3.10.1 Introduction

This section describes the environmental setting for public services (police protection, fire protection and USCG) within the PMPU area, identifies applicable regulations, and analyzes the potential impacts that could result from implementing the proposed Program. Mitigation measures and the significance of impacts after mitigation also are described.

3.10.2 Environmental Setting

3.10.2.1 Police Protection

The LAPD and the Port Police and other agencies, including the USCG, provide police protection for the Port. In addition, some tenants occupying a berth or berths in the Port maintain their own internal security staff (LAHD 2008).

3.10.2.1.1 LAPD

The Port is located in the LAPD’s Harbor Division Area, a 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Terminal Island, and Wilmington (LAPD 2012). The LAPD Harbor Community Station provides protection for the Port, including the PMPU area. The station is located near the Port entrance at 22175 John S. Gibson Boulevard (Figure 3.10-1) and supports a staff of approximately 260 patrol officers, detectives, and support staff, including a minimum of 19 officers in the field at all times (Felch 2009, personal communication; Pachecl 2012, personal communication). During periods of statistically high crime activity, the number of field officers has increased.

Officers employ radio-dispatched cruisers and traffic control motorcycles to patrol the PMPU area. LAPD provides support to the Port Police and responds to Port incidents under the following special circumstances: 1) complex crimes including homicides and major traffic incidents; 2) special investigations such as narcotics, organized crime, and terrorism; and, 3) unusual occurrences as identified by City of Los Angeles protocol, such as events that require special resources, expertise, or staffing beyond current competencies.
Figure 3.10-1. Port of Los Angeles Public Service Facilities
The LAPD does not have an established goal for response time to emergency calls. As of September 2010, the department-wide response time was 5.7 minutes, which is an improvement based on a September 2009 response time of 6.2 minutes (LAPD 2010).

### 3.10.2.1.2 Port Police

The Port Police are responsible for patrol and surveillance of the Port and adjacent areas, including Port-owned properties within the communities of Wilmington, San Pedro, and Harbor City. The Port Police enforce federal, state, and local public safety statutes, as well as environmental and maritime safety regulations. Their primary goal is to protect the Port against all criminal activity, ensure free flow and protection of commerce, and identify, and apprehend persons who direct criminal activity toward LAHD properties, customers, or Port users (LAHD 2012). The Port Police headquarters are located in the Port Police Headquarters Building at 330 Centre Street in San Pedro. Primary responders to landside emergency calls in the PMPU area are dispatched out of this location. The Wilmington Substation is located at 300 E. Water Street near Berth 195.

The Port Police personnel and facilities also include a Dive Team, K-9 Unit, Cargo Theft Interdiction Program, and High Intensity Drug Trafficking Area Task Force, as described below:

- The Port Police Dive Unit operates out of facilities (boats and offices/lockers) located at 954 South Seaside on Terminal Island. Marine Unit boats and a small office are located on Mormon Island at Berth 84, with additional offices in the nearby Crowley Building. The Dive Team is an underwater unit that polices the Port from the docks to the breakwater and assists the USCG to investigate spills, accidents, and suspicious incidents. The Dive Team responds to waterside incidents and emergencies in the PMPU area;

- The K-9 Unit operates out of the Cruise Terminal Berth 93. Drug-sniffing dogs patrol the cargo and passenger ships that move through the Port, while bomb dogs have the primary assignment of patrolling cruise ships and the World Cruise Center Terminal, within the PMPU area;

- The Cargo Theft Interdiction Program is a multi-agency effort responsible for the prevention and investigation of incidents of cargo theft in southern California, including the PMPU area. The program offices are located at 239 North Avalon Boulevard in Wilmington; and,

- The High Intensity Drug Trafficking Task Force is operated by the Federal Drug Enforcement Agency and targets drug trafficking in the Port and Port of Long Beach.

The Port Police maintain six patrol areas and the number of officers assigned to these patrols varies depending on events and national security intelligence. As of June 2011, the Port Police employs a total of 128 sworn officers: 95 patrol officers; 18 sergeants; 8 lieutenants; 5 captains; 2 civilian managers; 1 deputy chief; 1 civilian director; and 1 chief. The Port Police also employ 98 non-sworn personnel: 40 security guards and 58 civilian administrative staff. Response time goals for the Port Police are provided in Table 3.10-1. In addition to working with the LAPD, the Port
Police also coordinates with the Long Beach Police Department and the Los Angeles County Sheriff for landside assistance and with the USCG for commercial vessel operations (Grant 2011, personal communication).

Table 3.10-1. Port Police Standard Acceptable Response Times (minutes)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Landside Response Time</th>
<th>Waterside Response Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Immediate</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>Alarm</td>
<td>5</td>
<td>20</td>
</tr>
<tr>
<td>Non-Emergency</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>Report Calls</td>
<td>20</td>
<td>30</td>
</tr>
</tbody>
</table>

Source: Grant 2011, personal communication

3.10.2.2 Fire Protection

LAFD provides fire protection and emergency services for the Port, including the PMPU area. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of simultaneous emergency or fire-related calls.

LAFD has 106 fire stations spread throughout the City of Los Angeles. Of these, 51 are single-engine houses, while the remainder are task force houses. A single-engine house typically has one engine company, while a task force house has a truck company and two engines. Paramedic and emergency medical technician ambulances, battalion chiefs, division chiefs, and special apparatus are also assigned to the various stations. An engine provides fire suppression services in the event of a fire and is typically staffed by a captain, an engineer, and two fire fighters. A task force consists of three pieces of apparatus: an aerial truck, an engine company, and a single pump apparatus. A captain, an apparatus operator, and three firefighters work on the truck.

In the PMPU area, LAFD facilities include land-based fire stations and fireboat companies. Battalion 6 is responsible for all of San Pedro and its waterways, Terminal Island and all of the surrounding water, Wilmington, Harbor City, and Harbor Gateway. There are 10 fire stations within these geographical areas, with fireboats, hazardous material squads, paramedic and rescue vehicles, three-truck companies, and urban search and rescue team, and a foam tender apparatus (Roupoli 2007, personal communication). The fire stations in the PMPU area are identified below.

- Fire Station 40 – Located at 330 Ferry Street on Terminal Island, Station 40 is equipped with a fire engine and two ambulances and has four firefighters and two paramedics on staff.
- Fire Station 49 – Located at 400 Yacht Street in Wilmington between Berths 194 and 195, Station 49 is staffed by 13 personnel and equipped with a single engine company and two boats (Fire Boats #4 and #49). This station serves as Battalion 6 Headquarters.
Station 110 – Located at 2945 Miner Street just north of Berth 44 in the West Channel adjacent to the former San Pedro Boatworks and the Cabrillo Way Marina, Station 110 is staffed by three firefighters and equipped with one fire boat (Fire Boat #5).

Station 111 – Located at 1444 S. Seaside Avenue on Terminal Island, Station 111 has a staff of three and is equipped with one fire boat (Fire Boat #1).

Station 112 – Located at 444 S. Harbor Boulevard (Berth 86 in the Main Channel), Station 112 is staffed by 15 personnel, including an emergency medical services supervisor, and is equipped with a single-engine company, a paramedic rescue ambulance, and one fire boat (Fire Boat #2).

The citywide LAFD average response time is approximately 6 to 8 minutes. Required response times are 9 minutes by land and 14 minutes by water. LAFD response time to the PMPU area is 5 minutes or less by land and 10 minutes or less by water (LAHD 2008).

3.10.2.3  U.S. Coast Guard

USCG is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, natural resources protection, maritime mobility, national defense, and homeland security. USCG maintains a post in the Port on Terminal Island. USCG’s primary responsibility at the Port is to ensure the safety of vessel traffic in the Port and in coastal waters.

USCG 11th District supports the Port and PMPU area. The USCG 11th District handles marine safety issues such as inspection of U.S. and foreign vessels; maritime security; vessel traffic management; search and rescue; response to and planning for pollution incidents; response to vessel or Port emergencies and natural disasters; inspections of waterfront facilities and hazardous material containers; monitoring of oil transfers and explosive loads; licensing of mariners; investigation of marine casualties; and, enforcement of fisheries, drug, and other maritime laws.

USCG 11th District’s area of responsibility encompasses 300 miles of California coast from the Monterey County line to Dana Point and extends offshore 200 miles. The command uses 430 people to perform missions including operation of four helicopters, four 87-foot patrol boats, three 47-foot boats, four 41-foot boats, and nine rigid hull inflatable boats. USCG field presence in the Port and Port of Long Beach fluctuates daily depending on Port operations and incidents, but typically involves between 30 to 50 people in the field who manage vessel traffic; conduct boating safety checks, harbor patrols, commercial vessel inspections, waterfront facility inspections, and container inspections; investigate reports of hazardous material and oil spills; and, conduct search and rescue efforts.

USCG response times are determined based on the distance required for travel to various waterfront facilities. USCG evaluates the location of an operation to ensure that it can adequately respond to a maritime safety situation. According to USCG policy, response time must be within 20 minutes. From underway time to any location, in the worst weather conditions, USCG can reach the PMPU area in less than 15 minutes (10 minutes for getting underway, and 5 minutes for travel time).
The travel time to any portion of the PMPU area is within USCG policy goals (Ludwig 2011, personal communication).

3.10.3 Applicable Regulations

Public services within the Port and its vicinity are governed by federal, state, and local regulations, as described below.

3.10.3.1 Federal Regulations

3.10.3.1.1 The Maritime Transportation Security Act

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

3.10.3.2 State Regulations

3.10.3.2.1 California Fire Code


3.10.3.2.2 California Public Safety Code

The California Public Safety Code (CCR Title 19) establishes minimum standards for the prevention of fire and the protection of life and property against fire, explosion, and panic. The provisions of the California Fire Code are enforced by the State Fire Marshal and LAFD Fire Chief.

3.10.3.3 Local Regulations

3.10.3.3.1 City of Los Angeles General Plan - Safety Element

The Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996) sets forth specific policies and objectives related to safety. These policies and
objectives emphasize hazard mitigation (fire, water related hazard, seismic event, geologic conditions or release of hazardous materials), emergency response, and disaster recovery.

3.10.3.3.2 City of Los Angeles General Plan – Public Facilities and Services Element

The Public Facilities and Services Element of the City of Los Angeles General Plan is currently being developed. This element will set forth goals, objectives, and policies for thirteen infrastructure and public service systems including police and fire.

3.10.3.3.3 Fire Protection and Prevention Plan

Fire prevention, fire protection, and emergency medical services within the City of Los Angeles operate under the Fire Protection and Prevention Plan, an Element of the City of Los Angeles General Plan, and the City of Los Angeles Fire Code (Chapter 5, Article 7 of the LAMC). The Fire Protection and Prevention Plan serves as a guide for the construction, maintenance, and operation of fire protection facilities in the city (City of Los Angeles 1996). The plan sets forth policies and standards for fire station distribution and location, fire suppression water-flow (or fire flow), fire hydrant standards and locations, firefighting equipment access, emergency ambulance services, and fire prevention activities. LAFD also considers population, density, nature of onsite land uses, and traffic flow in evaluation the adequacy of fire protection services for a specific area or land use.

3.10.4 Impacts and Mitigation Measures

3.10.4.1 Methodology

Public services needs related to the proposed Program were evaluated to determine if police, USCG, and fire protection facilities are adequately staffed and located so these agencies could respond to an emergency situation in a timely manner, without the provision of additional facilities. All agencies were contacted to obtain information regarding their existing and projected service capacity and response times.

The following impact assessment and significance determinations are based on regulatory controls and on the assumption that the proposed appealable/fill projects and land use changes would include the following, as applicable:

- The construction contractor would develop a Fire Protection Services Plan for all appealable/fill projects and land use changes that require connections to existing fire flow infrastructure. This plan would include stipulations regarding removal and relocation of fire hydrants, water supply lines, and distribution mains. The plan would also establish alternative fire and emergency response access routes. The plan would be subject to review and approval by LAHD and the LAFD.
3.10.4.2 Thresholds of Significance

The *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) is the basis for the following significance criteria and for evaluating the significance of impacts on public services resulting from the proposed Program. The NOP/IS (Appendix B) concluded that the proposed Program would have no impact on schools. Therefore, the following significance criterion was not carried forward for detailed analysis:

- Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

  Schools?

  - Proposed appealable/fill projects and land use changes under the proposed Program would not involve residential development that would increase the demand for additional or modified school facilities.

Public services impacts would be significant under the following conditions:

**PS-1:** The proposed Program would burden existing USCG, LAPD, or Port Police staff levels and facilities, such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects; and/or,

**PS-2:** The proposed Program would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

3.10.4.3 Impacts and Mitigation

**Impact PS-1:** The proposed Program would not burden existing USCG, LAPD, or Port Police staff levels and facilities, such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.

**Planning Area 2**

**Construction**

The Port Police provide primary law enforcement services to the PMPU area and the LAPD provides support to the Port Police under special circumstances. During construction of the proposed appealable/fill projects in this planning area (i.e., Berths 187-189 Liquid Bulk Relocation, Yang Ming Terminal Redevelopment, and China Shipping Fill) there would be minimal demands on LAPD services because construction sites would be fenced and access would be limited to authorized personnel. However, construction activities associated with the proposed
appealable/fill projects could result in temporary interruptions and/or delays for Port Police. During construction activities, additional demands on Port Police personnel for traffic control services would be required if roadway operations are impacted by installation or upgrades to utility infrastructure within the public right-of-way.

Construction activities associated with the proposed appealable/fill projects noted above would not affect USCG response times because these projects would be within the current USCG coverage area and would not affect the distance or routes between USCG facilities and construction sites. Furthermore, USCG’s ability to respond would not be affected during construction of the proposed appealable/fill projects since USCG would be able dock at these sites, if necessary.

**Operations**

Operation of the proposed appealable/fill projects noted above and other land use changes in Planning Area 2 would increase operational activities within the PMPU area. The following activities would increase demands on law enforcement services compared to existing conditions: 1) replacing the existing liquid bulk facility at Berths 118-120 with container area and adding an additional 6 acres of container area at Berths 120-121 (Yang Ming Terminal Redevelopment); 2) creating an additional 16 acres of container area for the China Shipping container terminal; and, 3) converting vacant land on Mormon Island, an optional land use site, to liquid bulk. Operations associated with the Berths 187-189 Liquid Bulk Relocation Project (i.e., relocating the existing liquid bulk facility and converting the area to open space and institutional areas) would not likely increase demands on law enforcement services compared to existing conditions.

The Port Police would provide primary law enforcement services to the PMPU area and the LAPD would provide support to the Port Police under special circumstances. As such, LAPD response times would not be affected by operations of the proposed appealable/fill projects. In addition to working with the LAPD, the Port Police also coordinate with the Long Beach Police Department and the Los Angeles County Sheriff for landside assistance and with the USCG for commercial vessel operations (Grant 2011, personal communication). Proposed appealable/fill projects and land use changes in Planning Area 2 would not burden the Port Police such that they would not be able to maintain their current level of service to the PMPU area. However, the Port Police continue to assess the needs of the Port, including the PMPU area, and would make adjustment to their operations as needed.

The proposed open space land uses at Berth 187-189 would result in additional visitors to the PMPU area. However, it is not expected that activities associated with this area would require a substantial increase in police protection compared to existing conditions because the site is relatively small (approximately 4 acres) and within the Port Police’s existing patrol area. Given the Port Police’s existing patrol of land and water and their expanding and updating of resources, the PMPU area would be adequately served. Furthermore, as discussed above, the Port Police currently work cooperatively with various agencies to provide adequate protection when additional support is needed to respond to an emergency situation.

Operation of the proposed appealable/fill projects noted above and associated land use changes in Planning Area 2 would not affect USCG response times because these
areas would be within the current USCG coverage area and would not affect the
distance or routes between USCG facilities and the project sites. In addition, since
there would be new vessel berthing facilities associated with the Yang Ming
Terminal Redevelopment Project, USCG would have the ability to dock at the new
wharf as warranted. Vessels berthed at these facilities would be required to comply
with all USCG regulations, including vessel inspections.

Planning Area 3

Construction

The proposed appealable/fill project in Planning Area 3 (Berth 300 Development)
would fill 18 acres of the harbor near Berths 270-271 and behind Berth 301 to create
additional backlands and a new berth for the APL Terminal. It is expected that
construction of this project would result in a negligible increase in demands on
LAPD because Port Police would provide primary law enforcement services.
However, construction activities associated with the Berth 300 Development Project,
as well as possible construction activities associated with Berth 301 (an optional land
use site) upgrades to support a liquid bulk facility, could result in temporary
interruptions and/or delays for Port Police. During construction activities, additional
demands on Port Police personnel for traffic control services would be required if
roadway operations are impacted by installation or upgrades to utility infrastructure
within the public right-of-way.

Construction activities associated with the Berth 300 Development Project and land
use changes, such as Berth 301 upgrades or conversions of Berths 206-209 and 210-
211 to mixed use (i.e., break bulk, dry bulk, and/or container), would not be expected
to affect USCG response times because these sites would be within the current USCG
coverage area and would not affect the distance or routes between USCG facilities
and the construction sites. Furthermore, USCG’s ability to respond would not be
affected during construction since USCG would have the ability to dock at Berths
270-271, if necessary.

Operations

Operation of the Berth 300 Development Project and other land use changes in
Planning Area 3 would increase operational activities within the PMPU area. The
following activities would increase demands on law enforcement services compared
to existing conditions: 1) adding an additional 18 acres of container area at Pier 300
(Berth 300 Development); 2) converting break bulk and vacant land at Berths
206-212 to container area or dry bulk; 3) converting vacant land between Seaside
Avenue and Reeves Avenue and south of Reeves Avenue to maritime support; 4)
converting vacant land along Ferry Street to maritime support; and, 5) converting
Berth 301 from maritime support to liquid bulk or container cargo uses.

Operations associated with replacing existing liquid bulk operations north of the
TIWRP with container area, converting Berths 206-209 and 210-211 to mixed use,
and converting vacant land, commercial fishing, and industrial areas near Fish Harbor
to container area would not likely increase demands on law enforcement services
compared to existing conditions.
Because the Port Police would provide primary law enforcement services to the PMPU area, LAPD response times would not be affected by operation of the Berth 300 Development Project and other land use changes in Planning Area 3. In addition to working with the LAPD, the Port Police also coordinate with the Long Beach Police Department and the Los Angeles County Sheriff for landside assistance and with the USCG for commercial vessel operations (Grant 2011, personal communication). Therefore, the Berth 300 Development Project and other land use change operations would not burden the Port Police such that they would not be able to maintain their current level of service to the PMPU area. However, the Port Police continue to assess the needs of the Port, including the PMPU area, and would make adjustment to their operations as needed.

Similar to existing conditions, public access to the proposed open space area (least tern habitat) south of Pier 400 would be prohibited. Given the Port Police’s existing patrols of land and water and the expanding and updating of resources as needed, the PMPU area would be adequately served. Furthermore, as discussed above, the Port Police currently work cooperatively with various agencies to provide adequate protection when additional support is needed to respond to an emergency situation.

Operation of the proposed appealable/fill project (Berth 300 Development) and other land use changes in Planning Area 3 would not affect USCG response times because these areas would be within the current USCG coverage area and would not affect the distance or routes between USCG facilities and the project sites.

In addition, since there would be new vessel berthing facilities associated with the Berth 300 Development Project, USCG’s ability to respond would not be affected by this project and USCG would have the ability to dock at the new wharf at the APL Terminal as warranted. In addition, vessels berthed at the new wharf would be required to comply with all USCG regulations, including vessel inspections.

**Planning Area 4**

**Construction**

Because the Port Police would provide primary law enforcement services during construction of the proposed appealable/fill projects (i.e., Tri Marine Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina) there would be minimal demands on LAPD services. All construction sites would be fenced and access would be limited to authorized personnel. However, during construction additional demands on Port Police personnel for traffic control services would be required if roadway operations are impacted by installation or upgrades to utility infrastructure within the public right-of-way.

Construction activities associated with the proposed appealable/fill projects noted above would not affect USCG response times because these projects would be within the current USCG coverage area and would not affect the distance or routes between USCG facilities and construction sites. Furthermore, USCG’s ability to respond would not be affected during construction of the proposed appealable/fill projects because the USCG would have the ability to dock at these project sites, if necessary.
**Operations**

Operation of the proposed appealable/fill projects noted above and other land use changes in Planning Area 4 would increase operational activities within the PMPU area. The following activities would increase demands on law enforcement services compared to existing conditions: 1) redeveloping 9 acres at Berth 265 (Fish Harbor) to adaptively reuse existing historic buildings for commercial fishing (338 Cannery Street Adaptive Reuse); and, 2) converting vacant land at Southwest Marine Shipyard to maritime support and break bulk. Operations associated with the Tri Marine Expansion Project (i.e., new 32,400-square foot addition to existing fish processing facility), Al Larson Marina Project (i.e., removing an existing marina to accommodate for a new or expanded boatyard), and converting vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor to commercial fishing and maritime support would not likely increase demands on law enforcement services because the level of police protection associated with proposed land uses would be comparable to existing land uses. Land use changes in Planning Area 4 would not result in the addition of visitors to the PMPU area.

The Port Police would provide primary law enforcement services to the PMPU area and the LAPD would provide support to the Port Police under special circumstances. As such, LAPD response times would not be affected by operations of the proposed appealable/fill projects noted above and other land use changes. In addition to working with the LAPD, the Port Police also coordinate with the Long Beach Police Department and the Los Angeles County Sheriff for landside assistance and with the USCG for commercial vessel operations (Grant 2011, personal communication). Proposed appealable/fill projects and land use changes in Planning Area 4 would not burden the Port Police such that they would not be able to maintain their current level of service to the PMPU area. However, the Port Police continue to assess the needs of the Port, including the PMPU area, and would make adjustment to their operations as needed.

Operation of the proposed appealable/fill projects noted above and other land use changes in Planning Area 4 would not affect USCG response times because these areas would be within the current USCG coverage area and would not affect the distance or routes between USCG facilities and the project sites. In addition, USCG’s ability to respond would not be affected by the Al Larson Marina Project because USCG would have the ability to dock at the new or expanded boatyard associated with this project, if needed. In addition, all boats at the new or expanded boatyard would be required to comply with all USCG regulations, including vessel inspections.

**Impact Determination**

**Construction**

Construction activities associated with the proposed appealable/fill projects would result in temporary demands on police personnel for traffic control services if roadway operations are impacted by installation or upgrades to utility infrastructure within the public right-of-way. Therefore, impacts to law enforcement services during construction would be potentially significant.
Operations

Operation of the proposed appealable/fill projects and other land use changes in the PMPU area are not expected to affect demands for law enforcement such that new facilities would be required. Therefore, impacts to law enforcement services during operations would be less than significant.

Mitigation Measures

The following mitigation measure would be implemented, as applicable, for the proposed appealable/fill projects and land use changes under the proposed Program.

MM PS-1: Prepare a Manual in Compliance with the Work Area Traffic Control Handbook (WATCH). LAHD shall prepare a manual in compliance with the WATCH to coordinate with the LAFD, LAPD, and Port Police prior to commencement of construction activities for the proposed appealable/fill projects and land use changes. The manual shall identify alternative emergency response routes to ensure continuous adequate emergency vehicular access.

Residual Impact

Residual impacts would be less than significant.

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

Planning Area 2

Construction

Construction activities associated with the proposed appealable/fill projects (i.e., Berths 187-189 Liquid Bulk Relocation, Yang Ming Terminal Redevelopment, and China Shipping Fill) and land use changes in Planning Area 2 would have the potential to temporarily interrupt fire flow water supplies during installation of utility infrastructure. However, utility upgrades/modifications occur frequently during large terminal development projects, and are generally conducted with minimal, if any, disruptions to existing utility services. However, temporary interruptions and/or delays to fire protection services would occur if roadway operations are impacted during installation or upgrades to utility infrastructure within the public right-of-way.

Construction activities associated with the proposed appealable/fill projects and land use changes would comply with all applicable state and local codes and ordinances to ensure adequate fire protection. In addition, the LAHD would notify the LAFD in advance of construction activities that would affect fire suppression infrastructure. The LAFD would be afforded the opportunity to review and comment on project features affecting fire suppression infrastructure. As discussed under Impact PS-1, construction and demolition activities would be subject to emergency response systems implemented by LAFD and WATCH requirements (MM PS-1).

Consequently, construction of the proposed appealable/fill projects and associated
land use changes would not result in a need for changes to existing fire protection facilities.

**Operations**

Operation of the proposed appealable/fill projects and other land use changes in Planning Area 2 would increase demands on fire protection services compared to existing conditions due to: 1) adding an additional 6 acres of container area at Berths 120-121 (Yang Ming Terminal Redevelopment); 2) creating an additional 16 acres of container area for the China Shipping container terminal (China Shipping Fill); and, 3) converting vacant land on Mormon Island, an optional land use site, to liquid bulk. Operations associated with relocating the existing liquid bulk facility (Vopak) to Berths 187-189 and converting this area to open space and institutional uses and replacing the existing liquid bulk facility (Kinder Morgan) at Berths 118-120 with container area would not likely increase demands on fire protection services because the potential for emergency situations would be reduced compared to existing conditions.

All proposed appealable/fill projects would be designed and constructed to meet applicable state and local codes and ordinances to ensure adequate fire protection and would be subject to LAFD review and approval. These codes and ordinances address requirements for fire protection infrastructure (e.g., fire hydrants and sprinklers). Furthermore, fire stations in the PMPU area are generally located to facilitate quick emergency response throughout the Port.

The proposed open space land uses at Berth 187-189 would result in additional visitors to the PMPU area. However, it is not expected that activities associated with this area would require a substantial increase in fire protection services compared to existing conditions. As previously discussed, response times to the PMPU area is 5 minutes or less by land and 10 minutes or less by water, which are less than the LAFD required response times.

**Planning Area 3**

**Construction**

Construction of the Berth 300 Development Project and potential upgrades to Berth 301 (an optional land use site) to support liquid bulk uses would have the potential to temporarily interrupt fire flow water supplies during installation of utility infrastructure. However, utility upgrades/modifications occur frequently during large terminal development projects, and are generally conducted with minimal, if any, disruptions to existing utility services. However, temporary interruptions and/or delays to fire protection services would occur if roadway operations are impacted during installation or upgrades to utility infrastructure within the public right-of-way.

Construction activities associated with the proposed appealable/fill project and land use changes in Planning Area 3 would comply with all applicable state and local codes and ordinances to ensure adequate fire protection. In addition, the LAHD would notify the LAFD in advance of construction activities that would affect fire suppression infrastructure. The LAFD would be afforded the opportunity to review and comment on project features affecting fire suppression infrastructure. As
discussed under Impact PS-1, construction and demolition activities would be subject to emergency response systems implemented by LAFD and WATCH requirements (MM PS-1). Consequently, construction of this proposed appealable/fill project would not result in a need for changes to existing fire protection facilities.

Operations

Operation of the Berth 300 Development Project and other land use changes in Planning Area 3 would increase demands on fire protection services compared to existing conditions due to: 1) adding an additional 18 acres of container area at Pier 300 (Berth 300 Development); 2) converting Berths 206-209 and Berths 210-211 to mixed use (container, break bulk, and/or dry bulk); 3) converting vacant land between Seaside Avenue and Reeves Avenue and south of Reeves Avenue to maritime support; 4) converting vacant land along Ferry Street to maritime support; 5) converting vacant land, commercial fishing, and industrial areas near Fish Harbor to container area; and, 6) converting Berth 301 from maritime support to liquid bulk or container cargo uses. Operations associated with replacing the existing liquid bulk north of the TIWRP with container area would not likely increase demands on fire protection services because the potential for emergency situations would be reduced compared to existing conditions.

The Berth 300 Development Project and land use changes in Planning Area 3 would be designed and constructed to meet applicable state and local codes and ordinances to ensure adequate fire protection and would be subject to LAFD review and approval. These codes and ordinances require fire protection infrastructure (e.g. fire hydrants and sprinklers). Furthermore, fire stations in the PMPU area are generally located to facilitate quick emergency response throughout the Port.

Similar to existing conditions, public access to the proposed open space area (least tern habitat) south of Pier 400 would be prohibited. As previously discussed, response times to the PMPU area is 5 minutes or less by land and 10 minutes or less by water, which are less than the LAFD required response times.

Planning Area 4

Construction

Construction activities associated with the proposed appealable/fill projects (i.e., Tri Marine Expansion, 338 Cannery Street Adaptive Reuse, and Al Larson Marina) would have the potential to temporarily interrupt fire flow water supplies during installation of utility infrastructure. However, utility upgrades/modifications occur frequently during large terminal development projects, and are generally conducted with minimal, if any, disruptions to existing utility services. However, temporary interruptions and/or delays to fire protection services would occur if roadway operations are impacted during installation or upgrades to utility infrastructure within the public right-of-way.

Construction activities associated with the proposed appealable/fill projects noted above would comply with all applicable state and local codes and ordinances to ensure adequate fire protection. In addition, the LAHD would notify the LAFD in advance of construction activities that would affect fire suppression infrastructure.
The LAFD would be afforded the opportunity to review and comment on project features affecting fire suppression infrastructure. As discussed under Impact PS-1, construction and demolition activities would be subject to emergency response systems implemented by LAFD and WATCH requirements (MM PS-1). Consequently, construction of the proposed appealable/fill projects would not result in a need for changes to existing fire protection facilities.

**Operations**

Operation of the proposed appealable/fill projects noted above and other land use changes in Planning Area 4 would increase operational activities within the PMPU area. The following activities would increase demands on fire protection services compared to existing conditions: 1) constructing a new 32,400-square foot addition to an existing fish processing facility (Tri Marine Expansion Project); and 2) converting vacant land at Southwest Marine Shipyard to maritime support and break bulk. Operations associated with the Al Larson Marina Project (i.e., removing an existing marina to accommodate for a new or expanded boatyard), and converting vacant land, commercial fishing, liquid bulk, and institutional land uses at Fish Harbor to commercial fishing and maritime support would not likely increase demands on fire protection services because the level of fire protection associated with proposed land uses would be comparable to existing land uses.

The 338 Cannery Street Adaptive Reuse Project would reuse and update the existing historic facilities at Berth 265 to comply to the extent possible with current building and fire codes. These activities would improve existing fire prevention conditions by installing fire suppression systems and fire-resistant materials.

Land use changes in Planning Area 4 would not result in the addition of visitors to the PMPU area.

**Impact Determination**

**Construction**

During construction of the proposed appealable/fill projects, utility connections within the public right-of-way would potentially result in the temporary interruption and/or delays in fire protection services. However, construction activities would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. Therefore, impacts would be less than significant.

**Operations**

Operations of the proposed appealable/fill projects and other land use changes in the PMPU area would have less than significant impacts on fire protection services.

**Mitigation Measures**

No mitigation is required.
Residual Impact

Residual impacts would be less than significant.

3.10.5 Summary Impact Determination

Table 3.10-2 summarizes impact determinations for the proposed Program related to public services. Identified potential impacts are based on federal, state, and City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

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

Table 3.10-2. Summary Matrix of Potential Impacts and Mitigation Measures for Public Services Associated with the Proposed Program

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Impact after Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS-1: Construction of the proposed Program would not burden existing USCG, LAPD, or Port Police staff levels and facilities, such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.</td>
<td>Significant</td>
<td>MM PS-1: Prepare a Manual in Compliance with the Work Area Traffic Control Handbook (WATCH). LAHD shall prepare a manual in compliance with the WATCH to coordinate with the LAFD, LAPD, and Port Police prior to commencement of construction activities for the proposed appealable/fill projects and land use changes. The manual shall identify alternative emergency response routes to ensure continuous adequate emergency vehicular access.</td>
<td>Less than significant</td>
</tr>
<tr>
<td>PS-2: Construction of the proposed Program would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than Significant</td>
</tr>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS-1: Operation of the proposed Program would not burden existing USCG, LAPD, or Port Police staff levels and facilities, such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
</tbody>
</table>
Table 3.10-2. Summary Matrix of Potential Impacts and Mitigation Measures for Public Services Associated with the Proposed Program

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Impact after Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>PS-2: Operation of the proposed Program would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
</tbody>
</table>

3.10.6 **Significant Unavoidable Impacts**

No significant unavoidable impacts to public services would occur as a result of implementation of the proposed Program.