3.11.1 Introduction

This section addresses potential impacts on public services, including fire protection, emergency medical services, police protection, and public utilities (water, wastewater, storm drain, solid waste, electric, and natural gas) that could result from the construction and operation of the proposed Project.

3.11.2 Environmental Setting

3.11.2.1 Public Services

The following sections discuss the environmental setting associated with emergency medical services, fire, and police protection on and in the vicinity of the proposed Project. In an effort to ensure immediate emergency services, in 1972 the State of California adopted legislation requiring cities to establish a “911” emergency telephone system. Through the “911” system, all emergency services, including police, fire, ambulance, and medical assistance, can be obtained by dialing a single number: 911. In addition, during a time of disaster, this system will provide citizens with a direct line of communication to disaster coordinators.

3.11.2.1.1 Emergency Medical Services

The Emergency Medical Services (EMS) Agency, a division of the Los Angeles County Department of Health Services (LADHS), is responsible for coordinating the County’s emergency medical services system which includes hospitals, fire departments, and ambulance companies. The agency works with both the private and public sectors to bring paramedic coverage to the County’s more than 10 million residents and visitors. The Ambulance Services Section provides non-emergency transport of patients to county-operated hospitals 24 hours a day. LADHS operates a modern ambulance fleet, staffed with Emergency Medical Technicians – Intermediate (EMT-Is) to provide non-emergency patient care and transportation between the patient’s residence and County facilities.

In addition to the general ambulance fleet of 40, the County has added two ambulances equipped for neonatal transportation and an ambulance specially designed to handle bariatric patient needs. Additionally, the entire ambulance fleet is equipped with radios to aid in communication between LADHS facilities in the event of a disaster (LADHS, 2011).
The Department’s Ambulance Services section is administered by the EMS Agency and handles approximately 4,000 transports per month through the Central Dispatch Office (CDO). In addition to transporting patients between home and health facilities, the EMT-I teams meet emergency helicopters to transport trauma patients from the helipad to LAC+USC trauma center, transport in-custody patients between the jails and health facilities, and assist in special or unforeseen events such as natural disasters. Any calls that cannot be handled by the Ambulance Services section are contracted out to private ambulance companies. Calls that require a paramedic or registered nurse level care are contracted to private ambulance companies that provide such service.

Information provided on the Private Ambulance Providers Association of Los Angeles County website (PAPALA, 2011), indicates that 11 member ambulance companies provide ambulance service to communities located in Los Angeles County.

According to the City of Carson 2006 General Plan, ambulance service for the Carson area of Los Angeles County is provided by American Medical Response, with units based at East 223rd Street and Lucerne Avenue in Carson. Squads 36 and 116, located within the city of Carson, provide paramedic definitive care. Additional paramedic squads are located in the surrounding area (Lomita, Lawndale, Hawthorne, Lakewood, Paramount and Rolling Hills) to augment coverage in Carson. Three Los Angeles County Fire Department (LACFD) helicopters are strategically located to provide air ambulance and paramedic service to the area that includes Carson (City of Carson, 2011).

### Fire Protection

The status and requirements relating to fire protection in the cities of Los Angeles, Carson and Long Beach are discussed below, by community.

**City of Los Angeles**: The City of Los Angeles General Plan’s Fire Protection and Prevention Plan, along with the Fire Code section of the Los Angeles Municipal Code, outline the operational standards for the City’s fire prevention, fire protection, and emergency medical services. The Fire Protection and Prevention Plan directs the construction, maintenance, and operation policies of fire protection facilities within the City, including fire station distribution and location, fire suppression water flow (also referred to as “fire flow”), fire hydrant standards and locations, access to firefighting equipment, emergency ambulance services, and fire prevention activities.

The City of Los Angeles Fire Department’s (LAFD’s) 3,594 uniformed personnel protect life, property and the environment through their direct involvement in fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. An equally committed non-sworn cadre of 346 professional support personnel provide technical and administrative expertise in their corresponding pursuit of the Department's Mission. A total of 1,097 uniformed firefighters (including 226 serving as firefighter/paramedics) are always on duty at Fire Department facilities citywide, including 105 Neighborhood Fire Stations strategically located across the Department's 471 square-mile jurisdiction (LAFD, 2011a).

LAFD evaluates fire protection services for a specific area or land use by considering population, density, nature of onsite land uses, and traffic flow. Specific sites are also evaluated for their individual “fire flow” needs. Fire flow is defined as the rate of water flow, measured in gallons per minute (gpm) in duration, needed for firefighters to contain a major fire to the buildings within the surrounding block (City of Los Angeles, 2001).

Variables affecting fire flow include the site’s land use type, size, occupancy, type of
construction, and the degree of fire hazards present. In addition to the determined fire
flow amount, 20 pounds per square inch (psi) of water pressure must remain in the
system, a minimum established by the City of Los Angeles Fire Code. This results in
urban fire flow requirements that range from 2,000 gpm in low-density urban areas to
12,000 gpm in high-density commercial and industrial areas. The City fire department
also produces fire protection standards regarding response times for both engine and
truck companies (LAFD, 2011b).

The proposed Project lies in the Harbor Industrial Division Service District, and is
provided emergency services by the LAFD. The closest fire station is Station #38, located
at 124 East “I” Street in Wilmington. The station, approximately 1.7 miles (2.7
kilometers) from the Project site, includes a task force station with a truck and engine
company, as well as a paramedic ambulance. The second closest station is Station #49,
located approximately 2.8 miles (4.5 kilometers) from the Project site, at 400 Yacht
Street, Berth 194 in Wilmington. Station 49 is home to a single engine company staff of
14, who operate fire boats three and four.

Three additional stations are located roughly 5 to 6 miles (8 to 9.7 kilometers) from the
Project area: (1) Station #111, located at 1444 South Seaside Ave., Berth 256, San Pedro
(2) Station #112, located at 444 South Harbor Blvd., Berth 86, San Pedro, and (3) Station
#85 1331 West 253rd Street, Harbor City. Each station contains a minimum of one
engine, with the possibility of carrying a second engine or truck. Minimum staffing levels
require four firefighters per engine and five firefighters per truck.

Average response times for fire and emergency medical service (EMS) citywide range
between 8 and 10 minutes. LAFD’s performance standard for fire protection services is a
5-minute response time for 90 percent of the total calls for service. The Harbor Industrial
Division Service District typically meets this performance standard (Chief Donald
Austin, personal communication, 2009). According to LAFD, the current level of service
in the proposed project area is considered adequate (Chief Donald Austin, personal
communication, 2009).

City of Carson: Fire protection services in the City of Carson are provided by the Los
Angeles County Fire Department. Six primary fire stations provide both fire and
emergency medical service to the City of Carson, with four of the stations located within
Carson’s boundaries: Fire Station #10 (headquarters) at 1860 East Del Amo; Fire Station
#36 at 127 West 223rd Street; Fire Station #116 at 755 East Victoria Street; and Fire
Station #127 at 2049 East 223rd Street. In addition to the fire stations, a Fire Prevention
Office is located at the Carson City Hall. Each of the primary stations has established an
expanded response matrix for its individual jurisdiction, which increases the resources
available to help a fire station respond to an emergency. These include additional engine
companies, truck companies, paramedic units and hospitals. As 9-1-1 emergency calls are
processed, a computer dispatching system selects from this matrix to provide the closest
available unit that can meet the emergency need. The Los Angeles County Fire
Department operates under the 1996 Uniform Fire Code (LAFD, 2011b).

Table 3.11-1 shows the number of incidents and the average response time for each
category of fire calls as of 2004. Los Angeles County Fire Department’s performance
standard for fire protection services is a 5-minute response time. Response times by the
Los Angeles County Fire Department in the project vicinity are estimated to be 9-10
minutes as of January 2010 (Chief Debbie Aguirre, personal communication, 2010). The
Los Angeles County Fire Department is not the primary response agency for the project
vicinity (only a portion of the northwest corner of the project falls within the Los Angeles
County Fire Department’s jurisdiction) and a 9-10 minute response time is considered adequate for secondary response.

Table 3.11-1. City of Carson Fire Station Response Times.

<table>
<thead>
<tr>
<th>Service</th>
<th>Number of Incidents</th>
<th>Average Response Time (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Medical Service</td>
<td>1,047</td>
<td>4.7</td>
</tr>
<tr>
<td>Fire</td>
<td>81</td>
<td>5.0</td>
</tr>
<tr>
<td>Hazardous Materials</td>
<td>78</td>
<td>5.0</td>
</tr>
<tr>
<td>Other</td>
<td>377</td>
<td>5.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,583</td>
<td>4.9</td>
</tr>
</tbody>
</table>

Source: City of Carson General Plan Update (2004).

City of Long Beach: The Public Safety Element of the City of Long Beach General Plan outlines the fire protection and emergency medical services programs. The department consists of four major divisions: Fire Prevention, Fire Suppression, Bureau of Instruction and the Bureau of Technical Services. The Fire Suppression Division, also known as Fire and Rescue, is by far the largest division within the Fire Department. It is further divided into four Battalion districts, each of which is commanded by a Battalion Chief. The Long Beach Fire Department is one of only a few in the United States to receive a Class One rating from the Insurance Services Office, a national fire evaluation service.

There are presently 21 separate fire stations throughout the City, equipped with various types of trucks and fire-fighting apparatuses. The two fire stations nearest the Project area are Station #3 and Station #13. Information regarding these stations is provided in Table 3.11-2.

Table 3.11-2. City of Long Beach Fire Stations Near the Proposed Project.

<table>
<thead>
<tr>
<th>Station No.</th>
<th>Street Address</th>
<th>Distance from Project</th>
<th>Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1222 Daisy Avenue</td>
<td>1.6 miles east</td>
<td>(1) 1,250 gpm pumper</td>
</tr>
<tr>
<td>13</td>
<td>2475 Adriatic Avenue</td>
<td>0.37 mile east</td>
<td>(1) 1,250 gpm pumper</td>
</tr>
</tbody>
</table>

Source: City of Long Beach General Plan (1975).

Abbreviations: gpm = gallons per minute

For dispatch purposes, the Fire Department has divided the City into zones. Information has been compiled by the City of Long Beach Fire Department for each of these zones, giving the number of fire incidents and number of non-fire incidents for the current year. The Project area is located in Zone 15 North. The following statistics were published regarding Zone 15 North for the year 2007:

- Number of Fire Incidents: 128
- Number of False Alarm Incidents: 29
- Number of First Aid Incidents: 156
- Number of Non-Fire Incidents: 53

According to the City of Long Beach Fire Department, Zone 15 North and nine other zones throughout the City showed a “high” incidence of fire (over 100 fires in the past year).

As part of its recently-completed station relocating program, the Long Beach Fire Department has identified fire hazard areas throughout the City. Classifications were three categories: “Most Critical”, “Critical”, and “Least Critical”. The Project area is
located in an area identified as “Critical” (“Critical” areas include areas of mixed
occupancy [e.g., residences, manufacturing]; manufacturing areas; and railroad and wharf
property).

Another factor that determines the ability to respond to fires is the availability of water.
The majority of the City is served by the municipal water system. Throughout the City
there are 6,142 hydrants. Hydrant spacing is mainly “good” in commercial districts and
“fairly good” in residential districts, in the terminology of the Insurance Services Office.
The hydrants are mainly adequate in size and are in generally good condition.

The City of Long Beach’s fire flow tests show that water pressure and supply at the
Project site is “good.” One spot location not at the Project site, showed a slightly deficient
water quantity. However, this location and test result is not representative of the Project
site. Overall, the water supply is “quite good” and received only 98 points of deficiency
out of a possible 1950 from the Insurance Services Office.

Equipment and training also influence responsiveness. An annual survey of fire
departments in the City conducted by the Insurance Services Office revealed that the City
Fire Department has an adequate number of engine and fireboat companies, but
recommended two additional ladder companies. All other equipment was rated as
adequate in terms of amount and type. The training program and general department
administration were both considered good.

With regard to fire prevention laws and regulations, the City adopted the 1971 edition of
the Uniform Fire Code with Additions. The City currently is in the process of reviewing
and preparing for the adoption of the 1973 Uniform Fire and Building Codes with
Amendments. The later additions reflect current thinking in these fields and provide for
additional fire protection measures.

As a result of the Fire Department’s fire station locator program, the Long Beach City
Council is considering the appropriation of over five million dollars to be spent over the
next five-year period on the relocation of several fire stations. The program will be
implemented in two phases, the first phase occurring over a two-year period. The plan
currently involves relocation of the two fire stations situated nearest the Project area, Fire
Station # 3 in Phase I and Fire Station #13 in Phase II. The new locations of these fire
stations have not been determined to date. However, the total number of stations in the
City (18) will remain constant.

The Fire Department’s performance standard for fire protection services is a 6-minute
response time. According to the Fire Department, the current level of service provided by
Station #3, Station #13, and Boat #15 in the proposed project area is considered adequate
(Assistant Chief Kenneth Portolan, personal communication, 2009).

3.11.2.1.3 Police Protection

The status and requirements relating to police protection in the cities of Los Angeles,
Carson and Long Beach are discussed below.

City of Los Angeles: The proposed Project site is located in the Los Angeles Police
Department’s Harbor Division Area, a 27.5-square-mile region including Harbor City,
Harbor Gateway, San Pedro, Wilmington, and Terminal Island. Police Protection is
provided by both the Los Angeles Police Department and the Los Angeles Harbor Police
Department (also referred to as the “Port Police”, located in the Harbor Administration
Building at 425 South Palos Verdes St. in San Pedro).

The fully staffed LAPD Harbor Community station is located at 2175 John S. Gibson
Boulevard, approximately 3.2 miles southwest of the Project site. 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 (Provinchain, personal communication, 2007). Terrorism and
associated risks from terrorism are addressed in Section 3.8, Hazards.

The LAPD’s performance standard for police services is a 7-minute response time for
priority calls (such as crimes in progress and violent crimes). According to the LAPD, as
of December 2009, priority call response times average 6.5 minutes per call within the
Harbor Division Area (Captain William P. Hayes, personal communication, 2009).
LAPD has also indicated that the current level of service in the proposed project area is
considered adequate (Captain William P. Hayes, personal communication, 2009).

City of Carson: The City of Carson does not have its own police or fire department, but
contracts with the Los Angeles County Sheriff’s Department for the provision of these
services. Carson Station, located at 21356 South Avalon Boulevard approximately 2.6
miles northwest of the Project area, provides police services for the City of Carson, as
well as unincorporated county areas of Gardena, Torrance, and Rancho Dominguez.
Carson Sheriff's Station desk is staffed 24 hours a day to receive and dispatch calls for
service. In 2002, 187 sworn personnel and 35 civilian personnel operated from this
station. There are approximately 2.1 sworn personnel per 1,000 residents and 0.40
civilian personnel per 1,000 residents (a standard of 1.7 officers per 1,000 residents is
considered excellent). Within a 24-hour period, there are approximately 31 patrol cars
serving the Carson area, divided among three work shifts (City of Carson General Plan).

The Los Angeles County Sheriff’s Department performance standard for police services
is a 7-minute response time for priority calls (such as crimes in progress and violent
crimes). Data for response times for three types of calls over a 3-month period in 2002 is
provided in Table 3.11-3. This data is divided into three categories: emergent response (a
call which requires a code-3 response), immediate response (a call which requires a
prompt non code-3 response), and routine response (a call of a non-emergent nature). In
addition, according to the Los Angeles County Sheriff’s Department, the current level of
service in the proposed project area is considered adequate (Lieutenant Eddie Rivero,
personal communication, 2009).

Table 3.11-3. Los Angeles County Sheriff’s Department. Response Times
for the City of Carson, 2004.

<table>
<thead>
<tr>
<th>Type of Response</th>
<th>Month</th>
<th>Daily Average (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergent</td>
<td>May 2002</td>
<td>5.1</td>
</tr>
<tr>
<td></td>
<td>June 2002</td>
<td>4.9</td>
</tr>
<tr>
<td></td>
<td>July 2002</td>
<td>4.3</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>4.7</td>
</tr>
<tr>
<td>Immediate</td>
<td>May 2002</td>
<td>7.6</td>
</tr>
<tr>
<td></td>
<td>June 2002</td>
<td>7.1</td>
</tr>
<tr>
<td></td>
<td>July 2002</td>
<td>7.6</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>7.4</td>
</tr>
<tr>
<td>Routine</td>
<td>May 2002</td>
<td>34.1</td>
</tr>
<tr>
<td></td>
<td>June 2002</td>
<td>36.0</td>
</tr>
<tr>
<td></td>
<td>July 2002</td>
<td>34.9</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>35.0</td>
</tr>
</tbody>
</table>

Source: City of Carson General Plan – Safety Element (2004)
Carson Sheriff’s Station also has two Community Oriented Policing (C.O.P.S.) teams which operate in the city. The teams each consist of a sergeant and five deputies. The mission of the teams is to address all issues that impact the “quality of life” for local residents.

City of Long Beach: The Long Beach Police Department has a current staff of 935 personnel. Of this number, 280 are classified as patrolmen. Overall, the police manpower per capita is 1.94 per 1,000 population. The rate of criminal activity fluctuates throughout the City. Generally, violent and serious crimes have occurred more frequently in and surrounding the central business district (CBD), North Long Beach, and the area west of the Los Angeles River.

<table>
<thead>
<tr>
<th>Crime Type</th>
<th>2010</th>
<th>2009</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murder/Manslaughter</td>
<td>31</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Forcible Rape</td>
<td>134</td>
<td>131</td>
<td>120</td>
</tr>
<tr>
<td>Robbery</td>
<td>1,200</td>
<td>1,382</td>
<td>1,484</td>
</tr>
<tr>
<td>Aggravated Assault</td>
<td>1,370</td>
<td>1,609</td>
<td>1,507</td>
</tr>
<tr>
<td>Burglary</td>
<td>2,929</td>
<td>3,117</td>
<td>5,792</td>
</tr>
<tr>
<td>Larceny/Theft</td>
<td>6,514</td>
<td>7,169</td>
<td>4,326</td>
</tr>
<tr>
<td>Auto Theft</td>
<td>2,190</td>
<td>2,358</td>
<td>2,870</td>
</tr>
<tr>
<td>Arson</td>
<td>74</td>
<td>90</td>
<td>107</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14,442</strong></td>
<td><strong>15,896</strong></td>
<td><strong>16,246</strong></td>
</tr>
</tbody>
</table>

Source: City of Long Beach, 2011.

The nearest police station in the City of Long Beach to the Project area is the main Police Department facility located approximately 2.3 miles to the southeast at 400 West Broadway.

The Long Beach Police Department’s performance standard for police services is a 5-minute response time for Priority 1 calls (such as crimes in progress and violent crimes), a 25-minute response time for Priority 2 calls, and a 30-minute response time for Priority 3 calls. According to the Long Beach Police Department, the current level of service in the proposed project area is considered adequate (Sergeant Chad Ellis, personal communication, 2009).

### 3.11.2.2 Public Utilities

The following sections discuss the environmental setting associated with water, wastewater, storm drain, solid waste, and energy services (electric and natural gas) on and in the vicinity of the proposed Project and relocation sites (Figures 3.11.1 and 3.11.2).
Figure 3.11-1. Proposal Site Plan Showing Existing Utilities and the New Intermodal Facility.
Figure 3.11-2. Proposed Site Plan Showing Existing Utilities and the Relocation Site Areas.
3.11.2.2.1 Water

Los Angeles Department of Water and Power (LADWP) is the water service provider for commercial and industrial facilities currently present in the proposed Project Area, and would supply water to the proposed Project and the identified relocation sites. The LADWP 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 LADWP include local sources, such as wells and recycled water (for non-potable uses), and imported sources (for potable use), 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 (LADWP, 2005) projects water supplies and predicts overall water supply reliability within its service area through 2030. The 2005 LADWP UWMP is incorporated by reference into this EIR.

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 776,000 acre feet 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).

Distribution water mains are located throughout the proposed Project area. A 12-inch water main is located along the south side of Sepulveda Boulevard. An 8-inch line is located along the east side of Dominguez Channel (see Figure 3.11-1) and six-inch lines are located along the perimeter of three existing warehouses. Within the tenant relocation area, a 2-inch line is located north of Pacific Coast Highway, an 8-inch line is in Southerland Avenue, a 12-inch line in Cushing Avenue and a 16-inch line is in Schiley Avenue.

3.11.2.2.2 Wastewater

Sewer service to the proposed Project area is provided by the City of Los Angeles Department of Public Works, Bureau of Sanitation. Eight-inch sewer lines are located throughout the proposed Project area. Two sewer mains (60-inch and 54-inch) cross the proposed Primary Project Area and feed into the pumping facility located on the east side of Dominguez Channel. Sewer service is also provided in the vicinity of the tenant relocation area that can be extended as needed to serve these sites. The Bureau of Sanitation maintains sewer lines throughout the proposed Primary Project Area and a nearby wastewater treatment facility. The Terminal Island Treatment Plant (TITP) is located at 455 Ferry Street. The TITP can treat up to 45 million gallons per day (mgd) in wet weather; TITP presently operates at 35 percent of capacity, treating approximately 16 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. The plant treats all wastewater flows received to third stage tertiary treatment levels, discharging treated effluent into the Los Angeles Harbor through a 60-inch pipeline. Some wastewater is further treated for non-potable reuse within the Port (e.g., for irrigation and industrial water supplies).

**3.11.2.2.3 Storm Drainage**

Storm drains are located throughout the proposed Project area and are maintained by the Los Angeles Harbor Department (LAHD), City of Los Angeles, and Los Angeles County. An analysis of surface water flows for existing conditions indicated that storm drains in the Project area have sufficient capacity to accommodate current demands.

**3.11.2.2.4 Solid Waste**

Existing commercial and industrial facilities in the proposed Project area generate solid waste consisting of non-hazardous materials, such as food and beverage containers, paper products, and other miscellaneous municipal solid waste disposed by on-site staff. Currently, non-hazardous solid waste generated at the proposed Project area is disposed either at 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, 2005).

Solid waste generated by existing activities at the Project site must comply 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 39 U.S. Solid Waste Disposal Code. California Solid Waste Management Act (AB 939) mandates 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 AB 939 requirement, with a 62 percent solid waste diversion in 2005 (Tseng, personal communication, 2007). A 70 percent diversion rate is California’s new goal for the year 2020 (California Integrated Waste Management Board [CIWMB], 2004).

Most construction/demolition debris generated within the Port is crushed for reuse construction purposes; however, construction and 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, 2008):

- Duplex Printing and Photocopying
- Wood Waste Diversion Program
Section 3.11 Public Services and Utilities

- 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
- Nonfood Donation
- Office Furniture Source Reduction

Hazardous materials, such as contaminated soils and petroleum by-products, which are encountered during construction, are first tested to characterize the nature and extent of contamination. Based on the characterization, treatment and disposal options are developed. In general, treatment options are considered before disposal because treatment can be less expensive and because long-term liability can be avoided by rendering contaminated soil inert. Treatment of petroleum-contaminated soils can include thermal desorption. Other processes include stabilization or fixation. There are numerous hazardous waste treatment facilities in California, including TPS Technologies in Adelanto, and TRS in Azusa. Based on the characterization, if disposal is required, wastes would be taken to an appropriate disposal facility or landfill, including Class I landfills.

The closest Class I landfill is the Kettleman Hills facility in Kings County, which has a remaining capacity of 1,901,860 cubic yards with no daily limit (CIWMB, 2007). The Buttonwillow Landfill is a permitted Class I landfill located in Kern County approximately 8 miles west of Buttonwillow and 36 miles west of Bakersfield, and it accepts hazardous wastes. Several other hazardous waste disposal sites are located in California and neighboring states. For asbestos-containing wastes, disposal facilities include Azusa Land Reclamation Company, Toland Road Sanitary landfill, and the Simi Valley Landfill and Recycling Center.

3.11.2.2.5 Energy (Electricity and Natural Gas)

Electrical power for the proposed Project would be provided either by SCE, which provides power to Long Beach and most nearby areas that are not within the City of Los Angeles, or by the Los Angeles DWP, which provides electricity to most facilities within the City of Los Angeles.

SCE power lines extend along the eastern edge of the Project site on high transmission towers, and an SCE substation is located nearby that could be the source of power to the Project. Several facilities operated by the LADWP exist within and near the Project site. Four main 138-kV supply lines extend along the west side of the Terminal Island.
Freeway. Underground electrical transmission lines run eastward across the proposed
Project site between the existing warehouses. Overhead distribution facilities are also
located throughout the Project area.

Southern California Gas Company (SCG) serves the proposed Project area. Two 8-inch
pressure gas mains extend along the east side of Dominguez Channel. A 10-inch gas
main extends along the west side of the warehouse located at the southwest corner of the
proposed Primary Project Area and smaller (4-inch and 2-inch) distribution gas lines are
located approximately two hundred feet south of the tenant relocation area.

3.11.3 Applicable Regulations

3.11.3.1 Public Services

The following sections discuss the various codes, regulations and policies applicable to
fire, police, and emergency services at the state, regional, and local levels.

3.11.3.1.1 California State Fire Code

The State Fire Marshal (SFM), by State Law, is responsible for coordination of the State's
fire and life safety codes. The SFM must review the proposed regulations of State
Agencies that promote fire and life safety before the regulations can be submitted for
approval. The SFM Code Development and Analysis Program staff regularly reviews
Title 19 of the California Code of Regulations, titled Public Safety (which discusses fire
Safety standards), for relevancy, necessity, conflict, duplication, and overlap. They also
implement legislative mandates to develop regulations relating to fire and life safety
involving the various occupancy classifications under the authority of the California State
Fire Marshal. This encompasses the actual administrative processing of regulations from
concept to promulgation in the California Code of Regulations.

The Office of the SFM, along with other state agencies, are in the process of developing
and proposing a new Building and Fire Code for California using the 2006 International
Building Code (IBC) and the International Fire Code (IFC) as the base document. The
objective is to develop an adoption package that will include model code language from
the 2006 IBC and IFC and current applicable California amendments. The intent is that
the final adoption package will include amendments necessary to reasonably maintain a
substantially equivalent level of fire and life safety in California. County and municipal
fire codes and regulations are described below.

3.11.3.1.2 California State Emergency Medical Services Authority (SB 125)

In 1980, the Emergency Medical Services System and Pre-hospital Emergency Care
Personnel Act (SB 125) created the Emergency Medical Services Authority (Division 2.5
of the Health and Safety Code Section 1797-1799). The mission of the California
Emergency Medical Services (EMS) Authority is to ensure quality patient care by
administering an effective, statewide system of coordinated emergency medical care,
injury prevention, and disaster medical response.

The EMS Authority is charged with providing leadership in developing and
implementing EMS systems throughout California. In California, day-to-day EMS
system management is the responsibility of the local and regional EMS agencies. It is
principally through these agencies that the EMS Authority works to promote quality EMS
services statewide. The EMS Authority is mandated to develop and implement
regulations that set training standards and the scope of practice for emergency medical personnel and first aid training programs for school bus drivers and day care workers. The EMS Authority reviews local and regional EMS plans to ensure compliance with state laws and guidelines. The EMS Authority also promulgates Trauma Care System regulations as well as guidelines for the assessment of critical care capabilities of hospitals in order to assure appropriate patient care.

3.11.3.1.3 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code, which was amended and passed into law on September 23, 2007, contains 18 chapters, including a chapter on fire and police protection titled Public Safety and Protection (Chapter 5). Article 2, titled Police and Special Officers, contains regulations governing administrative issues, such as requirements for police badges and uniforms. Article 7, titled Fire Protection and Prevention, contains the Fire Code for the City of Los Angeles. The Fire Code includes information pertaining to administrative issues, such as the requirements for filling out and submitting Hazardous Materials Release Response Plans and Inventory Statements, and technical requirements associated with the storage, management and disposal of hazardous materials such as underground chemical storage tanks, asbestos-containing materials, and various other combustible and flammable materials.

3.11.3.1.4 City of Los Angeles General Plan – Safety Element

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

3.11.3.1.5 City of Los Angeles General Plan – Port of Los Angeles Community Plan

The Port of Los Angeles Community Plan (also referred to as the Port of Los Angeles Plan) is a part of the General Plan of the City of Los Angeles. The proposed project occurs within the boundaries of the Port of Los Angeles Community Plan, which was adopted on September 28, 1982. The plan has subsequently been amended in 1988, 1991, 1992, and 1994. The Port of Los Angeles Community Plan is intended to promote an arrangement of land and water uses, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the Port, within the larger framework of the City; guide the development, betterment and change of the Port to meet existing and anticipated needs and conditions; contribute to a healthful and safe environment; balance growth and stability to reflect economic potentialities and limitations, land and water developments and other trends; and protect investment to the extent reasonable and feasible. Policy 13 in the Port of Los Angeles Community Plan states that road, rail, and access systems within the Port and connecting links with road, rail, and access systems outside the Port shall be located and designed to provide necessary, convenient and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the Los Angeles General Plan and the Local Coastal Program.

In addition, the standards and criteria for port area circulation calls for consideration of the development of an efficient rail transportation system with appropriate transfer
facilities near the Port to reduce adverse impacts of Port development projects upon local and regional transportation networks.

3.11.3.1.6 City of Carson Fire Prevention Code

3.11.3.1.7 City of Carson General Plan – Safety Element
The Safety Element of the City of Carson General Plan sets forth specific policies and implementation measures related to the city’s goals of reducing fire hazards and improving public safety. Those policies and measures emphasize training, public education, code promulgation and enforcement, improved design standards, and provision of public safety resources.

3.11.3.1.8 City of Long Beach Municipal Code
The Long Beach Municipal Code is the codification of all ordinances (that amend the Code) adopted by the Long Beach City Council and/or the voters of City of Long Beach. It is the legal code of the City. The Code contains 21 titles. The code does not discuss issues relating to police protection, emergency medical services, and fire prevention in detail. These issues are discussed in detail in the Long Beach General Plan.

3.11.3.1.9 City of Long Beach General Plan – Fire Protection
The City of Long Beach has adopted the 1971 edition of the Uniform Fire Code with additions. Other codes that impact fire protection within the City include the Housing Code, Electrical Code, and Plumbing Code. From the standpoint of fire safety, building codes and fire prevention codes are the most important. The Building Code applies principally to new construction and alterations, though it is sometimes made retroactive and applied to existing buildings if past deficiencies are discovered to be critical. Once a building is constructed, the Fire Prevention Code governs the maintenance of the building and the introduction of materials into the building for the purpose of fire safety.

In an effort to provide better fire safety to citizens, the City’s Fire Safety Building Code Committee has proposed various ordinance changes, which were considered necessary to provide a reasonable degree of safety to occupants of buildings in the City. These recommended changes have been incorporated into a proposed package of 1973 Uniform Codes, which will be considered by the City Council in the near future. The special requirements are consistent with recommendations set forth by the International Conference of Building Officials and the National Commission of Fire Prevention and Control. As spelled out in the proposed codes, these requirements would apply to structures having floors used for human occupancy located more than 55 feet above the lowest level of Fire Department vehicle access (i.e., buildings of 5 stories or more). The special requirements include fire alarm systems, fire detectors, voice communication systems, central fire control stations, smoke control systems, elevator specifications, standby power sources, seismic consideration, building exits, and fire sprinkler systems.
3.11.3.1.10 City of Long Beach General Plan – Public Safety

The City of Long Beach Public Safety Element states that, in modern society, many communities are attempting to reduce crime through the adoption of new laws, which include security measures. These issues are addressed in the Municipal Building Code. Additional codes relating directly to crime prevention and police protection are not presented in the General Plan.

3.11.3.1.11 Wilmington-Harbor City Community Plan

The Wilmington-Harbor City Community Plan has three fundamental premises on which controlling crime is based. First is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second is the monitoring of population growth and infrastructure improvements through the City’s Annual Report on Growth and Infrastructure with a report prepared for the City Planning Commission every five years on the Wilmington-Harbor City Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected, and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewerage; and that there is not a clear commitment to at least begin the necessary improvements within 12 months; then building controls would be put into effect, for all or portions of the Wilmington-Harbor City community, until the land use designations for the Wilmington-Harbor City Community Plan and corresponding zoning are revised to limit development.

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the Wilmington-Harbor Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. The full residential, commercial, and industrial densities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The goal and objectives outlined in the Wilmington-Harbor City Community Plan regarding crime and police protection are summarized below.

Goal: A community with adequate police facilities and services to protect the community’s residents from criminal activity, reduce the incidence of crime, and provide other necessary law enforcement services.

Objective 1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

Objective 2: To increase the community's and the Police Department's ability to minimize crime and provide security for all residents, buildings, sites, and open spaces.

3.11.3.2 Utilities

The following sections discuss the various codes, regulations and policies applicable to water, wastewater, storm drain, solid waste, and energy services (electricity and natural gas) on the state, regional, and local levels. Each public utility agency and private utility provider, including the LADWP and SCG, are directed by internal standards and policies that guide the provision of service to their customers. Specific to the LADWP and SCG,
the California Energy Commission (CEC) and California Public Utilities Commission regulate the provision of natural gas and electricity within the state.

3.11.3.2.1 California Urban Water Management Act

The California Urban Water Management Planning Act (Water Code Sections 10610-10656) states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should 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 Act requires urban water suppliers to adopt and implement an urban water management plan in accordance with prescribed requirements. The LADWP would be the water supplier, and accordingly, the proposed Primary Project Area would be under the jurisdiction of the LADWP Urban Water Management Plan (UWMP), prepared pursuant to the California Urban Water Management Planning Act.

3.11.3.2.2 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.

3.11.3.2.3 AB 939: California Integrated Waste Management Act

AB 939 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.

3.11.3.2.4 California’s Building Code CCR, Title 24, Part 6

Title 24, Part 6 of the California’s Building Code describes California’s energy efficiency 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.

3.11.3.2.5 LADWP Urban Water Management Plan

Consistent with the California Urban Water Management Planning Act, LADWP has prepared an UWMP that describes its plans to meet the City’s current and future water needs while focusing 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. 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 776,000 acre feet 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).

### 3.11.3.2.6 LADWP Integrated Resources Plan

The LADWP prepared an Integrated Resources Plan (IRP) in 2000 and 2006 to provide a framework to assure that future energy needs of LADWP customers are reliably met at the least cost and are consistent with the City commitment to environmental excellence (City of Los Angeles, 2006). Under the Los Angeles City Charter (Sections 220 and 673), LADWP has the power and duty to construct, operate, maintain, extend, manage, and control water and electric works and property for the benefit of the City and its habitats. As a consequence, LADWP is charged with maintaining sufficient capability to provide its customers with a reliable supply of power.

In 2002, SB 1078 implemented a Renewable Portfolio Standard, which established a goal that 20 percent of the energy sold to customers be generated by renewable resources by 2017. The IRP provides objectives and recommendations to reliably supply LADWP customers with power and to meet the 20 percent renewable energy goal by 2010.

As of the 2006 IRP, LADWP prepared a Load Forecast that predicts that LADWP customer’s electricity consumption will increase at an average rate of 1.1 percent per year, and that peak demand will increase an average of 70 megawatts per year for the foreseeable future. For 2025, LADWP predicts that peak demand will reach 7,370 megawatts and that total resources will amount to 8,516 megawatts (including a reserve margin).

### 3.11.3.2.7 Wastewater Facilities Plan

The City of Los Angeles prepares a wastewater facilities plan approximately every 10 years or so in order to review the existing wastewater treatment system, project future wastewater service demands, and identify various facility improvements to meet future demands. Future wastewater demand projections are based, in part, on SCAG population projections.

The Los Angeles Bureau of Sanitation with LADWP recently prepared the IRP for the wastewater program. Flows generated in the Port of Los Angeles are conveyed to the Terminal Island Treatment Plant (TITP). The IRP projects that by the Year 2020, wastewater flows within the TITP service area will grow to 19.9 million gallons per day (mgd) from its current flows of approximately 17 mgd (City of Los Angeles, 2006). With the capacity of the TITP at 30 mgd, approximately 10 mgd in daily capacity at TITP would remain unused by 2020. The projected wastewater flow level increase from 16.2 mgd to 19.9 mgd over a 14-year period (2006 to 2020) is equivalent to an annual increase in wastewater generation in the Terminal Island Service Area of approximately 0.264 mgd. Applying this growth percentage to project future flows in the Service Area beyond the 2020 planning horizon in the IRP shows that, in 2045, Service Area wastewater flows could reach 26.5 mgd, which is below TITP capacity.

### 3.11.3.2.8 Solid Waste Plans

The City of Los Angeles has initiated the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles Plan (RENEW LA) as a guide for solid waste and resource management in the future. The RENEW LA Plan is a comprehensive
plan for the recovery and beneficial use of materials currently being disposed of in
landfills. The key goal of the RENEW LA Plan is creation of a new system of resource
management based on the concept of “Zero Waste.” The goal of zero waste as defined in
the Plan is to reduce, reuse, recycle, or convert the resources now going to disposal to
achieve an overall diversion level of 90 percent or more by 2025 and to leave for disposal
only a small amount of inert residual material (City of Los Angeles, 2005). The Plan not
only puts forth the vision of where the City of Los Angeles wants to be in 2025 but also
provides a guiding “blueprint” for achieving that goal. The blueprint highlights
milestones, facility development, and key actions to be accomplished during four 5-year
time periods: 2005 to 2010, 2010 to 2015, 2015 to 2020, and 2020 to 2025. Actions will
be required in technology and programs, policy, and education.

Building on the RENEW LA Plan, the City of Los Angeles is developing the Solid Waste
Integrated Resources Plan (SWIRP), which will serve as the 20-year master plan for City
solid waste and recycling programs. The SWIRP will outline City objectives to provide
sustainability, resource conservation, source reduction, recycling, renewable energy,
maximum material recovery, and public health and environmental protection for solid
waste management planning through 2025—leading Los Angeles toward being a “zero
waste” city. Achieving zero waste will require radical changes in three areas: product
creation (manufacturing and packaging), product use (use of sustainable and recyclable
products), and product disposal (resource recovery or landfilling). Changes in these areas
will affect how we live, work, and interact with the environment. Stakeholders will be
instrumental in guiding this visionary 20-year solid waste management plan. This plan
will seek input from stakeholders representing a broad section of the community, from
diverse cultural backgrounds and income levels, and will result in the development and
implementation of a 20-year master plan for the City’s solid waste and recycling
programs.

### 3.11.4 Impacts and Mitigation

The following sections describe the impacts of the proposed Project in terms of both
Public Services and Utilities and associated mitigation measures, as appropriate.

#### 3.11.4.1 Methodology

The impact assessment for public services and utilities was conducted taking into account
that as part of the proposed Project, BNSF would prepare a Public Services Relocation
Plan to address the public utilities and services that would require relocation or otherwise
be affected during construction of the proposed Project. The Plan would be developed
with input from the service providers for the Project site and would be submitted to city
regulatory departments (Los Angeles, Long Beach, and Carson) for review and approval.
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) could 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 Project construction.

Public Services

The proposed Project was evaluated to determine if police 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 performance standards, existing and project service capacities, as well as the projected impacts that would result from implementation of the proposed Project. Wherever possible (e.g., for agencies that provided a specific performance standard), quantifications were included.

Public Utilities

Assessment of the impacts of the proposed Project on utilities (water, wastewater, storm drainage, solid waste) and energy providers (electric and natural gas) included a comparison of the demand of each alternative against existing and anticipated resource supplies and/or conveyance capacity. Existing water supply for baseline conditions were established by estimating water consumption factors associated with site land use, expressed as unit demand factors per acre or gross square foot, as established by the City of Los Angeles. Projected water supply consumption for the proposed Project site was based upon discussions held with BNSF regarding actual water usage at existing similar BNSF facilities.

Assessment of impacts on sewer or wastewater treatment systems generally includes the comparison of the Project-related, land use-based wastewater flow generation to the existing and projected capacity of wastewater treatment at the TITP. The wastewater quantities were calculated as 80 percent of the total water demand in order to take some losses into account.

Assessment of impacts to the storm drain system is based primarily on the determination of the contribution of the proposed Project to storm water runoff. These contributions are compared to existing conditions or the diversion and disruption of surface water flows in the event 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 determination of potential impacts on electricity and natural gas supplies was based on an estimation of demand generated by the proposed Project uses compared to availability and capacity of existing supplies and the conveyance infrastructure.

Energy Efficiency

The proposed Project includes a number of measures intended to reduce inefficient, wasteful, and unnecessary consumption of energy. Key measures include regenerative technology and on-demand lighting on the container cranes that would reduce electrical consumption by generating electricity during the container lift/placement cycle and crane lateral movement (displacement) mode and by turning off crane working lights when the crane is idle or in displacement mode. Area lighting would be of a modern design that reduces spillover and minimizes energy consumption. These measures were considered in the assessment of potential impacts.
3.11.4.2 Thresholds of Significance

The following significance criteria are based on the L.A. CEQA Thresholds Guide (City of Los Angeles, 2006) and the State of California CEQA Guidelines. The cities of Carson and Long Beach do not have separate municipal threshold guidance documents and use the State guidelines for the preparation of CEQA documents. According to these guidelines, a project would normally be considered to have a significant impact on public services and utilities based on several underlying factors that can affect the need for additional infrastructure to maintain these public services and facilities. Specifically, the proposed Project would have a significant impact on public services if it would:

PS-1  Burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without 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 adequate levels of service.

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

PS-3  Result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area.

PS-4  Result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or the capacity of existing treatment facilities.

PS-5  Generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.

PS-6  Result in an increase in solid waste generation due to project operations that would exceed the capacity of existing solid waste handling and disposal facilities.

PS-7  Generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project.

3.11.4.3 Impacts and Mitigation

Impact PS-1: The proposed Project would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

Each agency sets forth performance standards for response times. Table 3.11-5 provides agency performance standards and an assessment of agency progress toward meeting performance standards under both baseline and proposed project conditions.
Table 3.11-5. Public Services Assessment.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Performance Standard</th>
<th>Adequately Services Project Area Under Baseline? (Y/N)</th>
<th>Would the Proposed Project Affect the Agency’s Ability to Maintain an Adequate Level of Service in the Project Area? (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FIRE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Los Angeles Fire Department</td>
<td>Response Time &lt;5 min. for 90% of calls</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Los Angeles County Fire Department</td>
<td>Response Time &lt;5 min.</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>City of Long Beach Fire Department</td>
<td>Response Time &lt;6 min.</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>POLICE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Los Angeles Police Department</td>
<td>Response Time &lt;7 min. for Priority Calls</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>Los Angeles County Sheriff’s Department</td>
<td>Response Time &lt;7 min. for Priority Calls</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td>City of Long Beach Police Department</td>
<td>Response Time &lt;5 min. for Priority 1 Calls</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

During construction, proposed roadway modifications and utility connections in the public rights-of-way would result in the temporary interruption and/or delays for law enforcement. However, the contractor would be required to coordinate with relevant police stations to allow for the identification of alternative response routes during all construction phases as part of the Public Services Relocation Plan. Traffic detours would be implemented in accordance with a traffic plan that would be approved by the LA DOT, POLA, and Caltrans (Section 2.4.3.3).

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 police personnel, as needed, would protect against such risk.

As previously described, the level of service currently provided by the City of Los Angeles Police Department, the City of Long Beach Police Department, and the Los Angeles County Sheriff’s Department is considered adequate. During Project construction, utility connections and roadway improvements within the public right-of-way could result in the minor temporary interruption and/or delays in law enforcement responses. However, construction contractors would be required pursuant to the Public Services Relocation Plan to coordinate with law enforcement during construction to establish alternative response routes, ensuring continuous law enforcement access to surrounding areas.

Operation of the proposed Project, including the relocation sites, would include on-site security, secured fencing, and plans that incorporate standard practices for hazardous materials (storage, handling, notifications, and emergency response. According to the
agencies that currently provide police protection to the proposed Project area, the current
levels of service are adequate for operation of the proposed Project and there are no plans
for expansion of facilities at this time.

The proposed Project would result in a minimal increased likelihood that a special
circumstance situation might occur (e.g., terrorism, which is discussed in Section 3.8,
Hazards and Hazardous Materials). This would result in a negligible increase in demand
on the police protection because such situations would be rare or would not occur at all.

Impact Determination
Existing police services are considered adequate to meet the demands of the Project area.
The proposed Project would not require additional police protection because the
construction contractors would be required to implement standard traffic control and
emergency access measures during construction pursuant to the Public Services
Relocation Plan and an approved traffic management plan. Accordingly, impacts of
construction on law enforcement resources and response times would be less than
significant.

Although Project operations could result in a minimal increase in calls to local law
enforcement, provisions for security features at the SCIG facility and relocation facilities,
as well as the implementation of hazardous materials plans, would reduce the demand for
law enforcement. According to the City of Los Angeles Police Department, the City of
Long Beach Police Department, and the Los Angeles County Sheriff’s Department,
operation of the proposed Project would not adversely affect the level of service they
presently provide to the area. As the proposed project would not require the provision of
new or physically altered police facilities, impacts would be less than significant.

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.

Construction of the proposed Project would require the removal and relocation of fire
hydrants and water supply trunk and distribution pipelines in the Project area and on the
relocation sites. Construction activity, therefore, has the potential to temporarily interrupt
fire water supplies in the Project area. However, utility relocations are a frequent
occurrence during construction activities in the Project area, and are generally conducted
with minimal, if any, disruptions in service; all utility relocations would be conducted in
accordance with the Project Public Services Relocation Plan. 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 the
appropriate jurisdictional agencies to ensure adequate fire flow water supplies within the
Project vicinity. Accordingly, the appropriate fire departments would be notified in
advance and afforded the opportunity to review and comment on Project features
affecting fire suppression infrastructure. Furthermore, the 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 appropriate fire departments would conduct a fire-life-safety review to assess the required fire protection needs for the Project.

Construction of proposed roadway/bridge improvements and utility connections would restrict and/or temporarily remove access to roadways in the Project vicinity. However, during construction activities, the contractor would be required to coordinate with appropriate fire department personnel to establish alternative fire and emergency response access routes pursuant to the Public Services Relocation Plan. Traffic detours would be implemented in accordance with a traffic plan that would be approved by the LA DOT, POLA, and Caltrans to ensure continued fire and emergency vehicular access in the Project area and to surrounding areas.

As previously described, the level of service currently provided by LAFD, LBFD, and the Los Angeles County Fire Department is considered adequate (see Table 3.11-5). Operation of the proposed Project has the potential to create additional demand for fire services. In the case of the proposed Project, however, the inclusion of on-site security and secured fencing, and the implementation of plans that incorporate standard practices for hazardous materials (e.g., storage, handling, notifications, and emergency response), mean that construction and operation would not be expected to have an adverse effect on the ability of fire protection entities to provide adequate service to the Project area. Since the current levels of service are adequate for both construction and operation of the proposed Project, no expansion of fire protection facilities is either expected or needed.

**Impact Determination**

Construction of the utility relocations and roadway/bridge improvements described above could result in temporary interruptions and/or delays for fire protection services. However, the measures described above would ensure that the proposed Project would not impede emergency response services in and around the Project area during construction. Construction activities would therefore not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, and impacts of construction would be less than significant.

Although Project operations could result in a minimal increase in calls to local fire protection agencies, provisions for security features at the SCIG facility and relocation sites, as well as the implementation of hazardous materials management plans, would reduce the demand for fire response services. According to the LAFD, the LBFD, and the Los Angeles County Fire Department, operation of the proposed project would not adversely affect the levels of service they presently provide to the area. As the proposed project would not require the provision of new or physically altered fire protection facilities, impacts would be less than significant.

**Mitigation Measures**

No mitigation is required.

**Residual Impacts**

Less than significant impact.
Impact PS-3: The proposed Project would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area.

Construction of the proposed Project, which would involve new structures in different locations than the existing structures and could include the use of restroom trailer facilities, would require modifying the existing water supply line network within the Project site but would not necessitate substantial modifications to off-site lines. The new on-site water lines would tie into the existing utility lines that currently serve the Project site, possibly requiring some minor offsite construction. All infrastructure improvements and connections would occur within city streets or within the SCIG and relocation sites, would comply with the municipal code of the pertinent city, and would be performed under permit by the pertinent city, and/or by LADWP. Additionally, BNSF would prepare a Public Services Relocation Plan to address the public utilities that would be affected by Project construction, which would be reviewed by the service providers and City departments prior to implementation.

As water demand during construction can be expected to be less than under baseline conditions, given that some portion of the existing activities would have vacated the premises, construction of the proposed Project would not result in a substantial increase in water supply demand.

Table 3.11-6 shows the water demand of the Project area and the percent of water supply this demand represents for baseline and the proposed SCIG facility. The impact assessments are based on these quantities. Existing demands are estimated at 29,320 gallons per day based upon standard conversion factors; future demand of 2,367 gallons per day at the SCIG facility was provided by BNSF on the basis of use at similar facilities.

Table 3.11-6. Water Demand.

<table>
<thead>
<tr>
<th></th>
<th>Baseline (2005)</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Uses Factor (gal/day/person)</td>
<td>25</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Office Personnel</td>
<td>1100</td>
<td>N/A</td>
</tr>
<tr>
<td>Office Water Demand (gal/day)</td>
<td>27,500.0</td>
<td>N/A</td>
</tr>
<tr>
<td>Industrial Uses Factor (gal/day/1000 sf)</td>
<td>100</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Industrial Area (sf)</td>
<td>18,200</td>
<td>N/A</td>
</tr>
<tr>
<td>Industrial Water Demand</td>
<td>1,820.0</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Water Demand (gal/day)</td>
<td>29,320</td>
<td>2,367</td>
</tr>
<tr>
<td>Conversion (gal/acre ft)</td>
<td>325,851.4</td>
<td>325,851.4</td>
</tr>
<tr>
<td>Total Water Demand (acre feet/day)</td>
<td>0.09</td>
<td>0.01</td>
</tr>
<tr>
<td>Total Water Demand (acre feet/year)</td>
<td>32.8</td>
<td>2.6</td>
</tr>
<tr>
<td>LA DWP Supply (acre feet)</td>
<td>680,000</td>
<td>755,000</td>
</tr>
<tr>
<td>Percent of Supply</td>
<td>0.0015</td>
<td>0.00019</td>
</tr>
</tbody>
</table>

During operation, water demand is anticipated to decrease due to the reduction in the number of buildings on the site compared to baseline conditions and reduction in the number of fire hydrants required to support those facilities. Fewer businesses would be located on the proposed project site, since all tenants would have to move and only three
of them would relocate nearby. These three relocated businesses would move to much smaller sites, which would likely reduce their overall water demands (however, water demands by the relocation sites were not individually calculated because of uncertainty in the scale of their operations). Landscaped areas would utilize reclaimed water and incorporate other water conservation measures in their design in compliance with local codes, policy, and LEED requirements. Ongoing and future climate change may cause drought conditions in the future that would affect regional water supplies but the reduction in water usage at the site from baseline conditions and water conservation measures that would be implemented through LEED requirements would address these issues. Because climate change in the context of CEQA is linked to greenhouse gas emissions, this issue is addressed in Section 3.6, Greenhouse Gases.

Operational water demand of the SCIG facility is estimated at 71,000 gallons per month (2,367 gallons per day). Demand by the three relocated businesses would be a fraction of the estimated existing demand of 29,320 gallons per day. Accordingly, adequate water supply infrastructure exists, since proposed Project demands would be less than existing demand. Based on this information, water demand associated with Project site activities is anticipated to be less than existing uses.

Impact Determination

The proposed Project would continue to be served from existing distribution mains located within public streets and rights-of-way. Modifications to or connections with water utility lines would not result in significant environmental impacts. Operation of the proposed Project would not require more water usage than existing conditions. Accordingly, impacts to water supply and distribution facilities would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Impact PS-4: The proposed Project would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities.

The existing on-site sanitary sewer infrastructure consists of wastewater collection lines serving three warehouse facilities, administration buildings, and restroom trailers. Construction of the proposed Project, which would involve new structures in different locations than the existing structures and could include the use of restroom trailer facilities, would require modifying the existing on-site wastewater collection network but would not necessitate substantial modifications to off-site sewer lines. Sewage generation during construction would not be expected to be greater than under baseline conditions because some portion of the existing uses would no longer be operating on the site.

Existing wastewater generation by Project site activities is estimated at approximately 23,500 gallons per day (Table 3.11-7; wastewater generation is assumed to equal 80 percent of total water demand, which is presented in Table 3.11-6). Operation of the proposed SCIG facility is estimated to generate approximately 1,900 gallons per day
The reduction in the number of buildings that would be on site, compliance with LEED design features such as low-flow toilets and sustainable landscaping to reduce operational water use and wastewater generation, would result in decreased wastewater flows. Wastewater flows from the relocation sites are uncertain, but because the facilities would be smaller, the new construction would incorporate new water-saving technology in accordance with current codes, and several of the existing uses would leave the Project area entirely, wastewater generation by relocated businesses would be no greater than baseline flows and would most likely be substantially less.

**Table 3.11-7. Wastewater Generation.**

<table>
<thead>
<tr>
<th></th>
<th>Baseline (2005)</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Water Demand (gal/day)</td>
<td>29,320</td>
<td>2,367</td>
</tr>
<tr>
<td>Percent of Water Demand</td>
<td>80%</td>
<td>80%</td>
</tr>
<tr>
<td>Total Waste (gal/day)</td>
<td>23,456</td>
<td>1,893.6</td>
</tr>
<tr>
<td>Total Waste (mil gal/day)</td>
<td>0.023</td>
<td>0.001</td>
</tr>
<tr>
<td>Existing Flow (mil gal/day)</td>
<td>16.50</td>
<td>16.50</td>
</tr>
<tr>
<td>Percent of Existing Flow</td>
<td>0.139</td>
<td>0.006</td>
</tr>
<tr>
<td>TITP Plant Capacity (mil gal/day)</td>
<td>30.00</td>
<td>30.00</td>
</tr>
<tr>
<td>Percent of Plant Capacity</td>
<td>0.077</td>
<td>0.003</td>
</tr>
</tbody>
</table>

Wastewater flows generated from the proposed Project would be conveyed to, and treated by, the Terminal Island Treatment Plant (TITP), which has a treatment capacity of 30 million gallons per day. The City of Los Angeles projects that by 2020, wastewater flows in the TITP service area will grow from the current 16.2 mgd (about 54 percent of TITP capacity) to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years. Accordingly, at current growth rates of wastewater flow, TITP will have adequate capacity to serve Project flows in 2045. The negligible increase in wastewater flows from the proposed Project would not exceed the daily capacity of the TITP or conveyance system (e.g., sewer trunk lines in the proposed Project area or other offsite infrastructure or facilities) over the long term.

**Impact Determination**

The proposed Project area would continue to be served by existing sewer systems located within public streets and rights-of-way. No new improvements to the infrastructure collecting wastewater from the Project site would be required. Although construction of onsite wastewater lines would be required to support the new development, there would be no increases in wastewater generation, as shown in Table 3.11-7. Project operations would generate wastewater flows amounting to approximately 0.006 percent of existing treatment flow at TITP and 0.003 percent of TITP daily capacity. The amount of wastewater generated by the proposed Project would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to be capable of adequately handling 2045 wastewater flow demands. Wastewater flows would be less than under baseline conditions. Accordingly, impacts to wastewater collection and treatment facilities would be less than significant.
Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Impact PS-5: The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.

Existing conditions at the proposed Project site consist of nearly 100 percent impervious surfaces. Construction of the proposed Project would include removing existing paving and replacing it with new paving and, in some areas, with pervious surfaces. Accordingly, the amount of pervious surface would be increased during construction and operations compared to baseline conditions. Pervious surface increases the amount of stormwater that percolates into the ground rather than running off into storm drains, thereby decreasing the amount of surface runoff to the storm drain system.

The existing storm drain system on the site would be reconfigured to meet the needs of the SCIG facility and relocation facilities. This construction could cause temporary reductions in the capacity of the system to convey storm water as sections are isolated or removed. Storm water would be managed in accordance with the project’s Construction Storm Water Pollution Prevention Plan, prepared in compliance with the Clean Water Act’s NPDES requirements (see Section 3.12, Water Resources, for more detail on runoff water management, including water quality), to avoid flooding and uncontrolled runoff.

During operation of the SCIG facility and relocated businesses, surface runoff would be handled by the new storm drain system, which would tie into the existing municipal storm drains. In the SCIG facility, LEED requirements would be implemented that include design features for reducing impervious cover and increasing infiltration (e.g., through porous paving or other permeable surface), increasing evapotranspiration (e.g., by increased use of vegetation), and capturing, treating, and re-using storm water runoff (e.g., through the use of bioswales, retention basins, and cisterns). Approximately 26 percent of the 117-acre railyard would consist of pervious surfaces (primarily along the tracks and in the container storage areas).

The relocation facilities would be constructed in accordance with the requirements of the Municipal Storm Water National Pollutant Discharge Elimination System Permit (NPDES Permit No. CAS004001), the Standard Urban Stormwater Mitigation Plan (SUSMP) regulations, and the latest City of Los Angeles Municipal Code (including any low impact development requirements that may be approved before the proposed Project is approved), which specify similar design and operational measures to reduce runoff. These measures are expected to reduce runoff from the Project area compared to baseline conditions.

Impact Determination

The proposed Project area would not result in increased surface runoff. The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems. Accordingly, impacts to the municipal storm drain system would be less than significant.
Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Impact PS-6: The proposed Project would not result in an increase in solid waste generation that would exceed the capacity of existing solid waste handling and disposal facilities.

Construction and demolition associated with the proposed Project would generate debris in the form of concrete, asphalt, structural members, and other building components, some of which 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, 2004). Demolition at the SCIG site would involve three warehouses, several small buildings/structures, pavement, access roads, and miscellaneous infrastructure (e.g., fencing, poles, utility lines and piping, railings, stanchions). Two structures and miscellaneous infrastructure would be demolished on the proposed relocation sites. Construction and demolition activities would generate solid waste, including asphalt, concrete, building materials, and solids. Asphalt and concrete are typically recycled for aggregate base or, due to lower disposal costs, disposed of at inert landfills instead of municipal facilities. Most construction/demolition debris would be crushed for reuse onsite during construction. For the proposed facility, LEED requirements would be implemented which include construction waste management and materials reuse requirements.

Prior to demolition, structures would be inspected by qualified personnel for the presence of asbestos-containing materials and lead-containing surface coatings (LCSCs) and/or lead-based paint (LBP). If asbestos that would become friable during demolition is found in a building material, or if LCSC and LBP are found, these materials would be removed and disposed of in compliance with USEPA, the City of Los Angeles Bureau of Sanitation regulations, and the South Coast Air Quality Management District prior to demolition. Implementation of the proposed Project has the potential to encounter unidentified contaminated soils at the Project site. Pursuant to Section 3.8, Hazards and Hazardous Materials, if contaminated soils are encountered, the type and extent of contamination would be determined and options for remediation, which could include in situ, onsite, and offsite treatment (incineration, soil vapor extraction [SVE], bioremediation) and disposal options. In the event that the material would still require disposal after treatment, Kettleman Hills Landfill, Buttonwillow, or another Class I landfill in the United States would be utilized, based on facility and hazardous material requirements. Removed asbestos-containing material would be taken to Azusa Land Reclamation Company.

Certain forms of onsite or offsite treatment would result in soils that could be reused onsite or used as cover in a nonhazardous materials landfill. It would be speculative to estimate the likelihood, amount, or type of contamination that could be encountered during excavation and what would be the most likely treatment option selected by the lead agency. These details cannot be known until completion of the relevant hazardous materials investigations. However, there are numerous treatment and disposal options, many of which do not involve Class I landfill disposal, the Kettleman Hills facility has
available capacity (just under 2 million cubic yards), and numerous hazardous waste
disposal facilities are available for offsite disposal in California and other states.

During operations the proposed Project would generate solid waste on a daily basis. The
Los Angeles CEQA Thresholds Guide (City of Los Angeles, 2006) states that a solid
waste generation factor of 8.93 lbs/employee/day is typical of an industrial facility
located within the City of Los Angeles. Applying that generation factor, the proposed
Project would generate 1.340 tons/day of non-hazardous waste that would require
transportation to the Sunshine County Landfill (Table 3.11-8). This amount, which is
approximately one-third of the volume currently generated by on-site activities,
represents 0.0191 percent of the daily throughput of 7,000 tons at the Sunshine County
Landfill. Given the regional landfill capacity projections discussed above, solid waste
generated from Project operations after closure of the Sunshine Canyon Landfill (2030
and after) would represent a significant impact to landfill capacity. It is possible that
circumstances will change in the future, which would cause the solid waste generated by
the Project to have an insignificant impact on landfill capacity, for example, the
permitting of additional landfill capacity, the utilization of more distant landfill capacity,
and/or the City’s achievement of Zero-Waste solutions. However, for purposes of this
analysis, it is assumed that the generation of waste will continue and that additional
landfill capacity will not become available.

<table>
<thead>
<tr>
<th>Table 3.11-8. Solid Waste Generation.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Number of personnel</td>
</tr>
<tr>
<td>Baseline (2005): 1100</td>
</tr>
<tr>
<td>Proposed Project: 300</td>
</tr>
<tr>
<td>Generation Factor (lbs/employee/day)</td>
</tr>
<tr>
<td>Baseline: 8.93</td>
</tr>
<tr>
<td>Proposed Project: 8.93</td>
</tr>
<tr>
<td>Total Solid Waste (tons/day)</td>
</tr>
<tr>
<td>Baseline: 4.912</td>
</tr>
<tr>
<td>Proposed Project: 1.340</td>
</tr>
<tr>
<td>Sunshine Permitted Throughput (tons/day)</td>
</tr>
<tr>
<td>Baseline: 7,000</td>
</tr>
<tr>
<td>Proposed Project: 7,000</td>
</tr>
<tr>
<td>% Sunshine Permitted Throughput</td>
</tr>
<tr>
<td>Baseline: 0.0702</td>
</tr>
<tr>
<td>Proposed Project: 0.0191</td>
</tr>
</tbody>
</table>

Impact Determination

Construction and demolition debris is one of the greatest individual contributors to
reductions in solid waste capacity. However, the amount of solid waste generated by
construction activities would be minimized by compliance with AB939 regulations and
LEED requirements to recycle asphalt, concrete, and soil within the Project area to the
greatest extent feasible. Accordingly, impacts to landfill facilities associated with solid
waste generation from the demolition of existing site features would be less than
significant.

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; impacts would be short-term and
temporary and would last only for the duration of construction phases. 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. Therefore,
impacts to Class I solid waste facilities from hazardous construction waste would be less
than significant.
Solid waste generation from operation of the proposed Project is not expected to be substantial, as the proposed Project’s primary activity would be handling shipping containers, and minimal administrative facilities would be required to support the proposed operations (Section 2.4.2.2). As shown in Table 3.11-8, solid waste generation from the proposed Project is expected to decrease compared to baseline conditions, and therefore be a less than significant impact in the near term. Operations would continue through 2046, however, and once currently-operating regional landfills close, which is estimated to be in 2030, solid waste from the proposed Project, including the relocation site activities, would exceed landfill capacity. If, as mentioned above, more landfill capacity becomes available or waste generation goes to zero, there would be no impact. This analysis, however, assumes that waste generation will continue and additional landfill capacity would not become available. Accordingly, solid waste from the proposed Project would represent a significant impact on solid waste facilities that would require mitigation.

Mitigation Measures

Mitigation measures would be imposed on the proposed Project to minimize the impacts of construction-related debris in the short term and of operational-phase solid wastes in the future. Mitigation Measure MM PS-1 would be implemented not to mitigate a significant environmental impact but rather to promote the appropriate recycling of solid wastes that would be generated during proposed Project construction. Mitigation Measure MM PS-2 is provided not to mitigate an identified environmental impact, but rather to support development of recycled material markets, to the extent feasible. Mitigation Measure MM PS-3 would mitigate potential impacts to solid waste capacity from Project operation after the anticipated closure of landfills (assumed to be in 2030), because the City’s Solid Waste Integrated Resources Plan will set policy regarding landfill capacity, waste generation, and waste stream diversion.

MM PS-1: Recycling of Construction Materials. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite.

MM PS-2: Materials with Recycled Content. Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover.

MM PS-3: To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City’s Solid Waste Integrated Resources Plan (SWIRP) following 2025.

Residual Impacts

Operational impacts to solid waste capacity would be less than significant through approximately 2030, when existing landfills are projected to close. In the long-term, MM PS-3 would reduce solid waste generation to negligible amounts, thereby ensuring long-term adequate solid waste management for the proposed Project starting from 2025. Accordingly, long-term impacts to solid waste disposal would be less than significant after mitigation.
Impact PS-7: Implementation of the proposed Project would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project.

Energy (diesel fuel and electricity) would be required to support proposed construction activities. Energy expenditures during construction would be short-term and temporary, occurring periodically for up to 2.5 years. However, construction would not likely result in substantial waste or inefficient use of energy because construction would be competitively bid and LEED requirements would be implemented, which would minimize the potential for wasteful energy use during construction. Given that at least a portion of the existing operations on the project and relocation sites would not occur during construction, it is reasonable to assume that energy consumption, both electrical and fossil fuel, during construction would be no greater than under baseline conditions.

The proposed Project would require construction of new energy distribution infrastructure on site, but only minor modifications to nearby off-site distribution facilities. Operational electricity demands at the proposed project site would be related to industrial uses including crane operations, rail track signals and lighting, site and security lighting, administrative offices and maintenance and repair building operations. BNSF estimates that annual electric power consumption for the proposed SCIG facility would be 5,500,000 kilowatt hours (kWh) for the first year of operation and 8,700,000 kWh annually at full build. This would equate to an approximate capacity demand of 1000-2000 kilovolt amps (kVA), from first year to build out. Relocation facilities would add a relatively small amount to that total, as their electrical demands are largely attributable to security and office uses, and the scale of relocated operations would be less than under baseline conditions.

The Project would incorporate energy conservation measures in compliance with California’s Building Code CCR Title 24 and LEED building energy efficient standards for new construction (including requirements for new buildings at the SCIG site and relocation sites). All light fixtures used at the Project site would meet the latest efficiency standards. The stacking and loading cranes, which would be the largest electricity users at the Project site, would incorporate a number of conservation features, including regenerative braking, power recovery during container placement and crane repositioning, and shutdown of working lights when the cranes are not in motion. Incorporation of these design standards and practices would reduce wasteful energy consumption.

As described in Section 3.11.2.2.5, electricity for the proposed Project could be provided by either the LADWP or SCE. Both electric utility suppliers have distribution infrastructure in close proximity to the Project. The LADWP represents that it has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. The LADWP electrical load is projected to grow at 1.1 percent per year over the next 20 years. Annual peak demand is projected to grow slightly slower, 1.0 percent per annum (Holloway, personal communication, 2002). According to the LADWP, “electric distribution and subtransmission system capacity additions are not immediately required (in the project area); however, the cumulative effects of this and other projects in the area will require the LADWP to construct additional distribution facilities in the future” (Blyther, personal communication, 2008). Based on the LADWP Integrated Resources Plan, electricity resources and reserves at LADWP would provide adequate electricity for the Project. The IRP does not provide load demand forecasts or supply resources because
the IRP planning horizon extends only to 2025 (City of Los Angeles, 2006). However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the proposed Project, by itself, would not result in the need to construct a new offsite power station or facility. A discussion of cumulative impacts related to electricity demand is presented in Chapter 4.

Electricity for the proposed Project could also be provided by Southern California Edison (SCE) via a new 14,000 kilovolt amp (kVa) connection to a nearby SCE substation.

Although not required for energy consumption purposes, the proposed Project would require relocation of above ground LADWP electric power lines. Existing SCE power lines and towers would not be relocated, with the possible exception of the SCE power lines located in the vicinity of the south side of Sepulveda Boulevard. These would need to be raised to accommodate California Public Utilities Commission vertical clearance requirements where the north end of the working tracks would traverse the SCE right of way to connect to the San Pedro Branch tracks. Raising of existing overhead power lines would occur within the existing SCE right-of-way and would not require construction of new distribution infrastructure.

As a result of modern design and the requirements of the LEED program under which the major buildings would be constructed, the proposed Project would generate minimal demands for natural gas associated with space and water heating, and air conditioning. Future annual natural gas demands are anticipated as 6,000 Therms for HVAC consumption and 1,500 Therms for domestic water heating. The natural gas demands would be accommodated by Southern California Gas Company via the existing distribution infrastructure located adjacent to and within the proposed Project site. On-site relocation of the existing gas supply network would be required to accommodate the new facilities.

**Impact Determination**

As the proposed Project would provide new onsite energy distribution infrastructure required to support proposed Project operations, and operations would not exceed existing supplies and/or result in the need for major new facilities, impacts on energy supply facilities would not occur. 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.

**Mitigation Measures**

No mitigation is required.

**Residual Impacts**

Less than significant impact.

### 3.11.4.4 Summary of Impact Determinations

Table 3.11-9 summarizes the impacts of the proposed Project on solid waste resources. Significant impacts to public services and utilities were identified related to solid waste generation.

### 3.11.4.5 Mitigation Monitoring

Table 3.11-10 shows the mitigation measures and monitoring requirements.
### Table 3.11-9. Summary of Impacts and Mitigation Related to Public Services and Utilities.

<table>
<thead>
<tr>
<th>Threshold</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Residual Impacts After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>PS-1: The proposed Project would not burden existing police staff levels and facilities such that the police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>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.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>PS-3: The proposed Project would not result in a substantial increase in water supply demand that would exceed the capacity of existing facilities in the Project area.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>PS-4: The proposed Project would not result in a substantial increase in wastewater flows that would exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board or exceed the capacity of existing treatment facilities.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>PS-5: The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>PS-6: Operation of the proposed Project would generate solid waste that is assumed to exceed landfill capacity after 2030.</td>
<td>Significant impact</td>
<td>MM PS-1: Recycling of Construction Materials. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite.</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>Threshold</td>
<td>Impact Determination</td>
<td>Mitigation Measures</td>
<td>Residual Impacts After Mitigation</td>
</tr>
<tr>
<td>-----------</td>
<td>----------------------</td>
<td>---------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>PS-7: Implementation of the proposed Project would not generate increases in energy demands or require new, offsite energy supply and distribution infrastructure, or capacity enhancing alterations to existing facilities that are not anticipated by adopted plans, programs, or the proposed Project.</td>
<td>Less than significant impact</td>
<td>Mitigation not required</td>
<td>Less than significant impact</td>
</tr>
<tr>
<td>PS-2:</td>
<td>MM PS-2: Materials with Recycled Content. Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS-3:</td>
<td>MM PS-3: To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City’s Solid Waste Integrated Resources Plan (SWIRP) following 2025.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 3.11-10. Mitigation Monitoring for Public Services and Utilities.

| Mitigation Measures | MM PS-1: Recycling of Construction Materials. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite. |
| MM PS-2: Materials with Recycled Content. Materials with recycled content shall be used in Project construction where feasible. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover. |
| MM PS-3: To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City’s Solid Waste Integrated Resources Plan (SWIRP) following 2025. |

| Timing | During the Project construction period (2013-2015) and throughout Project Operation |
| Methodology | MM PS-1 to PS-2 will be required in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction. MM PS-3 will be required in the lease specifications for the site. |
| Responsible Parties | BNSF construction contractor(s) for SCIG and construction contractor(s) for Relocated Tenants will be responsible for implementing the mitigation measures in the contract specifications reviewed and approved by LAHD Environmental Management Division. BNSF will be responsible to ensure that the SCIG facility complies with the requirements of mitigation measure MM PS-3. |
| Residual Impacts | Less than significant impact |
3.11.5 **Significant Unavoidable Impacts**

No significant unavoidable impacts on public services and utilities would occur during construction or operation of the Project.