

3.10

PUBLIC SERVICES

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; Pacheco 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

1 The LAPD does not have an established goal for response time to emergency calls.
2 As of September 2010, the department-wide response time was 5.7 minutes, which is
3 an improvement based on a September 2009 response time of 6.2 minutes (LAPD
4 2010).

5 **3.10.2.1.2 Port Police**

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

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

- 20 ■ The Port Police Dive Unit operates out of facilities (boats and offices/lockers)
21 located at 954 South Seaside on Terminal Island. Marine Unit boats and a small
22 office are located on Mormon Island at Berth 84, with additional offices in the
23 nearby Crowley Building. The Dive Team is an underwater unit that polices the
24 Port from the docks to the breakwater and assists the USCG to investigate spills,
25 accidents, and suspicious incidents. The Dive Team responds to waterside
26 incidents and emergencies in the PMPU area;
- 27 ■ The K-9 Unit operates out of the Cruise Terminal Berth 93. Drug-sniffing dogs
28 patrol the cargo and passenger ships that move through the Port, while bomb
29 dogs have the primary assignment of patrolling cruise ships and the World Cruise
30 Center Terminal, within the PMPU area;
- 31 ■ The Cargo Theft Interdiction Program is a multi-agency effort responsible for the
32 prevention and investigation of incidents of cargo theft in southern California,
33 including the PMPU area. The program offices are located at 239 North Avalon
34 Boulevard in Wilmington; and,
- 35 ■ The High Intensity Drug Trafficking Task Force is operated by the Federal Drug
36 Enforcement Agency and targets drug trafficking in the Port and Port of Long
37 Beach.

38 The Port Police maintain six patrol areas and the number of officers assigned to these
39 patrols varies depending on events and national security intelligence. As of June
40 2011, the Port Police employs a total of 128 sworn officers: 95 patrol officers; 18
41 sergeants; 8 lieutenants; 5 captains; 2 civilian managers; 1 deputy chief; 1 civilian
42 director; and 1 chief. The Port Police also employ 98 non-sworn personnel: 40
43 security guards and 58 civilian administrative staff. Response time goals for the Port
44 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)

| <i>Activity</i> | <i>Landside Response Time</i> | <i>Waterside Response Time</i> |
|-----------------|-------------------------------|--------------------------------|
| Emergency | 2 | 15 |
| Immediate | 5 | 20 |
| Alarm | 5 | 20 |
| Non-Emergency | 20 | 30 |
| Report Calls | 20 | 30 |

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 waterfronts, Terminal Island and all of the surrounding water, Wilmington, Harbor City, and Harbor Gateway. There are 10 fire stations within these geographical areas, with fire boats, 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.

- 1 ■ Station 110 – Located at 2945 Miner Street just north of Berth 44 in the West
2 Channel adjacent to the former San Pedro Boatworks and the Cabrillo Way
3 Marina, Station 110 is staffed by three firefighters and equipped with one fire
4 boat (Fire Boat #5).
- 5 ■ Station 111 – Located at 1444 S. Seaside Avenue on Terminal Island, Station 111
6 has a staff of three and is equipped with one fire boat (Fire Boat #1).
- 7 ■ Station 112 – Located at 444 S. Harbor Boulevard (Berth 86 in the Main
8 Channel), Station 112 is staffed by 15 personnel, including an emergency
9 medical services supervisor, and is equipped with a single-engine company, a
10 paramedic rescue ambulance, and one fire boat (Fire Boat #2).

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

15 **3.10.2.3 U.S. Coast Guard**

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

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

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

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

1 The travel time to any portion of the PMPU area is within USCG policy goals
2 (Ludwig 2011, personal communication).

3 **3.10.3 Applicable Regulations**

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

6 **3.10.3.1 Federal Regulations**

7 **3.10.3.1.1 The Maritime Transportation Security Act**

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

16 **3.10.3.2 State Regulations**

17 **3.10.3.2.1 California Fire Code**

18 The California Fire Code is provided in Part 9 of the California Building Standards
19 Code (CCR Title 24). The California Fire Code contains fire safety-related building
20 standards referenced in other parts of the California Building Standards Code (i.e.,
21 CBC, California Fire Code, California Electrical Code, California Mechanical Code,
22 California Plumbing Code, and California Historical Building Code). The California
23 Fire Code stipulates fire safety standards for all new construction, including new
24 buildings, additions, alterations, and repairs for nonresidential buildings. The
25 provisions of the California Fire Code are enforced by the State Fire Marshal and
26 LAFD Fire Chief.

27 **3.10.3.2.2 California Public Safety Code**

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

32 **3.10.3.3 Local Regulations**

33 **3.10.3.3.1 City of Los Angeles General Plan - Safety Element**

34 The *Safety Element of the City of Los Angeles General Plan* (City of Los Angeles
35 1996) sets forth specific policies and objectives related to safety. These policies and

1 objectives emphasize hazard mitigation (fire, water related hazard, seismic event,
2 geologic conditions or release of hazardous materials), emergency response, and
3 disaster recovery.

4 **3.10.3.3.2 City of Los Angeles General Plan – Public Facilities** 5 **and Services Element**

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

9 **3.10.3.3.3 Fire Protection and Prevention Plan**

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

21 **3.10.4 Impacts and Mitigation Measures**

22 **3.10.4.1 Methodology**

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

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

- 32 ■ The construction contractor would develop a Fire Protection Services Plan for all
33 appealable/fill projects and land use changes that require connections to existing
34 fire flow infrastructure. This plan would include stipulations regarding removal
35 and relocation of fire hydrants, water supply lines, and distribution mains. The
36 plan would also establish alternative fire and emergency response access routes.
37 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

1 appealable/fill projects could result in temporary interruptions and/or delays for Port
2 Police. During construction activities, additional demands on Port Police personnel
3 for traffic control services would be required if roadway operations are impacted by
4 installation or upgrades to utility infrastructure within the public right-of-way.

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

11 *Operations*

12 Operation of the proposed appealable/fill projects noted above and other land use
13 changes in Planning Area 2 would increase operational activities within the PMPU
14 area. The following activities would increase demands on law enforcement services
15 compared to existing conditions: 1) replacing the existing liquid bulk facility at
16 Berths 118-120 with container area and adding an additional 6 acres of container area
17 at Berths 120-121 (Yang Ming Terminal Redevelopment); 2) creating an additional
18 16 acres of container area for the China Shipping container terminal; and, 3)
19 converting vacant land on Mormon Island, an optional land use site, to liquid bulk.
20 Operations associated with the Berths 187-189 Liquid Bulk Relocation Project (i.e.,
21 relocating the existing liquid bulk facility and converting the area to open space and
22 institutional areas) would not likely increase demands on law enforcement services
23 compared to existing conditions.

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

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

44 Operation of the proposed appealable/fill projects noted above and associated land
45 use changes in Planning Area 2 would not affect USCG response times because these

1 areas would be within the current USCG coverage area and would not affect the
2 distance or routes between USCG facilities and the project sites. In addition, since
3 there would be new vessel berthing facilities associated with the Yang Ming
4 Terminal Redevelopment Project, USCG would have the ability to dock at the new
5 wharf as warranted. Vessels berthed at these facilities would be required to comply
6 with all USCG regulations, including vessel inspections.

7 **Planning Area 3**

8 *Construction*

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

21 Construction activities associated with the Berth 300 Development Project and land
22 use changes, such as Berth 301 upgrades or conversions of Berths 206-209 and 210-
23 211 to mixed use (i.e., break bulk, dry bulk, and/or container), would not be expected
24 to affect USCG response times because these sites would be within the current USCG
25 coverage area and would not affect the distance or routes between USCG facilities
26 and the construction sites. Furthermore, USCG's ability to respond would not be
27 affected during construction since USCG would have the ability to dock at Berths
28 270-271, if necessary.

29 *Operations*

30 Operation of the Berth 300 Development Project and other land use changes in
31 Planning Area 3 would increase operational activities within the PMPU area. The
32 following activities would increase demands on law enforcement services compared
33 to existing conditions: 1) adding an additional 18 acres of container area at Pier 300
34 (Berth 300 Development); 2) converting break bulk and vacant land at Berths
35 206-212 to container area or dry bulk; 3) converting vacant land between Seaside
36 Avenue and Reeves Avenue and south of Reeves Avenue to maritime support; 4)
37 converting vacant land along Ferry Street to maritime support; and, 5) converting
38 Berth 301 from maritime support to liquid bulk or container cargo uses.

39 Operations associated with replacing existing liquid bulk operations north of the
40 TIWRP with container area, converting Berths 206-209 and 210-211 to mixed use,
41 and converting vacant land, commercial fishing, and industrial areas near Fish Harbor
42 to container area would not likely increase demands on law enforcement services
43 compared to existing conditions.

1 Because the Port Police would provide primary law enforcement services to the
2 PMPU area, LAPD response times would not be affected by operation of the Berth
3 300 Development Project and other land use changes in Planning Area 3. In addition
4 to working with the LAPD, the Port Police also coordinate with the Long Beach
5 Police Department and the Los Angeles County Sheriff for landside assistance and
6 with the USCG for commercial vessel operations (Grant 2011, personal
7 communication). Therefore, the Berth 300 Development Project and other land use
8 change operations would not burden the Port Police such that they would not be able
9 to maintain their current level of service to the PMPU area. However, the Port Police
10 continue to assess the needs of the Port, including the PMPU area, and would make
11 adjustment to their operations as needed.

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

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

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

27 **Planning Area 4**

28 *Construction*

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

37 Construction activities associated with the proposed appealable/fill projects noted
38 above would not affect USCG response times because these projects would be within
39 the current USCG coverage area and would not affect the distance or routes between
40 USCG facilities and construction sites. Furthermore, USCG's ability to respond
41 would not be affected during construction of the proposed appealable/fill projects
42 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

1 land use changes would not result in a need for changes to existing fire protection
2 facilities.

3 *Operations*

4 Operation of the proposed appealable/fill projects and other land use changes in
5 Planning Area 2 would increase demands on fire protection services compared to
6 existing conditions due to: 1) adding an additional 6 acres of container area at Berths
7 120-121 (Yang Ming Terminal Redevelopment); 2) creating an additional 16 acres of
8 container area for the China Shipping container terminal (China Shipping Fill); and,
9 3) converting vacant land on Mormon Island, an optional land use site, to liquid bulk.
10 Operations associated with relocating the existing liquid bulk facility (Vopak) to
11 Berths 187-189 and converting this area to open space and institutional uses and
12 replacing the existing liquid bulk facility (Kinder Morgan) at Berths 118-120 with
13 container area would not likely increase demands on fire protection services because
14 the potential for emergency situations would be reduced compared to existing
15 conditions.

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

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

28 **Planning Area 3**

29 *Construction*

30 Construction of the Berth 300 Development Project and potential upgrades to Berth
31 301 (an optional land use site) to support liquid bulk uses would have the potential to
32 temporarily interrupt fire flow water supplies during installation of utility
33 infrastructure. However, utility upgrades/modifications occur frequently during large
34 terminal development projects, and are generally conducted with minimal, if any,
35 disruptions to existing utility services. However, temporary interruptions and/or
36 delays to fire protection services would occur if roadway operations are impacted
37 during installation or upgrades to utility infrastructure within the public right-of-way.

38 Construction activities associated with the proposed appealable/fill project and land
39 use changes in Planning Area 3 would comply with all applicable state and local
40 codes and ordinances to ensure adequate fire protection. In addition, the LAHD
41 would notify the LAFD in advance of construction activities that would affect fire
42 suppression infrastructure. The LAFD would be afforded the opportunity to review
43 and comment on project features affecting fire suppression infrastructure. As

1 discussed under Impact PS-1, construction and demolition activities would be subject
2 to emergency response systems implemented by LAFD and WATCH requirements
3 (MM PS-1). Consequently, construction of this proposed appealable/fill project
4 would not result in a need for changes to existing fire protection facilities.

5 *Operations*

6 Operation of the Berth 300 Development Project and other land use changes in
7 Planning Area 3 would increase demands on fire protection services compared to
8 existing conditions due to: 1) adding an additional 18 acres of container area at Pier
9 300 (Berth 300 Development); 2) converting Berths 206-209 and Berths 210-211 to
10 mixed use (container, break bulk, and/or dry bulk); 3) converting vacant land
11 between Seaside Avenue and Reeves Avenue and south of Reeves Avenue to
12 maritime support; 4) converting vacant land along Ferry Street to maritime support;
13 5) converting vacant land, commercial fishing, and industrial areas near Fish Harbor
14 to container area; and, 6) converting Berth 301 from maritime support to liquid bulk
15 or container cargo uses. Operations associated with replacing the existing liquid bulk
16 north of the TIWRP with container area would not likely increase demands on fire
17 protection services because the potential for emergency situations would be reduced
18 compared to existing conditions.

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

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

29 **Planning Area 4**

30 *Construction*

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

40 Construction activities associated with the proposed appealable/fill projects noted
41 above would comply with all applicable state and local codes and ordinances to
42 ensure adequate fire protection. In addition, the LAHD would notify the LAFD in
43 advance of construction activities that would affect fire suppression infrastructure.

1 The LAFD would be afforded the opportunity to review and comment on project
2 features affecting fire suppression infrastructure. As discussed under Impact PS-1,
3 construction and demolition activities would be subject to emergency response
4 systems implemented by LAFD and WATCH requirements (**MM PS-1**).
5 Consequently, construction of the proposed appealable/fill projects would not result
6 in a need for changes to existing fire protection facilities.

7 *Operations*

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

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

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

26 **Impact Determination**

27 *Construction*

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

34 *Operations*

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

37 **Mitigation Measures**

38 No mitigation is required.

1 **Residual Impact**

2 Residual impacts would be less than significant.

3 **3.10.5 Summary Impact Determination**

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

8 For each type of potential impact, the table describes the impact, notes the CEQA
 9 impact determination, describes any applicable mitigation measures, and notes the
 10 residual impacts (i.e., the impact remaining after mitigation). All impacts, whether
 11 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

| <i>Environmental Impacts</i> | <i>Impact Determination</i> | <i>Mitigation Measures</i> | <i>Impact after Mitigation</i> |
|--|-----------------------------|--|--------------------------------|
| <i>Construction</i> | | | |
| 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. | Significant | 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. | Less than significant |
| 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. | Less than significant | No mitigation is required | Less than Significant |
| <i>Operations</i> | | | |
| 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. | Less than significant | No mitigation is required | Less than significant |

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

| <i>Environmental Impacts</i> | <i>Impact Determination</i> | <i>Mitigation Measures</i> | <i>Impact after Mitigation</i> |
|---|-----------------------------|----------------------------|--------------------------------|
| 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. | Less than significant | No mitigation is required | Less than significant |

1 **3.10.6 Significant Unavoidable Impacts**

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