

Section 3.11

Public Services and Utilities**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).

1 The Department's Ambulance Services section is administered by the EMS Agency and
2 handles approximately 4,000 transports per month through the Central Dispatch Office
3 (CDO). In addition to transporting patients between home and health facilities, the EMT-I
4 teams meet emergency helicopters to transport trauma patients from the helipad to
5 LAC+USC trauma center, transport in-custody patients between the jails and health
6 facilities, and assist in special or unforeseen events such as natural disasters. Any calls
7 that cannot be handled by the Ambulance Services section are contracted out to private
8 ambulance companies. Calls that require a paramedic or registered nurse level care are
9 contracted to private ambulance companies that provide such service.

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

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

21 3.11.2.1.2 Fire Protection

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

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

32 The City of Los Angeles Fire Department's (LAFD's) 3,594 uniformed personnel protect
33 life, property and the environment through their direct involvement in fire prevention,
34 firefighting, emergency medical care, technical rescue, hazardous materials mitigation,
35 disaster response, public education and community service. An equally committed non-
36 sworn cadre of 346 professional support personnel provide technical and administrative
37 expertise in their corresponding pursuit of the Department's Mission. A total of 1,097
38 uniformed firefighters (including 226 serving as firefighter/paramedics) are always on
39 duty at Fire Department facilities citywide, including 105 Neighborhood Fire Stations
40 strategically located across the Department's 471 square-mile jurisdiction (LAFD,
41 2011a).

42 LAFD evaluates fire protection services for a specific area or land use by considering
43 population, density, nature of onsite land uses, and traffic flow. Specific sites are also
44 evaluated for their individual "fire flow" needs. Fire flow is defined as the rate of water
45 flow, measured in gallons per minute (gpm) in duration, needed for firefighters to contain
46 a major fire to the buildings within the surrounding block (City of Los Angeles, 2001).
47 Variables affecting fire flow include the site's land use type, size, occupancy, type of

1 construction, and the degree of fire hazards present. In addition to the determined fire
2 flow amount, 20 pounds per square inch (psi) of water pressure must remain in the
3 system, a minimum established by the City of Los Angeles Fire Code. This results in
4 urban fire flow requirements that range from 2,000 gpm in low-density urban areas to
5 12,000 gpm in high-density commercial and industrial areas. The City fire department
6 also produces fire protection standards regarding response times for both engine and
7 truck companies (LAFD, 2011b).

8 The proposed Project lies in the Harbor Industrial Division Service District, and is
9 provided emergency services by the LAFD. The closest fire station is Station #38, located
10 at 124 East "I" Street in Wilmington. The station, approximately 1.7 miles (2.7
11 kilometers) from the Project site, includes a task force station with a truck and engine
12 company, as well as a paramedic ambulance. The second closest station is Station #49,
13 located approximately 2.8 miles (4.5 kilometers) from the Project site, at 400 Yacht
14 Street, Berth 194 in Wilmington. Station 49 is home to a single engine company staff of
15 14, who operate fire boats three and four.

16 Three additional stations are located roughly 5 to 6 miles (8 to 9.7 kilometers) from the
17 Project area: (1) Station #111, located at 1444 South Seaside Ave., Berth 256, San Pedro
18 (2) Station #112, located at 444 South Harbor Blvd., Berth 86, San Pedro, and (3) Station
19 #85 1331 West 253rd Street, Harbor City. Each station contains a minimum of one
20 engine, with the possibility of carrying a second engine or truck. Minimum staffing levels
21 require four firefighters per engine and five firefighters per truck.

22 Average response times for fire and emergency medical service (EMS) citywide range
23 between 8 and 10 minutes. LAFD's performance standard for fire protection services is a
24 5-minute response time for 90 percent of the total calls for service. The Harbor Industrial
25 Division Service District typically meets this performance standard (Chief Donald
26 Austin, personal communication, 2009). According to LAFD, the current level of service
27 in the proposed project area is considered adequate (Chief Donald Austin, personal
28 communication, 2009).

29 City of Carson: Fire protection services in the City of Carson are provided by the Los
30 Angeles County Fire Department. Six primary fire stations provide both fire and
31 emergency medical service to the City of Carson, with four of the stations located within
32 Carson's boundaries: Fire Station #10 (headquarters) at 1860 East Del Amo; Fire Station
33 #36 at 127 West 223rd Street; Fire Station #116 at 755 East Victoria Street; and Fire
34 Station #127 at 2049 East 223rd Street. In addition to the fire stations, a Fire Prevention
35 Office is located at the Carson City Hall. Each of the primary stations has established an
36 expanded response matrix for its individual jurisdiction, which increases the resources
37 available to help a fire station respond to an emergency. These include additional engine
38 companies, truck companies, paramedic units and hospitals. As 9-1-1 emergency calls are
39 processed, a computer dispatching system selects from this matrix to provide the closest
40 available unit that can meet the emergency need. The Los Angeles County Fire
41 Department operates under the 1996 Uniform Fire Code (LAFD, 2011b).

42 Table 3.11-1 shows the number of incidents and the average response time for each
43 category of fire calls as of 2004. Los Angeles County Fire Department's performance
44 standard for fire protection services is a 5-minute response time. Response times by the
45 Los Angeles County Fire Department in the project vicinity are estimated to be 9-10
46 minutes as of January 2010 (Chief Debbie Aguirre, personal communication, 2010). The
47 Los Angeles County Fire Department is not the primary response agency for the project
48 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.

Service	Number of Incidents	Average Response Time (minutes)
Emergency Medical Service	1,047	4.7
Fire	81	5.0
Hazardous Materials	78	5.0
Other	377	5.4
Total	1,583	4.9

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.

Station No.	Street Address	Distance from Project	Equipment
3	1222 Daisy Avenue	1.6 miles east	(1) 1,250 gpm pumper
13	2475 Adriatic Avenue	0.37 mile east	(1) 1,250 gpm pumper

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 relocater 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

1 located in an area identified as “Critical” (“Critical” areas include areas of mixed
2 occupancy [e.g., residences, manufacturing]; manufacturing areas; and railroad and wharf
3 property).

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

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

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

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

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

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

37 **3.11.2.1.3 Police Protection**

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

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

46 The fully staffed LAPD Harbor Community station is located at 2175 John S. Gibson
47 Boulevard, approximately 3.2 miles southwest of the Project site. During periods of
48 statistically high-crime activity, the number of field officers has increased. Officers

1 employ radio-dispatched cruisers and traffic control motorcycles to patrol the proposed
 2 Project vicinity. The LAPD provides support to the Port Police and responds to Port
 3 incidents under the following special circumstances: 1) complex crimes including
 4 homicides and major traffic incidents; 2) special investigations including narcotics,
 5 organized crime, and terrorism; and 3) unusual occurrences as identified by the City
 6 protocol, such as events that require special resources, expertise, or staffing beyond
 7 current competencies (Provinchain, personal communication, 2007). Terrorism and
 8 associated risks from terrorism are addressed in Section 3.8, Hazards.

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

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

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

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

Type of Response	Month	Daily Average (minutes)
Emergent	May 2002	5.1
	June 2002	4.9
	July 2002	4.3
	Average	4.7
Immediate	May 2002	7.6
	June 2002	7.1
	July 2002	7.6
	Average	7.4
Routine	May 2002	34.1
	June 2002	36.0
	July 2002	34.9
	Average	35.0

37 Source: City of Carson General Plan – Safety Element (2004)
 38

1 Carson Sheriff's Station also has two Community Oriented Policing (C.O.P.S.) teams
 2 which operate in the city. The teams each consist of a sergeant and five deputies. The
 3 mission of the teams is to address all issues that impact the "quality of life" for local
 4 residents.

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

11 **Table 3.11-4. Long Beach Police Department Annual Crime Statistics.**

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

12 Source: City of Long Beach, 2011.

13
 14 The nearest police station in the City of Long Beach to the Project area is the main Police
 15 Department facility located approximately 2.3 miles to the southeast at 400 West
 16 Broadway.

17 The Long Beach Police Department's performance standard for police services is a 5-
 18 minute response time for Priority 1 calls (such as crimes in progress and violent crimes),
 19 a 25-minute response time for Priority 2 calls, and a 30-minute response time for Priority
 20 3 calls. According to the Long Beach Police Department, the current level of service in
 21 the proposed project area is considered adequate (Sergeant Chad Ellis, personal
 22 communication, 2009).

23 3.11.2.2 Public Utilities

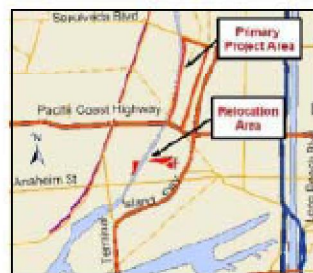
24 The following sections discuss the environmental setting associated with water,
 25 wastewater, storm drain, solid waste, and energy services (electric and natural gas) on and
 26 in the vicinity of the proposed Project and relocation sites (Figures 3.11.1 and 3.11.2).

1 **Figure 3.11-1. Proposal Site Plan Showing Existing Utilities and the New Intermodal Facility.**



LEGEND

---N---W---	EXISTING WATER MAIN
---SS---	EXISTING SEWER LINE
---G---	EXISTING GAS MAIN
---O---	EXISTING OIL PIPELINE
---E---E---	EXISTING UNDERGROUND ELECTRICAL
---SD---	EXISTING STORM DRAIN LINE
---T---	EXISTING TELECOMMUNICATIONS LINE
●	EXISTING UTILITY POLE



VICINITY MAP



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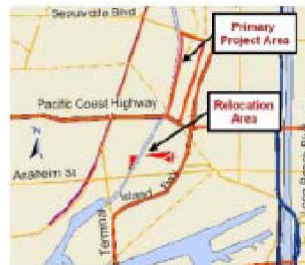
2
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1 **Figure 3.11-2. Proposed Site Plan Showing Existing Utilities and the Relocation Site Areas.**



LEGEND

---W---	---	EXISTING WATER MAIN
---SS---	---	EXISTING SEWER LINE
---C---	---	EXISTING GAS MAIN
---O---	---	EXISTING OIL PIPELINE
---E---	---	EXISTING UNDERGROUND ELECTRICAL
---SD---	---	EXISTING STORM DRAIN LINE
---	---	EXISTING TELECOMMUNICATIONS LINE
◆	◆	EXISTING UTILITY POLE



2 **DMJM HARRIS | AECOM**

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.

1 In order to determine the amount of wastewater that will be produced by a development
2 project, the TITP maintains a generation factor of 150 gallons per day per person. The
3 plant treats all wastewater flows received to third stage tertiary treatment levels,
4 discharging treated effluent into the Los Angeles Harbor through a 60-inch pipeline.
5 Some wastewater is further treated for non-potable reuse within the Port (e.g., for
6 irrigation and industrial water supplies).

7 **3.11.2.2.3 Storm Drainage**

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

12 **3.11.2.2.4 Solid Waste**

13 Existing commercial and industrial facilities in the proposed Project area generate solid
14 waste consisting of non-hazardous materials, such as food and beverage containers, paper
15 products, and other miscellaneous municipal solid waste disposed by on-site staff.
16 Currently, non-hazardous solid waste generated at the proposed Project area is disposed
17 either at Bradley Landfill West and West Extension or Sunshine Canyon SLF County
18 Extension, depending on daily capacities and hours of operation. Bradley Landfill West
19 and West Extension currently have a permitted throughput of 10,000 tons/day and are
20 located at 9227 Tujunga Avenue, in Sun Valley. Bradley Landfill has a permitted
21 capacity of 38,600,000 cubic yards and, as of March 5, 2002, a remaining capacity of
22 4,725,968 cubic yards, which equates to 12 percent available capacity. Sunshine Canyon
23 City Landfill Unit 2 is located at 14747 San Fernando Road in Sylmar, a community in
24 Los Angeles. Sunshine Canyon is owned by BFI and has an average throughput capacity
25 of 11,000 tons/day, with 5,500 allotted for City use. As of December 1, 2004, Sunshine
26 Canyon landfill has a remaining lifespan of approximately 7.2 years (Sunshine Landfill,
27 2006). Solid waste generated by the POLA facilities and transported to both the Bradley
28 and Sunshine Canyon City Landfills is determined using a generation factor of 0.372 tons
29 per year per acre of Port land (POLA, 2005).

30 Solid waste generated by existing activities at the Project site must comply with federal,
31 state, and local regulations and codes pertaining to solid waste disposal. Codes include
32 Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal
33 Code, Part 13 Title 42-Publish Health and Welfare of the California Health and Safety
34 Code, and Chapter 39 U.S. Solid Waste Disposal Code. California Solid Waste
35 Management Act (AB 939) mandates every city in the state to divert at least 50 percent of
36 solid waste from landfill disposal through source reduction, recycling, and composting. The
37 City of Los Angeles has met and exceeded the AB 939 requirement, with a 62 percent
38 solid waste diversion in 2005 (Tseng, personal communication, 2007). A 70 percent
39 diversion rate is California's new goal for the year 2020 (California Integrated Waste
40 Management Board [CIWMB], 2004).

41 Most construction/demolition debris generated within the Port is crushed for reuse
42 construction purposes; however, construction and demolition activities still result in a
43 substantial one-time contribution to the solid waste stream. The following programs are
44 implemented by the Port to assist in waste diversion (Port of Los Angeles, 2008):

- 45 • Duplex Printing and Photocopying
- 46 • Wood Waste Diversion Program

- 1 • Green Waste Recycling Program
- 2 • Administrative Office Recycling Program
- 3 • Toner Cartridge Recycling
- 4 • Ferrous Metals Recovery Program
- 5 • Inerts Recycling Program
- 6 • Motor Oil Recycling Program
- 7 • Tire Recycling Program
- 8 • Office Paper
- 9 • Cardboard Recycling Program
- 10 • Scrap Metal
- 11 • Beverage Container Recycling
- 12 • Fish Sludge Recovery
- 13 • Wood Waste Collection Program
- 14 • Nonfood Donation
- 15 • Office Furniture Source Reduction

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

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

35 **3.11.2.2.5 Energy (Electricity and Natural Gas)**

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

40 SCE power lines extend along the eastern edge of the Project site on high transmission
41 towers, and an SCE substation is located nearby that could be the source of power to the
42 Project. Several facilities operated by the LADWP exist within and near the Project site.
43 Four main 138-kV supply lines extend along the west side of the Terminal Island

1 Freeway. Underground electrical transmission lines run eastward across the proposed
2 Project site between the existing warehouses. Overhead distribution facilities are also
3 located throughout the Project area.

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

9 **3.11.3 Applicable Regulations**

10 **3.11.3.1 Public Services**

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

13 **3.11.3.1.1 California State Fire Code**

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

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

32 **3.11.3.1.2 California State Emergency Medical Services Authority (SB 125)**

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

39 The EMS Authority is charged with providing leadership in developing and
40 implementing EMS systems throughout California. In California, day-to-day EMS
41 system management is the responsibility of the local and regional EMS agencies. It is
42 principally through these agencies that the EMS Authority works to promote quality EMS
43 services statewide. The EMS Authority is mandated to develop and implement

1 regulations that set training standards and the scope of practice for emergency medical
2 personnel and first aid training programs for school bus drivers and day care workers.
3 The EMS Authority reviews local and regional EMS plans to ensure compliance with
4 state laws and guidelines. The EMS Authority also promulgates Trauma Care System
5 regulations as well as guidelines for the assessment of critical care capabilities of
6 hospitals in order to assure appropriate patient care.

7 **3.11.3.1.3 City of Los Angeles Municipal Code**

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

19 **3.11.3.1.4 City of Los Angeles General Plan – Safety Element**

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

23 **3.11.3.1.5 City of Los Angeles General Plan – Port of Los Angeles Community** 24 **Plan**

25 The Port of Los Angeles Community Plan (also referred to as the Port of Los Angeles
26 Plan) is a part of the General Plan of the City of Los Angeles. The proposed project
27 occurs within the boundaries of the Port of Los Angeles Community Plan, which was
28 adopted on September 28, 1982. The plan has subsequently been amended in 1988, 1991,
29 1992, and 1994.

30 The Port of Los Angeles Community Plan is intended to promote an arrangement of land
31 and water uses, circulation and services which will encourage and contribute to the
32 economic, social and physical health, safety, welfare and convenience of the Port, within
33 the larger framework of the City; guide the development, betterment and change of the
34 Port to meet existing and anticipated needs and conditions; contribute to a healthful and
35 safe environment; balance growth and stability to reflect economic potentialities and
36 limitations, land and water developments and other trends; and protect investment to the
37 extent reasonable and feasible.

38 Policy 13 in the Port of Los Angeles Community Plan states that road, rail, and access
39 systems within the Port and connecting links with road, rail, and access systems outside
40 the Port shall be located and designed to provide necessary, convenient and safe access to
41 and from land and water areas consistent with the long-term preferred uses for the Port
42 and consistent with the applicable elements of the Los Angeles General Plan and the
43 Local Coastal Program.

44 In addition, the standards and criteria for port area circulation calls for consideration of
45 the development of an efficient rail transportation system with appropriate transfer

1 facilities near the Port to reduce adverse impacts of Port development projects upon local
2 and regional transportation networks.

3 **3.11.3.1.6 City of Carson Fire Prevention Code**

4 The City of Carson Fire Prevention Code was passed on October 4, 2005. According to §
5 3100 of the Code, Title 32 of the Los Angeles County Code (the Fire Code), as amended
6 and in effect on November 1, 2002, constitutes the Fire Prevention Code of the City of
7 Carson. Title 32 is an amended version of the California Fire Code, 2001 Edition (Part 9
8 of Title 24 of the California Code of Regulations).

9 **3.11.3.1.7 City of Carson General Plan – Safety Element**

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

15 **3.11.3.1.8 City of Long Beach Municipal Code**

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

21 **3.11.3.1.9 City of Long Beach General Plan – Fire Protection**

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

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

1 3.11.3.1.10 City of Long Beach General Plan – Public Safety

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

7 3.11.3.1.11 Wilmington-Harbor City Community Plan

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

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

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

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

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

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

39 3.11.3.2 Utilities

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

1 the California Energy Commission (CEC) and California Public Utilities Commission
2 regulate the provision of natural gas and electricity within the state.

3 **3.11.3.2.1 California Urban Water Management Act**

4 The California Urban Water Management Planning Act (Water Code Sections 10610-
5 10656) states that every urban water supplier that provides water to 3,000 or more
6 customers, or that provides over 3,000 acre-feet of water annually, should make every
7 effort to ensure the appropriate level of reliability in its water service sufficient to meet
8 the needs of its various categories of customers during normal, dry, and multiple dry-
9 water years. The Act requires urban water suppliers to adopt and implement an urban
10 water management plan in accordance with prescribed requirements. The LADWP would
11 be the water supplier, and accordingly, the proposed Primary Project Area would be
12 under the jurisdiction of the LADWP Urban Water Management Plan (UWMP), prepared
13 pursuant to the California Urban Water Management Planning Act.

14 **3.11.3.2.2 California Solid Waste Reuse and Recycling Access Act**

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

21 **3.11.3.2.3 AB 939: California Integrated Waste Management Act**

22 AB 939 was designed to focus on source reduction, recycling and composting, and
23 environmentally safe landfilling and transformation activities. This act required cities and
24 counties to divert 25 percent of all solid waste from landfills and transformation facilities
25 by 1995, and 50 percent by year 2000. The City of Los Angeles met and exceeded the
26 year 2000 goals; in 2003, the City's diversion rate was 95.2 percent.

27 **3.11.3.2.4 California's Building Code CCR, Title 24, Part 6**

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

35 **3.11.3.2.5 LADWP Urban Water Management Plan**

36 Consistent with the California Urban Water Management Planning Act, LADWP has
37 prepared an UWMP that describes its plans to meet the City's current and future water
38 needs while focusing primarily on water supply reliability and water use efficiency
39 measures. The California Urban Water Management Planning Act requires water
40 suppliers to develop water management plans every five years. LADWP most recently
41 completed this five-year update in 2005. The 2005 Urban Water Management Plan was
42 completed as an update to the previous 2000 UWMP to comply with the Urban Water
43 Management Planning Act. LADWP also published annual fiscal year updates in the

1 2005 UWMP. The plan projects water demand and supplies through 2030; total demand
2 for water is predicted to be 755,000 acre feet in 2025 and 776,000 acre feet in 2030.
3 LADWP expects it will be able meet this demand with a combination of existing
4 supplies, planned supplies and MWD purchases (existing and planned) (LADWP, 2005).

5 **3.11.3.2.6 LADWP Integrated Resources Plan**

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

14 In 2002, SB 1078 implemented a Renewable Portfolio Standard, which established a goal
15 that 20 percent of the energy sold to customers be generated by renewable resources by
16 2017. The IRP provides objectives and recommendations to reliably supply LADWP
17 customers with power and to meet the 20 percent renewable energy goal by 2010.

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

24 **3.11.3.2.7 Wastewater Facilities Plan**

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

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

42 **3.11.3.2.8 Solid Waste Plans**

43 The City of Los Angeles has initiated the Recovering Energy, Natural Resources, and
44 Economic Benefit from Waste for Los Angeles Plan (RENEW LA) as a guide for solid
45 waste and resource management in the future. The RENEW LA Plan is a comprehensive

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

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

27 **3.11.4 Impacts and Mitigation**

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

30 **3.11.4.1 Methodology**

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

- 38 • Prior to disconnecting any existing services, new facilities (i.e., water, sewer,
39 communications, gas, and electricity) would be installed. Pipeline installation would
40 occur within existing utility corridors/easements.
- 41 • As demolition activities progress, unnecessary facilities and connections would be
42 eliminated and new facilities and connections activated.
- 43 • Minor service interruptions (defined as those lasting 1 day or less) could occur during
44 the transition between obsolete and newly installed facilities and services. Affected
45 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.

1 3.11.4.2 Thresholds of Significance

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

10 **PS-1** Burden existing police staff levels and facilities such that the police would not be
11 able to maintain an adequate level of service without additional facilities, the
12 construction of which could cause significant environmental effects.

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

15
16 The proposed Project would have a significant impact on *public utilities* if it would:

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

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

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

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

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

29 3.11.4.3 Impacts and Mitigation

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

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

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Table 3.11-5. Public Services Assessment.

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

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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).

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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.

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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.

23

24

25

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

1 agencies that currently provide police protection to the proposed Project area, the current
2 levels of service are adequate for operation of the proposed Project and there are no plans
3 for expansion of facilities at this time.

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

8 **Impact Determination**

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

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

24 *Mitigation Measures*

25 No mitigation is required.

26 *Residual Impacts*

27 Less than significant impact.

28 **Impact PS-2: Development of the proposed Project would not require the** 29 **addition of a new fire station or the expansion, consolidation, or relocation** 30 **of an existing facility to maintain service.**

31 Construction of the proposed Project would require the removal and relocation of fire
32 hydrants and water supply trunk and distribution pipelines in the Project area and on the
33 relocation sites. Construction activity, therefore, has the potential to temporarily interrupt
34 fire water supplies in the Project area. However, utility relocations are a frequent
35 occurrence during construction activities in the Project area, and are generally conducted
36 with minimal, if any, disruptions in service; all utility relocations would be conducted in
37 accordance with the Project Public Services Relocation Plan. Consistent with Public
38 Services Relocation Plan provisions, removal and relocation of fire hydrants and water
39 supply trunk lines and distribution mains would be subject to review and approval by the
40 appropriate jurisdictional agencies to ensure adequate fire flow water supplies within the
41 Project vicinity. Accordingly, the appropriate fire departments would be notified in
42 advance and afforded the opportunity to review and comment on Project features
43 affecting fire suppression infrastructure. Furthermore, the Project would be designed and
44 constructed to meet all applicable state and local codes and ordinances to ensure adequate

1 fire protection. During the design review process, the appropriate fire departments would
2 conduct a fire-life-safety review to assess the required fire protection needs for the
3 Project.

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

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

22 **Impact Determination**

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

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

38 *Mitigation Measures*

39 No mitigation is required.

40 *Residual Impacts*

41 Less than significant impact.

42

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.

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

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

1 of them would relocate nearby. These three relocated businesses would move to much
2 smaller sites, which would likely reduce their overall water demands (however, water
3 demands by the relocation sites were not individually calculated because of uncertainty in
4 the scale of their operations). Landscaped areas would utilize reclaimed water and
5 incorporate other water conservation measures in their design in compliance with local
6 codes, policy, and LEED requirements. Ongoing and future climate change may cause
7 drought conditions in the future that would affect regional water supplies but the
8 reduction in water usage at the site from baseline conditions and water conservation
9 measures that would be implemented through LEED requirements would address these
10 issues. Because climate change in the context of CEQA is linked to greenhouse gas
11 emissions, this issue is addressed in Section 3.6, Greenhouse Gases.

12 Operational water demand of the SCIG facility is estimated at 71,000 gallons per month
13 (2,367 gallons per day). Demand by the three relocated businesses would be a fraction of
14 the estimated existing demand of 29,320 gallons per day. Accordingly, adequate water
15 supply infrastructure exists, since proposed Project demands would be less than existing
16 demand. Based on this information, water demand associated with Project site activities
17 is anticipated to be less than existing uses.

18 **Impact Determination**

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

25 *Mitigation Measures*

26 No mitigation is required.

27 *Residual Impacts*

28 Less than significant impact.

29 **Impact PS-4: The proposed Project would not result in a substantial 30 increase in wastewater flows that would exceed the wastewater treatment 31 requirements of the Los Angeles Regional Water Quality Control Board or 32 exceed the capacity of existing treatment facilities.**

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

41 Existing wastewater generation by Project site activities is estimated at approximately
42 23,500 gallons per day (Table 3.11-7; wastewater generation is assumed to equal 80
43 percent of total water demand, which is presented in Table 3.11-6). Operation of the
44 proposed SCIG facility is estimated to generate approximately 1,900 gallons per day

(Table 3.11-7). 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.

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

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.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Less than significant impact.

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

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

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

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

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

39 **Impact Determination**

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Less than significant impact.

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

8 Construction and demolition associated with the proposed Project would generate debris
9 in the form of concrete, asphalt, structural members, and other building components,
10 some of which would require disposal in a landfill. Construction debris is one of the
11 greatest individual contributors to solid waste capacity, making up approximately 22
12 percent of the State of California's waste disposal demand (CIWMB, 2004). Demolition
13 at the SCIG site would involve three warehouses, several small buildings/structures,
14 pavement, access roads, and miscellaneous infrastructure (e.g., fencing, poles, utility
15 lines and piping, railings, stanchions). Two structures and miscellaneous infrastructure
16 would be demolished on the proposed relocation sites. Construction and demolition
17 activities would generate solid waste, including asphalt, concrete, building materials, and
18 solids. Asphalt and concrete are typically recycled for aggregate base or, due to lower
19 disposal costs, disposed of at inert landfills instead of municipal facilities. Most
20 construction/demolition debris would be crushed for reuse onsite during construction. For
21 the proposed facility, LEED requirements would be implemented which include
22 construction waste management and materials reuse requirements.

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

39 Certain forms of onsite or offsite treatment would result in soils that could be reused
40 onsite or used as cover in a nonhazardous materials landfill. It would be speculative to
41 estimate the likelihood, amount, or type of contamination that could be encountered
42 during excavation and what would be the most likely treatment option selected by the
43 lead agency. These details cannot be known until completion of the relevant hazardous
44 materials investigations. However, there are numerous treatment and disposal options,
45 many of which do not involve Class I landfill disposal, the Kettleman Hills facility has

1 available capacity (just under 2 million cubic yards), and numerous hazardous waste
2 disposal facilities are available for offsite disposal in California and other states.

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

20 **Table 3.11-8. Solid Waste Generation.**

	Baseline (2005)	Proposed Project.
Number of personnel	1100	300
Generation Factor (lbs/employee/day)	8.93	8.93
Total Solid Waste (tons/day)	4.912	1.340
Sunshine Permitted Throughput (tons/day)	7,000	7,000
% Sunshine Permitted Throughput	0.0702	0.0191

21
22 **Impact Determination**

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

30 Although hazardous materials could be encountered and require disposal during
31 construction activities, several contaminated soil treatment and disposal options and
32 Class I landfills are available for offsite disposal; impacts would be short-term and
33 temporary and would last only for the duration of construction phases. The proposed
34 Project would be required to comply with all existing hazardous waste laws and
35 regulations, including the federal RCRA and Comprehensive Environmental Response,
36 Compensation, and Liability Act (CERCLA), and CCR Title 22 and Title 26. Therefore,
37 impacts to Class I solid waste facilities from hazardous construction waste would be less
38 than significant.

1 Solid waste generation from operation of the proposed Project is not expected to be
2 substantial, as the proposed Project's primary activity would be handling shipping
3 containers, and minimal administrative facilities would be required to support the
4 proposed operations (Section 2.4.2.2). As shown in Table 3.11-8, solid waste generation
5 from the proposed Project is expected to decrease compared to baseline conditions, and
6 therefore be a less than significant impact in the near term. Operations would continue
7 through 2046, however, and once currently-operating regional landfills close, which is
8 estimated to be in 2030, solid waste from the proposed Project, including the relocation
9 site activities, would exceed landfill capacity. If, as mentioned above, more landfill
10 capacity becomes available or waste generation goes to zero, there would be no impact.
11 This analysis, however, assumes that waste generation will continue and additional
12 landfill capacity would not become available. Accordingly, solid waste from the
13 proposed Project would represent a significant impact on solid waste facilities that would
14 require mitigation.

15 *Mitigation Measures*

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

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

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

35 **MM PS-3:** To ensure adequate long-term solid waste management, the proposed
36 Project will be required to comply with policies and standards set forth in
37 the City's Solid Waste Integrated Resources Plan (SWIRP) following
38 2025.

39 *Residual Impacts*

40 Operational impacts to solid waste capacity would be less than significant through
41 approximately 2030, when existing landfills are projected to close. In the long-term, **MM**
42 **PS-3** would reduce solid waste generation to negligible amounts, thereby ensuring long-
43 term adequate solid waste management for the proposed Project starting from 2025.
44 Accordingly, long-term impacts to solid waste disposal would be less than significant
45 after mitigation.

1 **Impact PS-7: Implementation of the proposed Project would not generate**
2 **increases in energy demands or require new, offsite energy supply and**
3 **distribution infrastructure, or capacity- enhancing alterations to existing**
4 **facilities that are not anticipated by adopted plans, programs, or the**
5 **proposed Project.**

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

15 The proposed Project would require construction of new energy distribution
16 infrastructure on site, but only minor modifications to nearby off-site distribution
17 facilities. Operational electricity demands at the proposed project site would be related to
18 industrial uses including crane operations, rail track signals and lighting, site and security
19 lighting, administrative offices and maintenance and repair building operations. BNSF
20 estimates that annual electric power consumption for the proposed SCIG facility would
21 be 5,500,000 kilowatt hours (kWh) for the first year of operation and 8,700,000 kWh
22 annually at full build. This would equate to an approximate capacity demand of 1000-
23 2000 kilovolt amps (kVA), from first year to build out. Relocation facilities would add a
24 relatively small amount to that total, as their electrical demands are largely attributable to
25 security and office uses, and the scale of relocated operations would be less than under
26 baseline conditions.

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

37 As described in Section 3.11.2.2.5, electricity for the proposed Project could be provided
38 by either the LADWP or SCE. Both electric utility suppliers have distribution
39 infrastructure in close proximity to the Project. The LADWP represents that it has ample
40 generation capacity to meet the needs of its customers and will continue to do so with
41 proper planning and development of facilities in accordance with the City Charter. The
42 LADWP electrical load is projected to grow at 1.1 percent per year over the next 20
43 years. Annual peak demand is projected to grow slightly slower, 1.0 percent per annum
44 (Holloway, personal communication, 2002). According to the LADWP, "electric
45 distribution and subtransmission system capacity additions are not immediately required
46 (in the project area); however, the cumulative effects of this and other projects in the area
47 will require the LADWP to construct additional distribution facilities in the future"
48 (Blyther, personal communication, 2008). Based on the LADWP Integrated Resources
49 Plan, electricity resources and reserves at LADWP would provide adequate electricity for
50 the Project. The IRP does not provide load demand forecasts or supply resources because

1 the IRP planning horizon extends only to 2025 (City of Los Angeles, 2006). However,
2 because LADWP is required by the Charter to provide a reliable supply of electricity for
3 its customers and because LADWP is moving toward increasing renewable energy
4 supplies in its resource portfolio, the electricity demand of the proposed Project, by itself,
5 would not result in the need to construct a new offsite power station or facility. A
6 discussion of cumulative impacts related to electricity demand is presented in Chapter 4.

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

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

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

27 **Impact Determination**

28 As the proposed Project would provide new onsite energy distribution infrastructure
29 required to support proposed Project operations, and operations would not exceed
30 existing supplies and/or result in the need for major new facilities, impacts on energy
31 supply facilities would not occur. Consequently, the proposed Project would not require
32 new, offsite energy supply facilities and/or capacity-enhancing alterations to existing
33 facilities. Impacts would be less than significant.

34 *Mitigation Measures*

35 No mitigation is required.

36 *Residual Impacts*

37 Less than significant impact.

38 **3.11.4.4 Summary of Impact Determinations**

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

42 **3.11.4.5 Mitigation Monitoring**

43 Table 3.11-10 shows the mitigation measures and monitoring requirements.

1 **Table 3.11-9. Summary of Impacts and Mitigation Related to Public Services and Utilities.**

Threshold	Impact Determination	Mitigation Measures	Residual Impacts After Mitigation
<p>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.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>
<p>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.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>
<p>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.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>
<p>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.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>
<p>PS-5: The proposed Project would not generate substantial surface runoff that would exceed the capacity of existing municipal storm drain systems.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>
<p>PS-6: Operation of the proposed Project would generate solid waste that is assumed to exceed landfill capacity after 2030.</p>	<p>Significant impact</p>	<p>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.</p>	<p>Less than significant impact</p>

Threshold	Impact Determination	Mitigation Measures	Residual Impacts After Mitigation
		<p>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.</p> <p>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.</p>	
<p>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.</p>	<p>Less than significant impact</p>	<p>Mitigation not required</p>	<p>Less than significant impact</p>

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Table 3.11-10. Mitigation Monitoring for Public Services and Utilities.

<p>PS-6: Construction of the proposed Project would generate solid waste that would adversely affect landfill capacity; although the impact would be less than significant, implementation of mitigation measures would further reduce the impact. Operation of the proposed Project would generate solid waste that is assumed to exceed landfill capacity after 2030.</p>	
Mitigation Measures	<p>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.</p> <p>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.</p> <p>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.</p>
Timing	During the Project construction period (2013-2015) and throughout Project Operation
Methodology	<p>MM PS-1 to PS-2 will be required in the contract specifications for construction. LAHD will monitor implementation of mitigation measures during construction.</p> <p>MM PS-3 will be required in the lease specifications for the site.</p>
Responsible Parties	<p>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.</p> <p>BNSF will be responsible to ensure that the SCIG facility complies with the requirements of mitigation measure MM PS-3.</p>
Residual Impacts	Less than significant impact

1 **3.11.5 Significant Unavoidable Impacts**

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

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