply distribution mains, sewer trunk lines, and/or storm drain infrastructure within the proposed Project vicinity. As the alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Public utilities would not be affected by

construction activities in the in-water proposed Project area and adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, there would be no impacts under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be no residual impacts.

Alt 3 – Impact PS-4: Alternative 3 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

Alternative 3, as with the proposed Project, would not utilize a substantial amount of water or produce a substantial amount of wastewater. Table 3.12-2 demonstrates that Alternative 3 would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. The proposed Project demands also represent 0.0019 percent of available supplies. As Alternative 3 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. As shown in table 3.12-3. Wastewater generated by Alternative 3 operations would constitute 0.5 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent. This alternative's contribution would be less than the proposed Project's of 0.58 percent. As the TITP currently operates at 54 percent capacity, the Alternative 3 wastewater generation would be considered negligible.

Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB 2004b). Though not quantifiable, the amount of solid waste generated from construction of this alternative would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of landfill capacities. However, asphalt and concrete would be recycled, and soil would be used as landfill cover or at other Port fill sites. The amount of solid waste produced during construction would be reduced because the 705-foot wharf, 10-acre fill, and 400-foot wharf would not be constructed. Although hazardous materials could be encountered and require disposal, because there are numerous contaminated soil treatment and disposal options, and because more than one Class I landfill would be available for offsite disposal, substantial impacts to Class I landfill capacities are not anticipated. As shown in Table 3.12-4, during operations, this alternative would generate 86.7 tons of solid waste per year, which would exceed the 2003 baseline generation by 21.2 tons per year; however, Alternative 3 would generate 3.7 tons per year less than the proposed Project. The solid waste generated by Alternative 3 would constitute 0.0024 percent of the permitted daily throughput at Bradley Landfill and 0.0047 percent at Sunshine County Landfill. These

contributions are greater than those of baseline conditions (i.e., 0.0018 percent and 0.0036 percent, respectively), but less than those of the proposed Project (i.e., 0.0025 percent and 0.005 percent, respectively).

Consequently, Alternative 3 would result in less than significant impacts to water supply and wastewater treatment capacities; however, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be potentially significant under CEQA.

Mitigation Measures

Mitigation Measures PS-1 through **PS-3** would apply to solid waste impacts associated with construction activities.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Implementation of **Mitigation Measures PS-1** through **PS-3** would reduce Alternative 3 construction related solid waste generation and ensure compliance with AB 939, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

As shown in Table 3.12-2, Alternative 3 would result in a water demand of 14.5 acres feet per year representing 0.0019 percent of the projected available water supply, or the same as both baseline and proposed Project demands. As Alternative 3 would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 3 operations would constitute 0.58 percent of the daily capacity, which exceeds the baseline contribution of 0.41 percent, as shown in Table 3.12-3. This alternative's contribution would be the same as the proposed Project's. As the TITP currently operates at 54 percent capacity, the Alternative 3 wastewater generation would be considered negligible. Alternative 3 would include minimal in-water construction (i.e., deepening navigation channels and wharf seismic improvements), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA baseline conditions. As no wharves would be reconstructed, hazardous material disposal would not be required. Furthermore, dredged material generated during in-water construction activities would be reused within the proposed Project site as fill and/or transportation to the LAHD nonhazardous material upland disposal site. Consequently, Alternative 3 would not result in adverse impacts that would exceed existing water supply, wastewater, or landfill capacities. Therefore, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 3 – Impact PS-5: Implementation of Alternative 3 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 3 activities.

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support construction activities under Alternative 3. Energy demands during construction activities would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. Demand for electricity under Alternative 3 would be related primarily to industrial uses such as crane operations, facility and backlands operations, site and security lighting, onsite buildings, and general site maintenance. As the 705-foot wharf, 10-acre fill, and 400-foot wharf would not be constructed, the demand for electricity would be less than that of the proposed Project. Onsite uses of natural gas (space heating and water heating) would not require substantial quantities of natural gas because administrative offices represent a minor part of the operations of this alternative. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Consequently, Alternative 3 would not require new, offsite energy supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include minimal in-water construction (i.e., deepening navigation channels and wharf seismic improvements), which would contribute to increased movement of TEUs compared to the No Federal Action/NEPA baseline conditions. Although dredging and upgrades to existing wharves would require additional energy usage, these demands would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. As Alternative 3 would provide new energy distribution infrastructure required to support new wharves/berths operations, Alternative 3 would not exceed existing supplies and/or

result in the need for major new facilities. Therefore, there would be less than significant impacts on energy supply facilities under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 3 – Impact PS-6: Alternative 3 would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

CEQA Impact Determination

As roadway improvements would be constructed in coordination with the LADOT and would comply with LADOT traffic lane requirements, Alternative 3 would not adversely affect recreational resources. The existing Class II bike lane located adjacent to John S. Gibson Boulevard and Pacific Avenue would be accessible during proposed construction activities and during operation. Furthermore, proposed Harry Bridges Boulevard roadway improvements would be consistent with the Wilmington Waterfront Development Subcommittee preferred plan, which recommended that Harry Bridges Boulevard not be realigned north of C Street to provide maximum area for community/recreational facilities. Construction of the Harry Bridges Buffer Area with passive recreational amenities for community use would enhance existing recreational facilities in the Alternative 3 area and surrounding communities. As activities under Alternative 3 would not interfere with vessel traffic lanes in the Main Channel, it would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Therefore, Alternative 3 would have a less than significant impact under CEQA on recreational, educational, and/or visitor-oriented opportunities, facilities, or resources in the Alternative 3 area.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include increased levels of in-water construction (i.e., deepening navigation channels and wharf seismic improvements) and operational activities that would not occur under the No Federal Action/NEPA Baseline. Marine recreational opportunities within the Harbor would not be adversely affected during construction or operation activities; no pleasure craft slips are located in the immediate proposed Project area. As this Alternative would not impede traffic lanes in the Main Channel,

construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean. Therefore, there would be less than significant impacts associated with the substantial loss or diminished quality of recreational, educational, or visitor-oriented opportunities under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

3.12.4.3.2.4 Alternative 4 – Omni Terminal

The Omni Terminal Alternative (Alternative 4) would convert the proposed Project area into an omni cargo handling terminal. Alternative 4 would not include any seismic upgrades to the existing wharves, new wharf construction, or the 10-acre fill of the Northwest Slip.

Alt 4 – Impact PS-1: Alternative 4 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

Alternative 4 would result in a slight increase in calls to the Port Police or LAPD relative to 2003 levels. As the Port Police determines the demand for additional officers based on area, the demand generated under construction and operations would be equal. As shown in Table 3.12-1, the 233 acres under Alternative 4 would result in a demand for less than one (i.e., 0.262) new officer. This new demand represents 0.064 more officers than the 0.198 required by the 176 acres under 2003 baseline conditions, and 0.011 fewer officers than the 0.273 associated with the proposed Project. Substantial impacts to the Port Police and LAPD levels of service are not anticipated because this alternative would include security features that would reduce the demand for police protection, such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA. In addition, coordination with LAPD and the Port Police during the construction of roadway improvements would allow for the establishment of alternative response routes. Alternative 4 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 4 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, and Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental effects. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact

Alt 4 – Impact PS-2: Development of Alternative 4 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

As described for the proposed Project, fire prevention features would be incorporated into the design process of this alternative terminal, all hydrant or utility relocations would result in minimal, if any, disruptions in service, and coordination with LAFD during the construction of roadway improvements would allow for the establishment of alternative response routes. This would ensure that continuous fire and emergency vehicular access would be available to the proposed Project site. The development that would occur under Alternative 4 would increase demands on protection services; however, less development would occur as compared to the proposed Project and there would be a corresponding decrease fire protection demands. As Alternative 4 fire protection demands would be less than those of the proposed Project, and the LAFD would be able to adequately serve proposed Project demands, it would also adequately serve Alternative 4 without the addition of a new fire station. Therefore, there would be less than significant impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact

Alt 4 – Impact PS-3: Alternative 4 would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

CEQA Impact Determination

As with the proposed Project, demand for water associated with Alternative 4 is expected to be minimal because this alternative would have limited building development and would lack water-consuming industrial or commercial processes. As shown in Table 3.12-2, Alternative 4 would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. Any increase in wastewater flows relative to 2003 levels would be negligible and would not exceed treatment plant capacities. The Port would prepare a Public Services Relocation Plan to address the public utilities that would be affected by construction of Alternative 4, which would be reviewed by the service providers and City departments prior to implementation. As this alternative would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Table 3.12-3 demonstrates that wastewater generated by Alternative 4 operations would constitute 0.14 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent. This alternative's contribution would be less than the proposed Project's of 0.58 percent. As the TITP currently operates at 54 percent capacity, the Alternative 4 wastewater generation would be considered negligible.

Although the site currently has water supply infrastructure and water and wastewater demands would be minimal, additional trunk lines and distribution mains would need to be extended to direct water to the new terminal facilities. Any new utility lines would be located within existing City streets or existing pipeline corridor easements, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, as this alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Therefore, expansion and relocation of

utility lines would not result in significant environmental impacts. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 4 – Impact PS-4: Alternative 4 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

Alternative 4, as with the proposed Project, would not utilize a substantial amount of water. As shown in Table 3.12-2, Alternative 4 would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. In addition, Alternative 4 would generate a minimal amount of additional wastewater. As this alternative would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Table 3.12-3 demonstrates that wastewater generated by Alternative 4 operations would constitute 0.14 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent. This alternative's contribution would be less than the proposed Project's of 0.58 percent. As the TITP currently operates at 54 percent capacity, the Alternative 4 wastewater generation would be considered negligible.

Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB 2004b). Though not quantifiable, the amount of solid

waste generated from construction of this alternative would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of landfill capacities. However, asphalt and concrete would be recycled, and soil would be used as landfill cover or at other Port fill sites. The amount of solid waste produced during construction would be reduced because the 705-foot wharf, 10-acre fill, and 400-foot wharf would not be constructed. Although hazardous materials could be encountered and require disposal, because there are numerous contaminated soil treatment and disposal options, and because more than one Class I landfill would be available for offsite disposal, substantial impacts to Class I landfill capacities are not anticipated. As shown in Table 3.12-4, during operations, this alternative would generate 86.7 tons of solid waste per year, which would exceed the 2003 baseline generation by 21.2 tons per year; however, Alternative 4 would generate 3.7 tons per year less than the proposed Project. The solid waste generated by Alternative 4 would constitute 0.0024 percent of the permitted daily throughput at Bradley Landfill and 0.0047 percent at Sunshine County Landfill. These contributions are greater than those of baseline conditions (i.e., 0.0018 percent and 0.0036 percent, respectively), but less than those of the proposed Project (i.e., 0.0025 percent and 0.005 percent, respectively).

Consequently, Alternative 4 would result in less than significant impacts to water supply and wastewater treatment capacities; however, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be potentially significant under CEQA.

Mitigation Measures

Mitigation Measures PS-1 through **PS-3** would apply to solid waste impacts associated with construction activities.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Implementation of **Mitigation Measures PS-1** through **PS-3** would reduce Alternative 4 construction related solid waste generation and ensure compliance with AB939, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 4 – Impact PS-5: Implementation of Alternative 4 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 4 activities.

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support construction activities under Alternative 4. Energy demands during construction activities would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. Demand for electricity under Alternative 4 would be related primarily to industrial uses such as crane operations, facility and backlands operations, site and security lighting, onsite buildings, and general site maintenance. Onsite uses of natural gas (space heating and water heating) would not require substantial quantities of natural gas because administrative offices represent a minor part of the operations of this alternative. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Consequently, Alternative 4 would not require new, offsite energy supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 4 – Impact PS-6: Alternative 4 would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

CEQA Impact Determination

As roadway improvements would be constructed in coordination with the LADOT and would comply with LADOT traffic lane requirements, Alternative 4 would not adversely affect recreational resources. The existing Class II bike lane located adjacent to John S. Gibson Boulevard and Pacific Avenue would be accessible during proposed construction activities and during operation. Marine recreational opportunities within the Harbor would not be adversely affected during construction or operation activities; no pleasure craft slips are located in the immediate proposed Project area. As this alternative would not impede traffic lanes in the Main Channel, construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean. As activities under Alternative 4 would not interfere with vessel traffic lanes in the Main Channel, it would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Therefore, Alternative 4 would have a less than significant impact under CEQA on recreational, educational, and/or visitor-oriented opportunities, facilities, or resources in the Alternative 4 area.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

3.12.4.3.2.5 Alternative 5 – Landside Terminal Improvements Alternative

Under the Landside Terminal Improvements Alternative (Alternative 5), no new developments in Harbor waters would occur (e.g., dredging, filling, and wharf reconstruction/upgrades). Backland improvements, however would take place, including the Harry Bridges Boulevard widening and buffer area as well as the rail yard relocation. Terminal acreage would increase from 176 acres in 2003 to 233 acres in 2015 and remain at that level through 2038. The increased acreage for backlands would be located entirely within Port boundaries and would be well within industrial areas at the Port. The extent of on-land ground disturbances would be somewhat less than the proposed Project. All mitigation measures of the proposed Project, except for mitigations relating to dredging and new cranes, would apply. Because no federal action would occur, NEPA would not apply and no impacts would occur.

Alt 5 – Impact PS-1: Alternative 5 would not increase the demand for additional law enforcement officers and/or facilities such that the LAPD, Port Police, or USCG would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

Under this alternative, all of the upland elements of the proposed Project would occur. Terminal acreage would increase from 176 acres to 233 acres, resulting in a demand for .0262 Port Police officers, or 0.064 more officers than the 0.198 required by the 176 acres under 2003 baseline conditions, and 0.011 fewer officers than the 0.273 associated with the proposed Project, as shown in Table 3.12-1. However, substantial impacts to the Port Police and LAPD levels of service are not anticipated because this alternative would include security features that would reduce the demand for police protection, such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA. In addition, coordination with LAPD and the Port Police during the construction of roadway improvements would allow for the establishment of alternative response routes. Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by Port Police patrol boats and any land based delays would not affect emergency responses. Alternative 5 would not affect USCG response times as the USCG determines response times based on the distance that is required to travel to the various Port facilities, and the alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach. Consequently, Alternative 5 would not increase the demand for additional law enforcement officers and/or facilities such that the LAPD, Port Police, and USCG would not be able to maintain an adequate level of service without additional facilities, the construction of which would cause significant environmental effects. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 5 – Impact PS-2: Development of Alternative 5 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

As described for the proposed Project, fire prevention features would be incorporated into the design process of this alternative terminal, all hydrant or utility relocations would result in minimal, if any, disruptions in service, and coordination with LAFD during the construction of roadway improvements would allow for the establishment of alternative response routes. This would ensure that continuous fire and emergency vehicular access would be available to the proposed Project site. Wilmington Marinas would be periodically blocked due to the increased rail activity; however, emergency access to the Wilmington Marinas is provided waterside by LAFD boats and any land based delays would not affect emergency responses. The development that would occur under Alternative 5 would increase demands on protection services; however, less development would occur as compared to the proposed Project and there would be a corresponding decrease fire protection demands. As Alternative 5 fire protection demands would be less than those of the proposed Project, and the LAFD would be able to adequately serve proposed Project demands, it would also adequately serve Alternative 5 without the addition of a new fire station. Therefore, there would be less than significant impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 5 – Impact PS-3: Alternative 5 would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

CEQA Impact Determination

As with the proposed Project, demand for water associated with Alternative 5 would be minimal because this alternative would have limited building development and would lack water-consuming industrial or commercial processes. As shown in Table 3.12-2, Alternative 5 would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. Any increase in wastewater flows relative to 2003 levels would be negligible and would not exceed treatment plant capacities. The Port would prepare a Public Services Relocation Plan to address the public utilities that would be affected by construction of Alternative 4, which would be reviewed by the service providers and City departments prior to implementation. As this alternative would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Wastewater generated by Alternative 5 operations would constitute 0.41 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent, as demonstrated in Table 3.12-3. This alternative's contribution would be less than the proposed Project's of 0.58 percent. As the TITP currently operates at 54 percent capacity, the Alternative 5 wastewater generation would be considered negligible.

Although the site currently has water supply infrastructure and water and wastewater demands would be minimal, additional trunk lines and distribution mains would need to be extended to direct water to the new terminal facilities. Any new utility lines would be located within existing City streets or existing pipeline corridor easements, would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, as this alternative is located adjacent to the harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required. Therefore, expansion and relocation of

utility lines would not result in significant environmental impacts. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 5 – Impact PS-4: Alternative 5 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

Alternative 5, as with the proposed Project, would not utilize a substantial amount of water. As shown in Table 3.12-2, this alternative would result in a water demand of approximately 12,902 gallons per day, or 14.5 acre feet per year at the full-capacity level of operation. This would represent 0.0019 percent of the projected available water supply of 755,000 acre feet, or only slightly more than the baseline demands of 0.0015 percent of the available water supply of 680,000 acre feet. In addition, Alternative 5 would generate a minimal amount of additional wastewater. As this alternative would result in fewer construction activities than the proposed Project, construction related wastewater generation would decrease. Table 3.12-3 shows that wastewater generated by Alternative 5 operations would constitute 0.41 percent of the daily capacity, which exceeds the 2003 baseline contribution of 0.24 percent. This alternative's contribution would be less than the proposed Project's of 0.58 percent. As the TITP currently operates at 54 percent capacity, the Alternative 5 wastewater generation would be considered negligible.

Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB 2004b). Though not quantifiable, the amount of solid waste generated from

construction of this alternative would result in a substantial one-time contribution to the solid waste stream, possibly contributing to the exceedance of landfill capacities. However, asphalt and concrete would be recycled, and soil would be used as landfill cover or at other Port fill sites. The amount of solid waste produced during construction would be reduced because the 705-foot wharf, 10-acre fill, and 400-foot wharf would not be constructed. Although hazardous materials could be encountered and require disposal, because there are numerous contaminated soil treatment and disposal options, and because more than one Class I landfill would be available for offsite disposal, substantial impacts to Class I landfill capacities are not anticipated. As shown in Table 3.12-4, during operations, this alternative would generate 86.7 tons of solid waste per year, which would exceed the 2003 baseline generation by 21.2 tons per year; however, Alternative 5 would generate 3.7 tons per year less than the proposed Project. The solid waste generated by Alternative 5 would constitute 0.0024 percent of the permitted daily throughput at Bradley Landfill and 0.0047 percent at Sunshine County Landfill. These contributions are greater than those of baseline conditions (i.e., 0.0018 percent and 0.0036 percent, respectively), but less than those of the proposed Project (i.e., 0.0025 percent and 0.005 percent, respectively).

Consequently, Alternative 5 would result in less than significant impacts to water supply and wastewater treatment capacities; however, as solid waste generated during construction activities is not quantifiable and construction debris is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation during construction activities would be potentially significant under CEQA.

Mitigation Measures

Mitigation Measures PS-1 through **PS-3** would apply to solid waste impacts associated with construction activities.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Implementation of **Mitigation Measures PS-1** through **PS-3** would reduce Alternative 5 construction related solid waste generation and ensure compliance with AB 939, such that less than significant impacts would occur under CEQA.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 5 – Impact PS-5: Implementation of Alternative 5 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 5 activities.

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support construction activities under Alternative 5. Energy demands during construction activities would be short-term and temporary, and are not anticipated to result in the substantial waste or inefficient use of energy as a result of the competitive bid process that facilitates energy efficiency in all construction stages. Demand for electricity under Alternative 5 would be related primarily to industrial uses such as crane operations, facility and backlands operations, site and security lighting, onsite buildings, and general site maintenance. As the 705-foot wharf, 10-acre fill, and 400-foot wharf would not be constructed, the demand for electricity would be less than that of the proposed Project. Onsite uses of natural gas (space heating and water heating) would not require substantial quantities of natural gas because administrative offices represent a minor part of the operations of this alternative. The Administration Building and Maintenance and Repair Building would be built to LEED certification standards. The Administration Building would achieve an optimization of energy above the Title 24 requirements. Additionally, all new lighting would be 20 percent more efficient than existing lighting, therefore further reducing energy demands. Consequently, Alternative 5 would not require new, offsite energy supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities. Impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

Alt 5 – Impact PS-6: Alternative 5 would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.

CEQA Impact Determination

As roadway improvements would be constructed in coordination with the LADOT and would comply with LADOT traffic lane requirements, Alternative 5 would not adversely affect recreational resources. The existing Class II bike lane located adjacent to John S. Gibson Boulevard and Pacific Avenue would be accessible during proposed construction activities and during operation. Furthermore, proposed Harry Bridges Boulevard roadway improvements would be consistent with the Wilmington Waterfront Development Subcommittee preferred plan, which recommended that Harry Bridges Boulevard not be realigned north of C Street to provide maximum area for community/recreational facilities. Construction of the Harry Bridges Buffer Area with passive recreational amenities for community use would enhance existing recreational facilities in the Alternative 5 area and surrounding communities. Marine recreational opportunities within the Harbor would not be adversely affected during construction or operation activities; no pleasure craft slips are located in the immediate proposed Project area. As this alternative would not impede traffic lanes in the Main Channel, construction and operational activities would not adversely affect pleasure craft access to the Outer Harbor or the open ocean. As activities under Alternative 5 would not interfere with vessel traffic lanes in the Main Channel, it would not preclude private watercraft recreational opportunities in the proposed Project vicinity. Therefore, Alternative 5 would have a less than significant impact under CEQA on recreational, educational, and/or visitor-oriented opportunities, facilities, or resources in the Alternative 5 area.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, no development would occur within the in-water proposed Project area (i.e., no dredging, filling of the Northwest Slip or new wharf construction). Therefore, there would be no federal action and an impact determination is not applicable.

Mitigation Measures

Due to No Federal Action, mitigation is not applicable. No mitigation is required.

Residual Impacts

No impact.

3.12.4.3.3 Summary of Impact Determinations

The following Table 3.12-1 summarizes the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Utilities and Public Services, as described in the detailed discussion in Sections 3.12.4.3.1 and 3.12.4.3.2. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its alternatives with respect to this resource. Identified potential impacts may be based on Federal, State, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, notes the CEQA and NEPA 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 this table. Note that impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation				
Proposed Project	**PS-1:** The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-3: The proposed Project would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would potentially be required to support new terminal development.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant	**PS-1:** Recycling of Construction Materials **PS-2:** Materials with Recycling Content **PS-3:** AB 939 Compliance **PS-1** through **PS-3**	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation (continued)				
Proposed Project (continued)	**PS-5:** Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	PS-6: The proposed Project would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 1	**PS-1**	CEQA: No impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: No impact NEPA: Not Applicable
	PS-2	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-3	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-4	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation (continued)				
Alternative 1 (continued)	**PS-5**	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Not Applicable	Mitigation not required	NEPA: Not Applicable
	PS-6	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Not Applicable	Mitigation not required	NEPA: Not Applicable
Alternative 2	**PS-1**	CEQA: No impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: No impact	Mitigation not required	NEPA: No impact
	PS-2	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: No impact	Mitigation not required	NEPA: No impact
	PS-3	CEQA: Less than significant impact	Mitigation not required	CEQA: Less than significant impact
		NEPA: Less than significant impact	Mitigation not required	NEPA: Less than significant impact
	PS-4	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant	**PS-1:** Recycling of Construction Materials **PS-2:** Materials with Recycling Content **PS-3:** AB 939 Compliance	CEQA: Less than significant impact
		NEPA: No impact	Mitigation not required	NEPA: No impact

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation (continued)				
Alternative 2 (continued)	**PS-5**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	PS-6	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 3	**PS-1**	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-2	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-3	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-4	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Less than significant impact	**PS-1** through **PS-3** Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
	PS-5	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation (continued)				
Alternative 3 (continued)	**PS-6**	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant impact
Alternative 4	**PS-1**	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-2	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-3	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-4	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Not Applicable	**PS-1:** Recycling of Construction Materials **PS-2:** Materials with Recycling Content **PS-3:** AB 939 Compliance Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
Alternative 4 (continued)	**PS-5**	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-6	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable

Table 3.12-5: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services, Utilities and Recreation Associated with the Proposed Project and Alternatives (continued)

Alternative	*Environmental Impacts**	*Impact Determination*	*Mitigation Measures*	*Impacts after Mitigation*
3.12 Public Services, Utilities and Recreation (continued)				
Alternative 5	**PS-1**	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-2	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-3	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-4	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant NEPA: Not Applicable	**PS-1:** Recycling of Construction Materials **PS-2:** Materials with Recycling Content **PS-3:** AB 939 Compliance Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-5	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
	PS-6	CEQA: Less than significant impact NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
***** Unless otherwise noted, all impact descriptions for each of the Alternatives are the same as those described for the Proposed Project.				

3.12.4.4 Mitigation Monitoring

PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the Project area.	
Mitigation Measures	**PS-1:** Demolition and/or excess construction materials shall be separated on-site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided on-site. **PS-2:** Materials with recycled content shall be used in project construction. Chippers on site during construction shall be used to further reduce excess wood for landscaping cover. **PS-3:** The applicant shall implement a Solid Waste Management Program including the following measures to achieve a 50 percent reduction in waste generation and ensure compliance with the California Solid Waste Management Act (AB 939). a. Provision of space and/or bins for storage of recyclable materials within the project site. All garbage and recycle bin storage space shall be enclosed and plans should show equal area availability for both garbage and recycle bins within storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curb-side 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 which indicate method and amount of expected reduction. f. Implementation of a program to purchase materials that have recycled content for project construction and operation (i.e., lumber, plastic, office supplies). g. Provision of a resident-tenant/employee education pamphlet to be used in conjunction with available Santa Barbara County and federal source reduction educational materials. The pamphlet shall be provided to all commercial tenants by the leasing/property management agency. h. Inclusion of lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.
Timing	Prior to and concurrent with proposed Project construction.
Methodology	The LAHD shall include MM PS-1 through MM PS-3 in the contract specifications for construction. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.

3.12.5 Significant Unavoidable Impacts

No significant unavoidable impacts on public services, utilities, and recreation would occur during construction or operation for the proposed Project or the alternatives.