Section 3.13
Utilities and Public Services

3.13.1 Introduction

This section addresses potential impacts on public services (fire protection, emergency medical services, and police protection) and public utilities (water services, wastewater, storm drains, solid waste, electricity, and natural gas) that could result from increasing container-handling capacities at the site of the proposed Berth 97-109 Container Terminal.

3.13.2 Environmental Setting

3.13.2.1 Public Services

3.13.2.1.1 Fire Protection and Emergency Medical Services

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

The amount of fire flow necessary for site-specific fire protection varies based on land use type, size, occupancy, type of construction, and degree of a fire hazard present. Required fire flow is defined as the rate of water flow, measured in gallons per minute and duration, needed for firefighters to contain a major fire to the buildings within the surrounding block (City of Los Angeles, 2001a). City of Los Angeles Fire Code standards require that a minimum residual water pressure of 20 pounds per square inch (psi) remain in the water system in excess of the required fire flow. The LAFD assigns fire protection standards for response times for both engine and truck companies.

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

The closest fire station to the proposed Project site is Station 36, located less than 1 mile from the Project site at 1005 N. Gaffey Street in San Pedro. The next fire station closest to the Project site is Station 112, located approximately 1 mile south of the proposed Project site, at 444 S. Harbor Boulevard, at Berth 86. Each station has a minimum of one engine and may have a second engine or truck. There is a minimum staffing level of four firefighters per engine and five firefighters per truck. LAFD response time to the proposed Project vicinity is 5 minutes or less by land and up to 10 minutes by water. Upon dispatch to the Project site, Fire Station 36 would provide the land response and Fire Station 112 would provide the marine response (Buck, 2007).

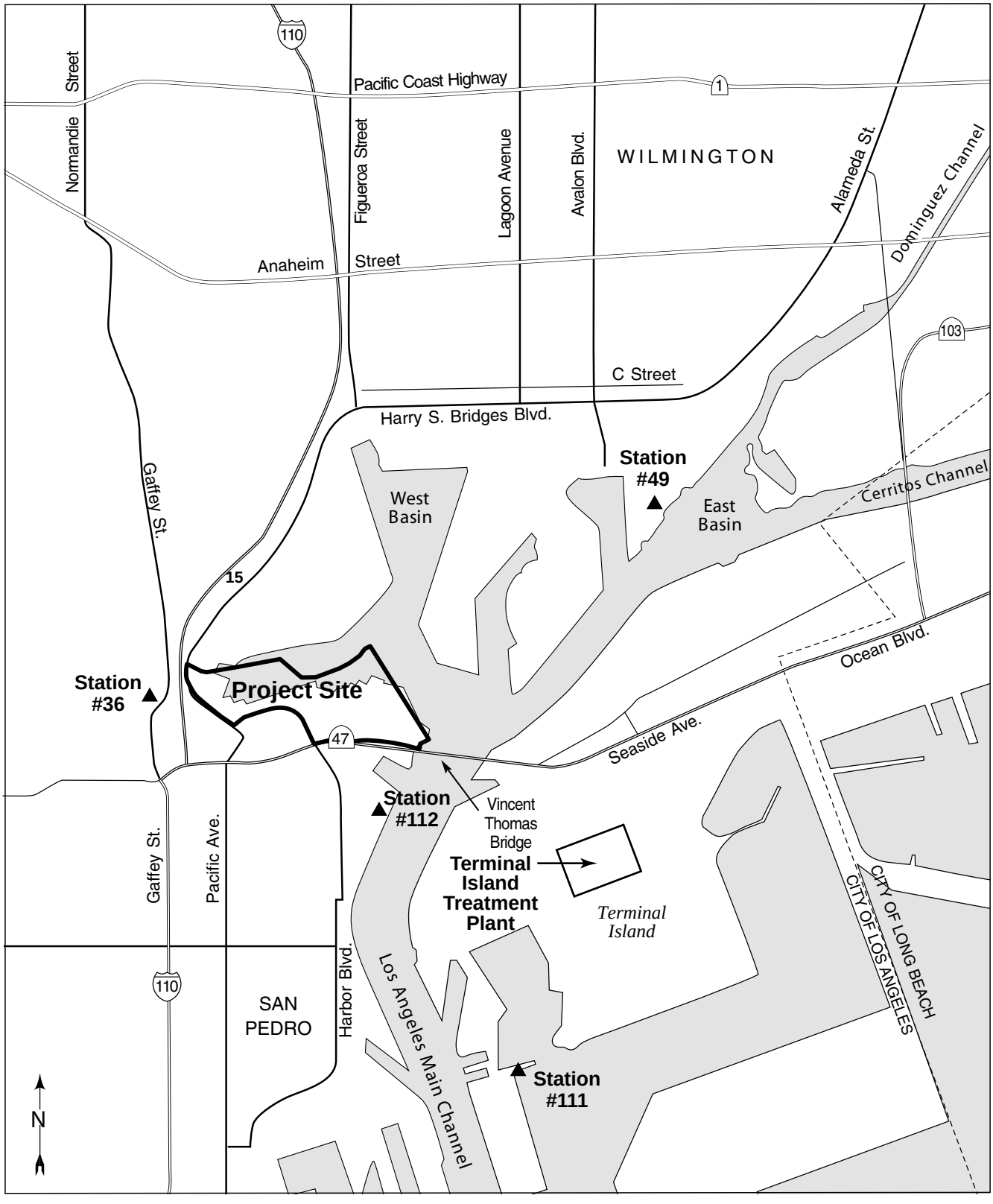
Other stations in the vicinity that could assist in response to the Project site include Station 49 and Station 38. Station 49, Battalion 6 Headquarters, is located approximately 3.5 miles away at 400 Yacht Street, at Berth 194 (Figure 3.13-1). The station is a single engine company with a staff of 14 that operates Fire Boats No. 3 and No. 4. Station 38 is located at 124 "I" Street, approximately 3.5 miles from the proposed Project site, and contains a task force station with a truck and engine company and paramedic ambulance.

Fire protection levels of service in the Port areas adjacent to the proposed Project site are considered adequate (Angulo, 2004). Fire protection also depends on the required fire flow (water quantity and pressure necessary for fire protection). Typical urban fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density areas to 12,000 gpm in high-density commercial and industrial areas. Water for domestic use and firefighting purposes is supplied to the proposed Project area by a network of 20-inch trunk lines maintained by the Los Angeles Department of Water and Power (LADWP). Trunk lines are located in easements along John S. Gibson Boulevard to Harry Bridges Boulevard, along Harry Bridges Boulevard between Figueroa Street and Avalon Boulevard, and within Avalon Boulevard. Distribution lines are located throughout the Project site. Fire hydrants in the Project vicinity are located on numerous corners in the Project area and in surrounding neighborhoods. Current fire flow is considered adequate in the Project area and nearby Port facilities (Buck, 2007).

3.13.2.1.2 Police Protection

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

The LAPD Harbor Community station is located at 2175 John S. Gibson Boulevard with a full staff including a minimum of 19 officers in the field at all times (Figure 3.13-1). During periods of statistically high-crime activity, the number of field officers has increased. Officers employ radio-dispatched cruisers and traffic control motorcycles to patrol the proposed Project vicinity. The LAPD provides support to the Port Police and responds to Port incidents under the following special circumstances: 1) complex crimes including homicides and major traffic incidents; 2) special investigations including narcotics, organized crime, and terrorism; and 3) unusual occurrences as identified by the City protocol, such as events that require special resources, expertise, or staffing beyond current competencies (Provinchain, 2007). Terrorism and associated risks from terrorism are addressed in Section 3.8, Hazards. LAPD law enforcement level of service in the proposed Project area is considered adequate; however, the preferred response time is 7 minutes and daily actual responses average 10 minutes (Shelly, 2004).



Source: POLA, 2003

Figure 3.13-1
Public Service Facilities
Berth 97-109 Container Terminal Project EIS/EIR

CH2MHILL

The Los Angeles Port Police is responsible for operations within the Port property boundaries. The Port Police offices are located in the Harbor Administration Building at 425 South Palos Verdes Street in San Pedro (Figure 3.13-1). Design for a new Port Police facility is underway. It will be equipped with the latest in surveillance, command and control, and interoperable communications technologies and will be directly linked with the Long Beach Harbor Patrol command center.

Since September 11, 2001, the number of Port Police officers has increased 30 percent. The Port Police maintains 24-hour land and water patrols. Port Police response times to the proposed Project vicinity of 2 to 3 minutes by land and 4 to 6 minutes by water are considered adequate (Fletcher, 2004). The Port Police use a service ratio of 0.72 officers per square mile of Port land to determine the number of officers required to provide adequate police protection services (Provinchain, 2007).

Emergency response to the nearby marinas is primarily provided by Port Police patrol boats. The Port Police received an $800,000 federal grant to purchase two new patrol boats, substantially enhancing patrol and response capabilities. Port Police law enforcement level of service in the Port areas adjacent to the proposed Project site is considered adequate (Fletcher, 2004).

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

3.13.2.1.3 U.S. Coast Guard

The primary responsibility of the U.S. Coast Guard (USCG) is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District provides USCG support to the Port, including the proposed Project area. The USCG in cooperation with the Marine Exchange also operates the Vessel Traffic Service (VTS). This voluntary service is intended to enhance vessel safety in the main approaches to the Port. Section 3.10 (Marine Vessel Transportation) provides additional information. The USCG determines emergency response time based on the distance that the USCG must travel to reach a given facility. An increase in vessel calls does not necessarily correlate to an increase in response times because adequate staffing levels will be maintained and although the vessel calls will increase annually, daily calls are expected to remain the same.

3.13.2.2 Public Utilities

3.13.2.2.1 Water

The City of Los Angeles Department of Water and Power (LADWP) provides water service to the proposed Project area. The LADWP is responsible for supplying, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water sources utilized by the LADWP include local sources, such as wells and recycled water (for nonpotable uses), and imported sources, including Los Angeles Aqueducts and purchases from the Metropolitan Water District of Southern California (MWD). Water supply and conveyance structures include a series of reservoirs and a network of pipelines, such as reservoir outlets, major trunk lines, and other delivery lines.

The City of Los Angeles has an Urban Water Management Plan (UWMP) prepared by LADWP that was adopted in 2005 and is updated every 5 years, as required by the

California Water Code (Section 10621a). The LADWP UWMP is designed to serve as the City master plan for water supply and resources management. This plan provides the basic policy principles that will guide the LADWP decisionmaking process to secure an adequate sustainable water supply for the entire City of Los Angeles area of 464 square miles, including the Port of Los Angeles. The LADWP Urban Water Management Plan uses a service areawide method in developing City water demand projections. This methodology does not rely on individual development demands to determine areawide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City of Los Angeles to 2030, including water use by Port tenants. The driving factors for this growth are demographics, weather, and conservation. LADWP used anticipated growth in the various customer class sectors as provided by SCAG. The data used were based on the 2003 Regional Transportation Plan Forecast by SCAG. The UWMP provides water resources and supply planning through the year 2030. The 2005 LADWP UWMP is incorporated by reference into this EIS/EIR. The LADWP UWMP is available at LAHD, Environmental Management Division 425 South Palos Verdes Street, San Pedro, California, and at *http://www.ladwp.com/ladwp/cms/ladwp007157.pdf* (LADWP, 2005).

To provide a reliable water supply, LADWP has invested in groundwater, recycled water, and water conservation. Specific supply-and-demand management strategies are designed to provide a hedge against droughts and variability of surface water. Calculations in the UWMP are based on assumptions regarding the various supplies of water available (including water from the Los Angeles Aqueduct, groundwater, water supplies from MWD, and recycled water) and existing and projected levels of water conservation. Based on these calculations, LADWP predicts service reliability for average and single dry-year conditions. Total LADWP demand for water is predicted to be 755,000 acre-feet in 2025 and 776,000 acre-feet in 2030. LADWP forecasts include anticipated demand from the Port of Los Angeles, including the proposed Project. LADWP expects it will be able meet this demand with a combination of existing supplies, planned supplies, and MWD purchases (existing and planned) (LADWP, 2005).

The 2005 MWD UWMP is also incorporated by reference and is available at LAHD Environmental Management Division, 425 South Palos Verdes Street, San Pedro, California, and at *http://www.mwdh2o.com/*. As discussed above, the 2005 LADWP UWMP relies, in part, on water supply purchases from MWD. Section A.1 of the 2005 MWD UWMP explains the methodology for forecasting demand from the full spectrum of urban water users within the six-county MWD that includes the City of Los Angeles, including residential, commercial, industrial, institutional, and unmetered users. Section A.3 of the 2005 MWD UWMP provides justifications for its supply projections including existing supplies, historical supplies, and contracts for future supplies.

The LADWP requires consultation with applicants whose projects would be completed after 2015 by means of a Service Advisory Request (SAR) in order to assess whether the current infrastructure (e.g., water lines) would be able to accommodate the increased water demand based on fire flow requirements. If the SAR determines that current infrastructure would not, the LADWP requires that additional infrastructure be constructed at the applicant's expense.

Distribution mains are located throughout the Project area. A 30-inch line is located along John S. Gibson Boulevard, transitioning to a 20-inch line along Pacific Avenue. Water hydrants in the Project area include double 4-inch hydrants, single 2.5-inch hydrants, and double 4-inch plus 2.5-inch hydrants.

3.13.2.2.2 Wastewater

The City of Los Angeles Department of Public Works provides wastewater treatment and conveyance service for most of the City of Los Angeles and numerous jurisdictions or agencies that contract with the City for wastewater conveyance and treatment. The Department of Public Works also provides wastewater treatment and conveyance service to the proposed Project area. The City thus serves as a regional wastewater provider. The Department of Public Works maintains sewer lines, force mains, and pump stations throughout the proposed Project area, and conveys wastewater from the project area to the Terminal Island Treatment Plant (TITP), which is located at 455 Ferry Street (refer to Figure 3.13-1). The capacity of the TITP is 30 million gallons per day (mgd), but it currently operates at just over 50 percent of capacity, treating approximately 17 mgd.

To determine the amount of wastewater that will be produced by a development project, the TITP maintains a generation factor of 150 gallons per day per person (Gumaer, 2007). The plant treats all wastewater flows received to tertiary treatment levels, discharging treated effluent into the Harbor in the vicinity of Pier 400. Some wastewater is further treated for nonpotable reuse within the Port (e.g., for irrigation and industrial water supplies) (City of Los Angeles et al., 2005).

3.13.2.2.3 Storm Drainage

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

3.13.2.2.4 Solid Waste

Existing Phase I terminal operations at Berth 97-109 generate solid waste consisting of nonhazardous materials, such as food and beverage containers, paper products, and other miscellaneous personal trash disposed of by onsite staff. Solid waste generated by Phase I operations complies with federal, state, and local regulations and codes pertaining to solid waste disposal, as would solid wastes generated from subsequent terminal operations.

Codes include Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42-Publish Health and Welfare of the California Health and Safety Code, and Chapter 39 U.S. Solid Waste Disposal Code. The Phase I terminal complies with the California Solid Waste Management Act (AB 939), mandating every city in the state to divert at least 50 percent of solid waste from landfill disposal through source reduction, recycling, and composting.

The City of Los Angeles has met and exceeded the AB 939 requirement, with a 62 percent solid waste diversion in 2005 (Tseng, 2007). A 70 percent diversion rate is California's new goal for the year 2020 (California Integrated Waste Management Board [CIWMB], 2004). In 2007, the diversion rate of the Port was 36 percent, or 1,826 tons (Port of Los Angeles, 2008).

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

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

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

Currently, nonhazardous solid waste generated at Berths 97-109 is disposed of at the Chiquita Canyon Landfill or Sunshine Canyon Landfill, depending on daily capacities and hours of operation. Chiquita Canyon Landfill, owned by Republic Services, Inc., located at 29201 Henry Mayo Drive in Valencia, has a daily capacity of up to 5,000 tons. Sunshine Canyon Landfill is located at 14747 San Fernando Road in Sylmar. Sunshine Canyon Landfill is owned by BFI and has an average throughput capacity of 12,100 tons per day, with 5,500 tons per day allotted for City use. As of July 2007, Chiquita Canyon Landfill is projected to close by 2025, and Sunshine Canyon Landfill is projected to close by 2029 (Los Angeles County Sanitation Districts, 2007). Solid waste generated by the Port of Los Angeles facilities and transported to Sunshine Canyon Landfill is determined using a generation factor of 0.372 ton per year per acre of Port land (Port of Los Angeles, 2008). In addition to the Chiquita Canyon Landfill and the Sunshine Canyon Landfill, the City of Los Angeles diverts 600 tons per day of solid waste to the El Sobrante Landfill in Riverside County. El Sobrante Landfill has a maximum daily permitted capacity of 10,000 tons per day, and its projected closure date is 2030 (Los Angeles County Sanitation Districts, 2007). Approximately 4,000 tons per day of capacity is reserved for refuse generated in Riverside County (City of Lake Elsinore, 2006).

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

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

3.13.2.2.5 Energy (Electricity and Natural Gas)

LADWP provides electrical services within the City and the proposed Project area. The LADWP power system serves approximately 3.9 million people and is the largest municipal utility in the nation. The all-time peak load that LADWP provided was 5,708 megawatts, which occurred in July 2005. LADWP has an installed generation capacity of 7,338 megawatts. LADWP participates in the wholesale electric market but does not rely on it to serve the electricity needs of its customers.

The Port and the rest of the City of Los Angeles receive electricity from a network of power stations and other sources operated by LADWP. The industrial power station closest to the Port has four main 138-kilovolt (kV) supply lines, two from the Harbor steam plant, and two from North Wilmington. Several other electrical power cables are distributed throughout the Harbor area. LADWP maintains the Harbor Generating Station at the intersection of Island Avenue and Harry Bridges Boulevard (refer to Figure 3.13-1). Receiving Station Q and numerous aboveground and belowground electrical transmission lines are in the proposed Project area. There are currently three industrial stations on the China Shipping site, one that supplies power to the cranes (installed during Phase I), one for facility operations, and the last to supply power for ships at dock (AMP) (Joe, 2005).

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

3.13.3 Applicable Regulations

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

3.13.3.1 Maritime Transportation Security Act

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

3.13.3.2 California Urban Water Management Act

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

3.13.3.3 California Solid Waste Reuse and Recycling Access Act

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

3.13.3.4 AB 939: California Integrated Waste Management Act

AB 939 was designed to focus on source reduction, recycling and composting, and environmentally safe landfilling and transformation activities. This act required cities and counties to divert 25 percent of all solid waste from landfills and transformation facilities by 1995, and 50 percent by year 2000. The City of Los Angeles met and exceeded the year 2000 goals; in 2003, the City's diversion rate was 95.2 percent. In 2003, the Port diversion rate was 41.8 percent (Port of Los Angeles, 2008).

3.13.3.5 California Building Code CCR, Title 24, Part 6

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

3.13.3.6 City of Los Angeles Plans and Directives

3.13.3.6.1 Solid Waste Plans

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

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

3.13.3.6.2 LADWP Urban Water Management Plan

Consistent with the California Urban Water Management Planning Act, LADWP has prepared the UWMP to describe how water resources are used and to present strategies that will be used to meet the current and future water needs of the City. To meet the objectives of the California Urban Water Management Planning Act, the LADWP

UWMP focuses primarily on reliability of the water supply and efficiency measures for water use.

The California Urban Water Management Planning Act requires water suppliers to develop water management plans every 5 years. LADWP most recently completed this 5-year update in 2005. This plan, the *2005 Urban Water Management Plan*, was completed as an update to the previous 2000 UWMP to comply with the Urban Water Management Planning Act. LADWP also published annual fiscal year updates in the 2005 UWMP. The plan projects water demand and supplies through 2030. Total LADWP demand for water is predicted to be 755,000 acre-feet in 2025 and 776,000 in 2030. LADWP forecasts include anticipated demand from the Port of Los Angeles, including the proposed Project. LADWP expects to be able meet this demand with a combination of existing supplies, planned supplies, and MWD purchases (existing and planned) (LADWP, 2005).

3.13.3.6.3 LADWP Integrated Resources Plan

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

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

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

3.13.3.6.4 Wastewater Facilities Plan

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

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

flows in the Service Area beyond the 2020 planning horizon in the IRP shows that, in 2045, Service Area wastewater flows could reach 26.5 mgd, which is below TITP capacity.

3.13.4 Impacts and Mitigation Measures

3.13.4.1 Methodology

Public Services

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

The Port Police maintains a service ratio of 0.72 officers required per square mile. The Port Police officer demands under conditions representing baseline, proposed Project, and each alternative were determined using this service ratio and the applicable site acreages, as shown in Table 3.13-1.

Table 3.13-1. Port Police Demand

	Area (acre)	Conversion (mi^2/acre)	Area (mi^2)	Service Ratio (officer/mi^2)	**Total Officer Demand**
CEQA Baseline	11*	0.0015625	0.017	0.72	0.012
NEPA Baseline	117	0.0015625	0.183	0.72	0.132
Proposed Project	142	0.0015625	0.222	0.72	0.160
Alternative 1	72	0.0015625	0.113	0.72	0.081
Alternative 2	117	0.0015625	0.183	0.72	0.132
Alternative 3	142	0.0015625	0.222	0.72	0.160
Alternative 4	130	0.0015625	0.203	0.72	0.146
Alternative 5	72	0.0015625	0.113	0.72	0.081
Alternative 6	142	0.0015625	0.222	0.72	0.160
Alternative 7	Area	Persons/unit	Persons	Officer: Person	Officer Demand
Office	227,564 sf	4 per 1,000 sf	1,110	1:426	2.6
Retail	227,564 sf	3 per 1,000 sf	883	1:426	2.1
Industrial**	1,295,300 sf	3 per 1,000 sf	3,886	1:426	9.1
Total Alternative 7 Demand					13.7

Source: Provinchain, 2007. Los Angeles Police Department, 2007

Notes:

mi^2 square mile

* Acreage varied but 11 acres are assumed for purposes of this analysis.

**Industrial population conversion based on the retail conversion factor.

Public Utilities

Assessment of the proposed Project and alternatives impacts on utilities (water, wastewater, storm drainage, solid waste) and energy providers (electricity and natural gas) varies depending on the utility; however, the evaluation generally includes a comparison of the Project-generated demand against existing and anticipated resource supplies and/or conveyance capacity. Quantifications of demands and generations were included based on factors provided by the applicable agencies, as shown in Tables 3.13-2 through 3.13-4. Water supply or conveyance impacts are typically evaluated by estimating water consumption factors associated with proposed Project site land use(s) or, for nonresidential development, unit demand factors per acre or gross square foot, as established by the City of Los Angeles.

LADWP maintains water consumption factors of 150 gallons per day per 1,000 square feet of office use space and 80 gallons per day per 1,000 square feet of industrial use space (Akhter, 2007). The office and industrial square footages were determined using the total areas of the various buildings shown in Figure 2-2. Table 3.13-2 shows the water demand and the percent of water supply this demand represents under baseline, proposed Project, and alternative conditions. Modeling of the activity at the proposed Project site (see Section 1.1.3 for a description of throughput and capacity modeling) shows that cargo throughput would be maximized at year 2030 and would not increase from year 2030 to 2045. Therefore, 2030 data are used for the analysis of water supply in this Recirculated Draft EIS/EIR.

Assessment of impacts on sewers or wastewater treatment systems generally includes the comparison of the Project-related, land-use-based wastewater flow generation to the existing and projected wastewater treatment capacity of the TITP, which is 30 mgd. Wastewater generation is a function of water use, which is typically slightly less than or equal to water use because water use in facilities flows from internal devices to internal drains that connect with the sewer system. Because of this, the projected water use by alternative in Table 3.13-2 represents wastewater generation for each alternative. Table 3.13-3 shows the total wastewater that would be generated under all conditions and the percent these generations would contribute to the existing flow and to the TITP capacity.

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

Table 3.13-2. Water Demand

	CEQA Baseline	NEPA Baseline	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Office Uses Factor (gal/day/1,000 sf)	150	150	150	150	150	150	150	150	150	150
Total Office Area (sf)	0	0	12,000	0	0	12,000	12,000	12,000	12,000	277,564
Office Water Demand (gal/day)	*0*	*0*	*1,800.0*	*0*	*0*	*1,800.0*	*1,800.0*	*1,800.0*	*1,800.0*	*41,635*
Retail Uses Factor[a] (gal/day/1,000 sf)	80	80	80	80	80	80	80	80	80	80
Total Retail Area (sf)	0	0	0	0	0	0	0	0	0	277,564
Retail Water Demand (gal/day)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22,205*
Industrial Uses Factor (gal/day/1,000 sf)	80	80	80	80	80	80	80	80	80	80
Total Industrial Area (sf)	0	0	6,100	0	0	6,100	6,100	6,100	6,100	1,295,300
Industrial Water Demand	*0*	*0*	*488*	*0*	*0*	*488*	*488*	*488*	*488*	*103,624*
Other Water Factor	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	24 gpcd[a]	20 gpd/1ksf[b]	n/a
Total Other Unit	4[a]	46[a]	112	33[a]	46[a]	68[a]	101[a]	46[a]	300,000[c]	0
Other Water Demand (gal/day)	96	1,104	2,688	792	1,104	1,632	2,424	1,104	6000	0
Total Water Demand (gal/day)	**96**	**1,104**	**4,976**	**792**	**1,104**	**3,920**	**4,712**	**3,392**	**8,288**	**167,464**
Conversion (gal/acre-feet)	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4	325,851.4
Total Water Demand (acre-feet/day)	0.0002	0.003	0.015	0.002	0.003	0.012	0.014	0.010	0.025	0.514
Total LADWP Water Demand (acre-feet/year)	**0.07**	**1.10**	**5.48**	**0.73**	**1.10**	**4.38**	**5.11**	**3.65**	**9.13**	**187.6**
LADWP Demand (acre-feet)	680,000	776,000	776,000	776,000	776,000	776,000	776,000	776,000	776,000	776,000
Percent of LADWP Demand	**0.00001**	**0.00014**	**0.00071**	**0.00009**	**0.00014**	**0.00056**	**0.00066**	**0.00047**	**0.00118**	**0.02418**

Source: Akhter, 2007; LADWP, 2005; City of Los Angeles CEQA Thresholds Guide, 2006

Notes:

[a]Number of employees such as longshoremen that are at the terminal but not located within buildings on the site. The employees are estimated based on the prorated amount of TEUs associated with the baseline or alternative relative to the number of employees for the proposed Project. The usage factor for employees is based on the City's Bureau of Sanitation's per capita wastewater generation from employees (24 gallons per capita per day [gpcd]).

[b]Water usage factors based on the wastewater generation factors in LA CEQA Thresholds Guide, 2006. Because wastewater generation is a function of water use, wastewater use factors are accurate factors for water use.

[c]The warehouse component of the Omni Terminal alternative could range from 250,000 to 300,000 square feet, but the higher number is used.

1

Table 3.13-3. Wastewater Generation

	CEQA Baseline	NEPA Baseline	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Total Wastewater (gal/day)*	96	1,104	4,976	792	1,104	3,920	4,712	3,392	8,288	167,464
Total Wastewater (mgd)	**0.00009**	**0.001**	**0.005**	**0.0008**	**.001**	**0.004**	**0.005**	**0.003**	**0.008**	**0.167**
Existing Flow (mgd)	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20	16.20
Percent of Existing Flow	**0.0006**	**0.006**	**0.031**	**.005**	**0.006**	**0.025**	**0.031**	**0.019**	**0.049**	**1.03**
Plant Capacity (mgd)	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
Percent of Plant Capacity	**0.0003**	**0.003**	**0.017**	**0.003**	**0.003**	**0.013**	**0.017**	**0.010**	**0.027**	**0.557**

Notes: *Water usage projections from Table 3.13-2 are used as the proxy for wastewater generation because the amount of wastewater used is a function of the amount of water used.

2

1

Table 3.13-4. Solid Waste Generation

	CEQA Baseline	NEPA Baseline	Proposed Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Area (acre) or Unit	11*	117	142	72	117	142	130	72	142	1,850 ksf
Generation Factor (tons/year/acre)**	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.003 tons/day/ksf
Total Solid Waste (tons/year)	**4.092**	**43.524**	**52.824**	**26.784**	**43.524**	**52.824**	**48.360**	**26.784**	**52.824**	**--**
Total Solid Waste (tons/day)	0.011	0.119	0.145	0.073	0.119	0.145	0.133	0.073	0.145	5.55
Chiquita Canyon Landfill Permitted Throughput (tons/day)	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
% Chiquita Canyon Landfill Permitted Throughput	**0.0002**	**0.0024**	**0.0029**	**0.0015**	**0.0024**	**0.0029**	**0.0027**	**0.0015**	**0.0029**	**0.1110**
Sunshine Canyon Landfill Permitted Throughput (tons/day)	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500	5,500
% Sunshine Canyon Landfill Permitted Throughput	**0.0002**	**0.0021**	**0.0026**	**0.0013**	**0.0022**	**0.0026**	**0.0024**	**0.0013**	**0.0026**	**0.1009**
El Sobrante Landfill Permitted Throughput (tons per day)***	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
% El Sobrante Landfill Permitted Throughput	**0.0002**	**0.0020**	**0.0024**	**0.0012**	**0.0020**	**0.0024**	**0.0022**	**0.0012**	**0.0024**	**0.0925**

Source: Port of Los Angeles, 2008; County Sanitation District of Los Angeles County, 2007

Notes: * Acreage varied, but 11 acres are assumed for purposes of this analysis.

**Solid waste generation factors for terminals provided by the Port of Los Angeles; factors for retail/commercial/industrial uses obtained from *http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/*.

*** Daily landfill capacity that is not allocated to Riverside County.

ksf - kips per square foot

2

Impacts related to solid waste generally involve the estimation of the Project-related, land-use-based, solid waste generation compared to the capacity of the landfill(s) serving the proposed Project area. The solid waste generated under baseline, proposed Project, and alternatives conditions was determined using the generation factor (e.g., 0.372 tons per year per acre) provided by the Port of Los Angeles. The percent contribution to the permitted daily capacity of the Sunshine Canyon and Chiquita Canyon landfills was then determined based on the solid waste generation, as shown in Table 3.13-4. Assessment of impacts on solid waste capacity generally includes the comparison of the Project-related solid water generation relative to long-term solid waste capacity.

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

Energy Conservation

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

School and Library Services

Development of the proposed Project would not result in any impact on the demand for school or library services and, therefore, is not discussed further. As discussed in Chapter 7, Socioeconomics, the proposed Project would not induce growth or population migration. Short-term construction employees, as well as long-term employees at Berth 97-109, would be accommodated by the existing local labor pool within the greater Los Angeles area. The proposed Project would not result in impacts to school or library services associated with increases in population on the surrounding communities, including Wilmington and San Pedro, because no increase in population would occur.

3.13.4.1.1 CEQA Baseline

Section 15125 of the CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of a project that exist at the time of the NOP. These environmental conditions normally would constitute the baseline physical conditions by which the CEQA lead agency determines if an impact is significant. For purposes of this Recirculated Draft EIS/EIR, the CEQA baseline for determining the significance of potential Project impacts is the environmental setting prior to March 2001, pursuant to the ASJ described in Chapter 1, Section 1.4.3. The CEQA baseline for this proposed Project includes 45,135 TEUs per year that occurred on the Project site in the year prior to March 2001.

The CEQA baseline represents the setting at a fixed point in time and differs from the No Project Alternative (discussed in Chapter 2, Section 2.6.2) in that the No Project Alternative addresses what is likely to happen at the site over time, starting from the existing conditions. The No Project Alternative allows for growth at the Project site that could be expected to occur without additional approvals.

3.13.4.1.2 NEPA Baseline

For purposes of this Recirculated Draft EIS/EIR, the evaluation of significance under NEPA is defined by comparing the proposed Project or other alternative to the NEPA

baseline. To ensure a full analysis of the impacts associated with Phases I through III, the NEPA baseline does not include the dredging required for the Berth 100 wharf, the existing bridge across the Southwest Slip, or the 1.3 acres of fill constructed as part of Phase I (i.e., the Project site conditions are considered without the in-water Phase I activities and structures). The NEPA baseline condition for determining significance of impacts includes the full range of construction and operational activities the applicant could implement and is likely to implement absent a permit from the USACE. Therefore, unlike the CEQA baseline, the NEPA baseline for this project is not fixed. Rather, the NEPA baseline is dynamic to account for the many activities and impacts expected to occur even in the absence of a USACE permit. For this project, the NEPA baseline includes construction and operation of backlands container operations on as much as 117 acres, but it precludes construction of wharves and bridges, dredging, and improvements that would require a federal permit. The NEPA baseline includes 117 acres of backland development, which is greater than the container backlands under the 2001 baseline conditions (i.e., the 72 acres of backlands currently in use plus another 45 acres resulting from the Channel Deepening Project). In addition, the NEPA baseline would store or manage up to 632,500 TEUs onsite, but no annual ships calls are included in the NEPA baseline (see Section 2.6.2 for further information).

Unlike the CEQA baseline, which is defined by conditions at a point in time, the NEPA baseline is not bound by statute to a flat or no-growth scenario. Therefore, the USACE may project increases in operations over the life of a project to properly describe the NEPA baseline condition. Normally, any ultimate permit decision would focus on direct impacts of the proposed Project to the aquatic environment, as well as indirect and cumulative impacts in the uplands determined to be within the scope of federal control and responsibility. Significance of the proposed Project or alternative is defined by comparing the proposed Project or alternative to the NEPA baseline (i.e., the increment). The NEPA baseline conditions are described in Section 2.6.2.

The NEPA baseline also differs from the No Project Alternative, where the Port would take no further action to construct and develop additional backlands (other than the 72 acres that are currently developed). Under the No Project Alternative, no construction impacts would occur other than the Phase I construction (including 72 acres of backlands, in-water construction for wharves, and the bridge over the Southwest Slip) However, forecasted increases in cargo throughput would still occur as greater operational efficiencies are made.

3.13.4.2 Thresholds of Significance

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

PS-1 Burden existing USCG, LAPD, or Port Police staff levels and facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects

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

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

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

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

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

The discussion under PS-4 assumes implementation of AB 939 because the City is actively implementing measures to comply with AB 939 requirements, such as recycling programs and other means of complying with the California Solid Waste Reuse and Recycling Access Act to reduce the generation of solid waste and assist the City in maintaining solid waste diversion goals pursuant to AB 939.

3.13.4.3 Impacts and Mitigation

3.13.4.3.1 Proposed Project

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

+ Prior to disconnecting any existing services, new facilities (e.g., water, sewer, communications, gas, electricity) would be installed. Pipeline installation would occur within existing utility corridors/easements.
+ Minor service interruptions (defined as those lasting 1 day or less) may occur when onsite utilities are connected with in-street utility services. Affected properties would be properly notified prior to any service interruption.
+ Full access to all utilities would be restored after the completion of proposed Project construction.

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

For utility connections in the public right-of-way, the contractor would be required in the contract specifications or pursuant to the Public Services Relocation Plan to coordinate with LAPD and the Port Police to allow for the identification of alternative response routes during potential in-street construction, thereby preventing the temporary interruption and/or delays to law enforcement responses. Although proposed Project construction would require the staging of equipment and materials, staging would occur onsite, which is secured from public access. As a consequence, Project construction would not affect demand for law enforcement such that new facilities would be required.

Proposed terminal operations would result in increased vessel traffic in the proposed Project area; however, the related increases in demands for law enforcement would not be substantial because the proposed Project includes existing basic security equipment, including surveillance and access control systems that enhance perimeter security, as well as water and shoreside surveillance. Security infrastructure for the Berth 97-109 Container Terminal would include physical security (e.g., fencing, gates, lighting, signage, etc.), an Intrusion Detection System (a system to detect intruders), access control (a system/procedure for controlling who has physical access to the facility), surveillance systems (e.g., cameras), and communication systems (e.g., two-way radios, phones, Internet access). In addition to City and Port Police protection, additional security service would be provided at the Berth 97-109 Container Terminal area by the terminal's internal security staff. During proposed Project operations in which some containers would be transported via rail from the on-dock rail yard at Berths 121-131, land-based access to the Wilmington Marinas would be intermittently delayed for short durations due to the increased rail activity at railroad crossings. However, because emergency access to the Wilmington Marinas is also provided waterside by Port Police patrol boats, any land-based delays at rail crossings that coincide with an emergency would not substantially affect emergency responses. Relocation of the Catalina Express Terminal would not increase the demand for law enforcement services because operational changes to the terminal would not occur.

Because the LAPD is not the primary police service provider in the Port area, providing support to the Port Police under special circumstances (as described in Section 3.13.2.1.2), proposed Project development would directly affect the Port Police only. However, the proposed Project would result in a minimal increased likelihood that a special circumstance situation might occur (e.g., terrorism, which is discussed in Section 3.8, Hazards and Hazardous Materials). This would result in a negligible increase in demand on the LAPD because such situations would be rare or would not occur at all.

The proposed Project would not burden the Port Police such that they would not be able to maintain an adequate level of service. Table 3.13-1 demonstrates that proposed development of 142 acres (0.222 square miles) of terminal lands would require less than one (i.e., 0.160) new Port Police officer (as determined by applying the Port Police service ratio of 0.72 officers per square mile of Port land). This represents a negligible increase in demand for police protection personnel. Due to the ongoing increase in Port Police staffing levels in conjunction with Port development, existing service ratios would

not decrease and average response times would not increase above the existing 5 minutes or less (Provinchain, 2007).

The USCG determines response times based on the distance that is required to travel to the various Port facilities. Proposed development would not affect USCG response times because the proposed Project would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach; therefore, response times would not increase due to the proposed Project. As described in Table 3.10-8, the proposed Project would result in an increase in annual vessel calls; however, this increase would not diminish the resources or response times provided by the USCG due to adequate staffing levels and the fact that, although vessel calls will increase annually, daily calls are expected to remain the same.

CEQA Impact Determination

As previously described in Section 3.13.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During Project construction, including relocation of the Catalina Express terminal, utility connections within the public right-of-way could result in the minor temporary interruption and/or delays in law enforcement responses. However, construction contractors would be required pursuant to the Public Services Relocation Plan to coordinate with LAPD and Port Police during construction of all utility connections in roadways to establish alternative response routes, ensuring continuous law enforcement access to surrounding areas.

Although container terminal operations would result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features (including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA) would reduce the demand for law enforcement. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is also provided waterside by Port Police patrol boats. As shown in Table 3.13-1, operation of the proposed Project would require 0.160 new officers, or 0.148 more officers than the 0.012 officers required under CEQA baseline conditions. The relocation of the Catalina Express terminal would not affect operations and would not result in additional demands for law enforcement services. The proposed Project would be located within the same operating distance of other facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 234 vessel calls per year over CEQA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and the fact that, although vessel calls will increase annually, daily calls are expected to remain the same. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. Consequently, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include wharf and in-water construction activities, as well as backlands development, which would contribute to increased movement of TEUs compared to NEPA baseline conditions. During Project construction, including the relocation of the Catalina Express Terminal, a substantial increase in calls to the Port Police and LAPD would not occur because construction staging would be onsite, which would have security features consistent with MTSA regulations that would minimize the demand for police protection.

During operation, the proposed Project, including the relocation of the Catalina Express Terminal, would require 0.160 new officers, or 0.028 more officers than the 0.132 officers required by the 117 acres under NEPA baseline conditions. Furthermore, increased rail activity to and from the on-dock rail yard at Berths 121-131 would not substantially affect law enforcement response to the Wilmington Marinas because such response is also provided waterside by Port Police patrol boats. The proposed Project would be located within the same operating distance of other facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 143 vessel calls per year over NEPA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and the fact that, although the vessel calls will increase annually, daily calls are expected to remain the same. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

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

New wharf construction, backlands construction, construction of the terminal buildings, and the relocation of the Catalina Express Terminal would require connections with the existing fire flow infrastructure in the Project area. Construction activity, therefore, has the potential to temporarily interrupt fire flow water supplies when utility connections are being made in the proposed Project area. However, utility connections are a frequent occurrence during large-scale terminal developments, and are generally conducted with minimal, if any, disruptions in service.

All utility work would be conducted in accordance with the proposed Project Public Services Relocation Plan, which is included as part of the Project Description and discussed further under Section 2.4.4. Consistent with Public Services Relocation Plan

provisions, removal and relocation of fire hydrants, water supply lines, and distribution mains would be subject to review and approval by LAFD and/or jurisdictional agencies to ensure adequate fire flow water supplies within the proposed Project vicinity. Accordingly, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting fire suppression infrastructure. Furthermore, the proposed Project would be designed and constructed to meet all applicable state and local codes and ordinances to ensure adequate fire protection. During the design review process, the LAFD would conduct a fire-life-safety review to assess the required fire flow for the proposed Project; however, current fire flow is considered adequate in the proposed Project area and nearby Port facilities and would continue to be adequate during Project construction and operation.

During proposed Project construction, utility connections within the public right-of-way could result in the minor temporary interruption and/or delays for land-based fire response. However, prior to construction activities the contractor would be required to coordinate with LAFD to establish alternative fire and emergency response access routes, pursuant to the Public Services Relocation Plan.

During proposed Project operations, land-based access to the Wilmington Marinas would be intermittently delayed due to the increased rail activity to and from the on-dock rail yard at Berths 121-131. However, since emergency access to the Wilmington Marinas is provided waterside by LAFD boats, any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. The relocation of the Catalina Express Terminal would not increase terminal operations and, therefore, would not result in the need for new fire protection services.

LAFD emergency response times during Project operations would be affected only by changes to land use and accessibility to the site (USACE and POLA, 2007). Land use designations would remain the same under the proposed Project. In addition, fire lanes or hydrants would only be relocated or expanded. Furthermore, Fire Station 36 is located near the Project site (approximately 0.5 mile away) and can respond to dispatches to the Project site quickly.

For the reasons described above, operation of the proposed Project would not result in an increase in average emergency response times, and the LAFD would be able to accommodate proposed Project related fire protection demands (USACE and POLA, 2007).

CEQA Impact Determination

For utility connections in the public right-of-way, the construction contractors would be required to, through contract specifications or pursuant to the Public Services Relocation Plan, coordinate with LAFD prior to commencement of construction activities to identify alternative response routes, which would ensure continuous and adequate fire and emergency vehicular access to the proposed Project area and keep impacts to a less than significant level. Since any modifications to existing firefighting infrastructure, such as fire hydrants, water supply trunk lines, and distribution mains, in the proposed Project area would be conducted in accordance with the proposed Public Services Relocation Plan, which is described in Section 2.4.4 and subject to review and approval by the LAFD and LADWP, the proposed Project would not affect fire flow or impede emergency response services in the proposed Project area. Because fire protection features, such as fire hydrants and water supply trunk lines, would be incorporated into the design process of the

proposed terminal, operations at Berth 97-109 would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting emergency access.

Project operations would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although Project operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because the proposed Project would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include in-water construction activities (e.g., dredging, dike placement, filling, new wharf construction) and backlands development that would not be part of the NEPA baseline. However, construction of these components would not require removal and/or relocation of fire hydrants and utilities in the proposed Project area.

Project operations would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although Project operations would result in intermittent delays (at rail crossing) to land-based access to the Wilmington Marinas due to the increased rail activity (above NEPA baseline levels) to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because the proposed Project would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

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

Construction of new wharves and backland improvements would require infrastructure such as lighting and the addition of utility facilities to ensure optimum cargo movement. New onsite utility lines (water, wastewater, and storm drains) would be constructed to serve proposed container terminal operations; the relocation and/or extension of some existing utility lines would also occur. These new utilities would tie into the existing utility lines that currently serve the proposed Project site. Provisions for water and wastewater service to the proposed Project site would require some minor offsite construction to connect new onsite utilities with existing infrastructure. All infrastructure improvements and connections that would occur within City streets would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Additionally, the LAHD would prepare a Public Services Relocation Plan as part of the proposed Project (see Section 2.4.4) to address the public utilities that would be affected by proposed Project construction, which would be reviewed by the service providers and City departments prior to implementation.

Although the site currently has water supply infrastructure, onsite water pipelines would be constructed within the Project site to supply water at needed points within the proposed container terminal. Because the proposed Project has limited building development and would not include major water-consuming industrial or commercial processes, terminal construction and operation would not require substantial quantities of water. Onsite water distribution system would connect with the existing trunk lines and distribution mains in the proposed Project area, consistent with the proposed Project's Public Services Relocation Plan. Existing fire hydrants in the proposed Project area have sufficient capacity to accommodate increased water demands described above. In addition, water mains servicing the Project area have sufficient capacity to accommodate water demands required to support proposed Project operations.

The proposed Project would also result in minimal increases in wastewater demands. Increased staff levels associated with proposed construction and operation would generate minor increased wastewater flows. Wastewater flows generated from implementation of the proposed Project would be conveyed to, and treated by, the TITP.

TITP currently operates at 54 percent capacity. The City projects that by 2020, wastewater flows in the TITP service area will grow from the current 16.2 mgd (about 54 percent of TITP capacity) to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years. As described above, at current growth rates of wastewater flow levels, TITP will have adequate capacity to serve Project flows in 2045. The negligible increase in wastewater flows from the proposed Project construction and operation would not exceed the daily capacity of the TITP or conveyance system (e.g., sewer trunk lines in the proposed Project area or other offsite infrastructure or facilities) over the long term.

The proposed Project would result in increased runoff associated with development of 142 acres of paved area at the Project site. Backlands construction would involve 72 acres in Phase I, 45 acres in Phase II, and 25 acres in Phase III, which amounts to more than the CEQA and NEPA baseline areas. The proposed Project would be designed to accommodate increases in runoff rates without substantially affecting offsite storm drain systems. The Project site is adjacent to the Harbor, and site runoff would be

conveyed directly to the Harbor. Furthermore, because the proposed Project is located adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required.

CEQA Impact Determination

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

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. The water mains serving the Project area and LADWP supplies have sufficient capacity to accommodate water required to support proposed Project operations.

Project operation would generate 0.005 mgd of wastewater, which is 0.031 percent of existing treatment flow at TITP and 0.017 percent of TITP daily capacity. Although the amount of wastewater generated by the Project would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

Project construction would generate 0.0024 mgd of wastewater and proposed Project operation would generate 0.005 mgd. The proposed Project area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

The development of the Project site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the Project site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

As previously stated, LAHD would prepare a Public Services Relocation Plan as part of the proposed Project to address the public utilities that would be affected by proposed Project construction, which would be reviewed by the service providers and City departments prior to implementation. Because new utility lines would be located within existing City streets or existing pipeline corridor easements, utility

connections in roadways would comply with City municipal codes and would be performed under permit by the City Bureau of Engineering and/or LADWP. Modifications of or connections with utility lines would not result in significant environmental impacts. Therefore, impacts to public utility locations or alignments would be less than significant under NEPA.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. The water mains serving the Project area and LADWP supplies have sufficient capacity to accommodate water required to support proposed Project operations.

Project construction would generate 0.0024 mgd of wastewater, and, as shown in Table 3.13-3, Project operation would generate an additional 0.005 mgd. The City projects that by 2020, wastewater flows in the TITP service area will grow to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years (beyond 2020). Although the amount of wastewater generated by the Project would exceed that of the NEPA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is projected to handle 2045 wastewater flow demands.

Project in-water and upland construction activities would not require the removal and relocation of water supply distribution mains and sewer lines in the vicinity of the proposed Project, nor would construction activities result in runoff that would exceed storm drain capacity. Because public utilities would not be affected by dredging, filling, and new wharf/dike construction, adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, no significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

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

As stated under **Impact PS-3**, new onsite utility lines/infrastructure (water, wastewater, and storm drains) would be constructed to serve proposed container terminal operations and would be designed to accommodate water and wastewater demands that would be created by onsite development and container terminal operations. Because the proposed Project would be completed prior to 2015, the Port would not be required to file an SAR with LADWP, as described in Section 3.13.2.2.1, to assess whether the current infrastructure would be able to accommodate the increased water demands. However, the proposed Project would include onsite water lines to provide adequate fire flow throughout site. Furthermore, the Project design plan would be reviewed by LAFD as part of the permitting process to ensure that adequate fire flow will be included in the Project.

Based on the water demand factors provided (see Section 3.13.2.2.1), the proposed Project would result in a water demand of approximately 4,976 gallons per day, or 5.48 acre-feet per year. The Urban Water Management Plan projects that LADWP demand in 2030 will be 776,000 acre-feet, for which LADWP forecasts sufficient water supplies (LADWP, 2005). At the full-capacity level of operation, the proposed Project water demand would represent 0.00071 percent of total projected water demand. The UWMP is required to be updated every 5 years, thus future water demand and supply planning for the City, including the Port or Los Angeles, would occur at regular intervals.

Based on the wastewater generation factor of 24 gallons per capita per day (gpcd) for employees (City of Los Angeles, 2005) and the number of construction workers at the site (up to 100), Project construction activities would generate 2,400 gallons per day of wastewater, which represents 0.015 percent of the existing flow of 16.2 mgd and 0.008 percent of the TITP capacity of 30 mgd.

Proposed Project operations would generate approximately 0.005 mgd, or 0.031 percent of the existing flow and 0.017 percent of the TITP daily capacity. The City projects that by 2020, wastewater flows in the TITP service area will grow from the current 16.2 mgd (about 54 percent of TITP capacity) to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years (beyond 2020). The amount of wastewater generated by the Project would not significantly affect existing or future capacity at TITP due to the limited operational Project flows and the substantial remaining capacity at TITP beyond 2020. As described above, at projected growth rates of wastewater flow, TITP will have adequate capacity to serve Project flows in 2045. These minimal amounts of wastewater generated by proposed Project construction and operations would not exceed the capacity of the sewer trunk lines in the proposed Project area. In addition, the two terminal buildings will be constructed to meet, at minimum, the silver certification of the Leadership in Energy and Environmental Design (LEED). LEED design includes features such as low-flow toilets to reduce water use and wastewater generation.

Construction and demolition activities could generate debris that would require disposal in a landfill. Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste disposal demand (CIWMB, 2004b). Proposed construction activities would generate some construction and demolition materials including asphalt, concrete, building materials, and solids; however, aside from the Catalina Express Terminal, the Project site is not developed with facilities that would require substantial levels of demolition prior to terminal development. Due to lower disposal costs, asphalt and concrete are typically recycled for aggregate base or disposed of at inert landfills instead of sanitary landfills. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to solid waste capacity, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant. In addition, dredged material generated during construction would be reused within the proposed Project site as fill during subsequent construction phases or transported to the LAHD nonhazardous material upland disposal site.

Project operations would result in a negligible increase in the generation of solid waste. Container terminal operations would primarily consist of container loading and storage activities; minimal administrative facilities would be required to support proposed operations. Additionally, operation of the proposed Project would be required to comply with applicable waste diversion requirements, as well as all existing hazardous waste laws and regulations, including the federal Resource Conservation and Recovery Act

(RCRA) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and CCR Title 22 and Title 26. Based on the solid waste generation factor of 0.372 ton per year per acre of land (Port of Los Angeles, 2008), the proposed Project would generate approximately 52.8 tons of solid waste per year (0.145 ton per day) that would require transportation to Chiquita Canyon Landfill, Sunshine Canyon Landfill, or other disposal facility. This amount represents 0.0029 percent of the permitted daily capacity of 5,000 tons at Chiquita Canyon Landfill, 0.0026 percent of the permitted daily capacity of 5,500 at the Sunshine Canyon Landfill, or 0.0024 percent of the available permitted daily capacity at the El Sobrante Landfill. The landfills would be able to accommodate the negligible increase in solid waste generated by Project operations through their respective closure dates estimated to be approximately 2030. Solid waste generated from Project operations after closure of the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and the El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity. However, if additional adequate landfill capacity is permitted and made available, if more distant landfill capacity is utilized for solid waste generated in the City, and/or if the achievement of Zero-Waste solutions in the City occurs over an extended time period, then the solid waste generated by the Project likely would not represent a significant impact to landfill capacity.

Implementation of the proposed Project has the potential to encounter unidentified contaminated soils at the Project site, as well as asbestos-containing material in the Catalina Express Terminal and/or Princess Pavilion buildings, which could require the treatment, removal, and/or disposal of the material. However, substantial amounts of hazardous materials are not expected to be encountered because the majority of the Project site has undergone extensive soil remediation following the decommissioning of the former Chevron Marine Terminal and Todd Shipyard (discussed in Section 3.7.2.3, Soil and Groundwater Investigations). The Catalina Express Terminal site would be developed with backlands, which would not require extensive excavations onsite that could encounter substantial amounts of contaminated soil. Pursuant to MM HAZ-1, Section 3.8, Hazards and Hazardous Materials, the LAHD will determine the presence or absence of contaminated soils or asbestos-containing material through hazardous materials investigations. If contaminated soils are encountered, the LAHD will consider the type and extent of contamination and explore the variety of options available for remediation, which could include in situ, onsite, and offsite treatment (incineration, soil vapor extraction [SVE], bioremediation) and disposal options. In the event that the material would still require disposal after treatment, Kettleman Hills Landfill, Buttonwillow, or another Class I landfill in the United States would be utilized, based on facility and hazardous material requirements. Removed asbestos-containing material would be taken to Azusa Land Reclamation Company.

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

CEQA Impact Determination

As discussed under **Impact PS-3**, the proposed Project constitutes less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. The 2005 UWMP includes Project water demand and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Project after 2030 under future water planning and updated UWMPs (which are required every 5 years) because the Project demand would be treated as existing demand in future water supply planning.

Wastewater from Project construction would constitute 0.015 percent of the TITP daily flow. Project operations would constitute 0.017 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, because the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by the Project would not significantly affect existing or future capacity at TITP due to the limited operational Project flows and the substantial remaining capacity at TITP beyond 2020, as described above. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Container terminal operations would consist primarily of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. The proposed Project would generate 52.8 tons of solid waste per year, or 48.7 tons above the CEQA baseline level of 4.1 tons per year. This would represent an increase in the contribution to the permitted throughput at Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.0029 percent under proposed Project operations. The contribution to the permitted throughput at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.0026 percent, and the contribution to the permitted daily capacity at the El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline conditions) to 0.0024 percent. The landfills would be able to accommodate the negligible increase in solid waste generated by Project operations through their respective closure dates, estimated to be approximately 2030. Solid waste generated from Project operations after closure of the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and the El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity. However, if additional adequate landfill capacity is permitted and made available, if more distant landfill capacity is utilized for solid waste generated in the City, and/or if the achievement of Zero-Waste solutions in the City occurs over an extended time period, then the solid waste generated by the Project likely would not represent a significant impact to landfill capacity.

A substantial amount of debris during construction is not anticipated to be generated because, with the exception of the Catalina Express Building, demolition is not required (the site was largely vacant under CEQA baseline conditions), and because construction debris is generally reused or recycled where economically feasible. Nonetheless, because construction and demolition debris is one of the greatest individual contributors to reductions in solid waste capacity, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under CEQA.

Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, impacts related to exceeding the capacity of a Class I landfill would be less than significant. In addition, there could be asbestos-containing material in the existing Catalina Express Terminal and/or Princess Pavilion buildings that would have to be abated prior to demolition or renovation. However, the amount of asbestos-containing material that might have to be disposed of would not be substantial due to the limited sizes of the Catalina Express Terminal building (approximately 120 feet by 200 feet) and the Princess Pavilion building (11,600 square feet). Consequently, significant impacts to hazardous materials landfill capacity would not occur.

Mitigation Measures

Mitigation Measure **MM PS-1** will be implemented to minimize the amount of solid waste requiring transportation to a landfill that would be generated during proposed Project construction. Mitigation Measure **MM PS-2** is provided not to mitigate an identified environmental impact, but rather to support development of recycled material markets, to the extent feasible. Mitigation Measure **MM PS-3** would apply to mitigate potential impacts to solid waste capacity from Project operation after the anticipated closure of landfills (assumed to be in 2030).

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

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

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

In addition, air quality mitigation measures **MM AQ-27** and **MM AQ-29** require the tenant to increase recycling rates during operation and to perform regular energy audits to further reduce waste generation,

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would ensure long-term adequate solid waste management for the proposed Project starting from 2025. Long-term impacts to solid waste disposal would be less than significant after mitigation.

NEPA Impact Determination

As discussed under **Impact PS-3**, the proposed Project would result in less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. The 2005 UWMP includes Project water demand and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Project after 2030 under future water planning and updated UWMPs (which are required every 5 years) because the Project demand would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Project-generated wastewater would constitute 0.008 percent of the TITP daily capacity during construction activities. Project operations would constitute 0.017 percent of the TITP daily capacity, which is higher than the NEPA baseline level of 0.003 percent of TITP capacity. However, because the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by the Project would not significantly affect existing or future capacity at TITP due to the limited operational Project flows and the substantial remaining capacity at TITP beyond 2020, as described above. The proposed Project would not exceed the capacity of the Treatment Plant or conveyance system to accommodate anticipated increases in wastewater demands associated with the Berth 97-109 terminal operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Operation of the proposed Project would generate 52.8 tons of solid waste per year, or 9.3 tons above the baseline level of 43.5 tons per year. This would represent an increase in the contribution to the permitted throughput at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.0029 percent under proposed Project operations; the contribution to the permitted throughput at the Sunshine Canyon Landfill would increase from 0.0021 percent to 0.0026 percent; the contribution to the permitted daily capacity at El Sobrante Landfill would increase from 0.002 percent (of NEPA baseline conditions) to 0.0024 percent. Solid waste generated from Project operations after the closure dates (around 2030) for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available by the time current landfills close, if more distant landfill capacity is not utilized for solid waste generated in the City, and/or if the achievement of Zero-Waste solutions in the City occurs over an extended time period.

The proposed Project would include in-water and upland construction activities that would not be part of the NEPA baseline. Although a substantial amount of debris during construction is not anticipated because, with the exception of the Catalina Express Building, demolition is not required, and because construction debris generally is reused or recycled where economically feasible, the amount of solid waste that would be generated during construction and reused or recycled is not expected to be substantial. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to reductions in solid waste

capacity, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under NEPA.

Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, impacts related to exceeding the capacity of a Class I landfill would be less than significant. In addition, there could be asbestos-containing material in the existing Catalina Express Terminal and/or Princess Pavilion buildings that would have to be abated prior to demolition or renovation. However, the amount of asbestos-containing material that might have to be disposed of would not be substantial due to the limited sizes of the Catalina Express Terminal building (approximately 120 feet by 200 feet) and the Princess Pavilion building (11,600 square feet). Consequently, significant impacts to hazardous materials landfill capacity would not occur.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to proposed Project construction and operational solid waste impacts.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. MM PS-3 would ensure long-term adequate solid waste management from the proposed Project starting from 2025. Long-term impacts to solid waste disposal would be less than significant after mitigation.

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

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

Development of 142 acres of backlands at the Project site would require installation of backland elements including lighting, utilities, and buildings. Electricity demands at the proposed Project site would be related to industrial uses including crane operations, facility and backlands operations (refrigeration units), site and security lighting, general site maintenance, and alternative maritime power (AMP). However, the increase in electricity demands associated with the Berth 97-109 terminal operations would not exceed existing supplies and/or result in the need for major new facilities. The proposed Project would provide new energy distribution infrastructure onsite required to support proposed Project operations. The proposed Project would incorporate all applicable

energy conservation measures in compliance with California's Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption. In addition to energy-efficient designs that are mandated by current building codes, onsite structures would be sited and constructed to maximize natural heating and cooling. All light fixtures used at the Project site would meet the latest efficiency standards and would not waste input energy by producing unusable light in the form of glare. In addition to complying with California Code, the proposed Project buildings will be constructed to meet, at minimum, LEED silver certification, which will further reduce energy demands and use.

AMP is estimated to require up to 5 million kilowatt hours (kWh) annually by 2030. The average electrical consumption per ship for AMP would be 21,360 kWh. This average per ship AMP electricity use is based on implementation of AMP in 70 percent of the China Shipping fleet, as required by the ASJ (as discussed in Section 1.4.3). Individual ships that berth at the China Shipping wharves and that utilize AMP would draw a higher level of power than the average vessel not under AMP power. This is because the ASJ requires that 70 percent of the ships calling at the China Shipping wharves use AMP rather than requiring each ship to use AMP at a 70 percent efficiency.

AMP would be installed to provide shoreside electrical power to ships hoteling at Berths 100 and 102. The AMP system would provide power to the hoteled ship in lieu of electricity generated by its auxiliary diesel motors. AMP is considered more efficient and less polluting because the electricity would be generated in power plants that are cleaner burning than the ship diesel auxiliary generators, which would normally power the ship while berthed in the absence of AMP. As part of the ASJ for the proposed Project, by July 1, 2005, a minimum of 60 percent of ship calls must use AMP; and by July 1, 2006, a minimum of 70 percent of ship calls must use AMP. AMP currently is used as part of the Phase I operations.

Additionally, Phase I included onsite power lines and three electrical industrial stations to power proposed Project operations (e.g., AMP, gantry cranes, site lighting, and refrigeration units). One industrial station each supplies power for the AMP (6,600 volts), cranes (4,160 volts), and other facility operations (4,160 volts). These stations would connect to existing power lines maintained by the LADWP.

Electricity for the proposed Project would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. The LADWP electrical load is projected to grow at 1.1 percent per year over the next 20 years. Annual peak demand is projected to grow slightly slower, 1.0 percent per annum (Holloway, 2002). Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the projected Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for the Project. The IRP does not provide load demand forecasts or supply resources because the IRP planning horizon extends only to 2025 (City of Los Angeles, 2006). However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the proposed Project, by itself,

would not result in the need to construct a new offsite power station or facility. For a discussion of cumulative impacts related to electricity demand, see Chapter 4.

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

CEQA Impact Determination

Energy (diesel fuel and electricity) would be required to support proposed construction activities. Energy demands during construction activities would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select for cost-effective strategies that support energy efficiency and conservation throughout all construction stages, as described above. The proposed Project would incorporate all applicable energy conservation measures in compliance with California's Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Project-related natural gas demands (space and water heating) would exceed the usage under the CEQA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Project operations would generate demands for electricity (in excess of demand under the CEQA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for the proposed Project would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project demand for electricity is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the forecast Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for the Project. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the proposed Project by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). In addition, the two terminal buildings built as part of the proposed Project will meet, at minimum, LEED silver certification. LEED buildings include energy conservation measures such as double-paned windows and dimming fluorescent lights. Mitigation measure **MM AQ-27** also requires the tenant to perform regular energy audits, and **MM AQ-26** requires the tenant to maintain all compact fluorescent bulbs installed in the building. As a result, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

NEPA Impact Determination

The proposed Project would include in-water and upland construction activities that would not be part of the NEPA baseline. Although dredging, dike placement, new wharf construction, and upland development would require additional energy usage, these demands would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select for energy efficiency in all construction stages.

The proposed Project would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Project-related natural gas demands (space and water heating) would exceed the usage under the NEPA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Project operations would generate demands for electricity (in excess of demand under the NEPA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for the proposed Project would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the forecast Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for the Project. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the proposed Project by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

3.13.4.3.2 Alternatives

3.13.4.3.2.1 Alternative 1 – No Project Alternative

Alternative 1 would utilize the terminal site constructed as part of Phase I for container storage. Because of this, the Phase I construction activities are included under Alternative 1 although the in-water Phase I elements would be abandoned.

Alternative 1 would include the operation of 72 acres of backlands area for storage of containers by the terminal at Berths 121-131. Under this alternative, no further Port action or federal action would occur. The 72 acres of backlands constructed under Phase I of the proposed Project, as allowed under the ASJ, would be applied to Alternative 1 because Alternative 1 would include container storage on those backlands, but the Port would not take further actions to construct or develop additional backlands and would not relocate the Catalina Express Terminal. Furthermore, the four existing A-frame cranes would be removed, and the existing wharves (Berths 100-102) would cease to be used for ship berthing and container loading and unloading operations. The bridge and 1.3 acres of fill constructed during Phase I would be abandoned in place.

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

CEQA Impact Determination

Under the No Project Alternative, 72 acres of the Project site would be used for container storage by the Berth 121-131 terminal. No ship loading or unloading would occur and the existing four cranes would be removed. The existing security features at the site (such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features as required by the MTSA) would remain and would minimize the demand for police protection. As shown in Table 3.13-1, the existing 72 acres under Alternative 1 would result in a demand for less than one (i.e., 0.081) new officer. Although this demand is greater than the demand under CEQA baseline conditions, the additional law enforcement demand would be negligible. Additionally, USCG response times would not change not only because this alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach, but also because the USCG maintains adequate staffing levels. In addition, the bridge across the Southwest Slip would be abandoned, which would not have any effect on law enforcement demand or response because it would not affect terminal acreage or the street system. Since the demand for law enforcement officers would not noticeably increase, Alternative 1 would not significantly impact the demand for law enforcement services by LAPD, the Port Police, or the USCG, and therefore would not result in the construction of additional facilities that could cause significant environmental impacts. No impacts would occur under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

The impacts of the No Project Alternative under CEQA are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 below).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

A residual impacts determination is not applicable.

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

CEQA Impact Determination

Alternative 1 would not significantly affect fire protection services because adequate fire flow infrastructure (such as fire hydrants) was installed as part of the Phase I terminal and would remain part of the backlands, thereby minimizing demand for fire protection services. Furthermore, this alternative would not change the land use designation of the site or affect fire response times. Alternative 1 would result in greater onsite backland operations when compared to the CEQA baseline; however, the demand for fire protection services would be less than for the proposed Project. Because Alternative 1 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

The impacts of the No Project Alternative under CEQA are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

A residual impacts determination is not applicable.

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

CEQA Impact Determination

Although Alternative 1 water demands would slightly exceed the demand under the CEQA baseline, the water demand would nonetheless be minimal and would not require the construction of additional supply facilities. As shown in Table 3.13-2, Alternative 1 would generate a water demand of 0.73 acre-feet per year, which is slightly greater than the CEQA baseline water demand of 0.1 acre-feet per year. The water demand under Alternative 1 represents 0.0001 percent of anticipated LADWP water demand, which is less than the proposed Project demand of 0.00073 percent of LADWP water demand that was determined to be less than significant.

Similar to water demand, Alternative 1 would result in minimal wastewater generation. As demonstrated in Table 3.13-3, Alternative 1 would generate 0.0008 mgd of wastewater, or 0.003 percent of the TITP daily capacity. This is greater than the CEQA baseline wastewater generation of 0.00009 mgd, but nonetheless would not significantly affect the ability of TITP to treat flows from terminal operations under Alternative 1 because the plant is operating at approximately 54 percent of its total capacity and is expected to still operate below it total capacity in the long term.

Alternative 1 would also have more backlands acreage (72 acres) than occurred under the CEQA baseline, which would result in greater impervious surface area than the CEQA baseline. However, existing backland areas include adequate drainage infrastructure; therefore, no substantial increase in demand for storm drains would occur. Consequently, Alternative 1 would not result in significant impacts related to increased demand for, or the construction or expansion of, water, wastewater, or storm drain facilities.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

The impacts of the No Project Alternative under CEQA are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 below).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

A residual impacts determination is not applicable.

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

CEQA Impact Determination

Alternative 1 would result in greater backland acreage (72 acres) than occurred under the CEQA baseline. Alternative 1 would generate a water demand of 0.73 acre-feet per year compared to the baseline water demand of 0.07 acre-feet per year. Water demand under Alternative 1 would represent 0.00001 percent of the available water supply, as shown in Table 3.13-2. This is less than the proposed Project demand of 0.00073 percent of anticipated LADWP demand. The 2005 UWMP includes water demand for this alternative and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum water demand under Alternative 1 will be reached before 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 1 terminal after 2030 under future water planning and updated UWMPs (which are required every 5 years) because the water demand would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand under Alternative 1 would not significantly affect water supplies or water distribution infrastructure.

Wastewater generation under Alternative 1 would be slightly greater than under the CEQA baseline due to the higher terminal acreage and staffing. Table 3.13-3 demonstrates that Alternative 1 would generate 0.0008 mgd of wastewater, or 0.003 percent of the TITP daily capacity. Although this is greater than baseline generation of 0.0003 percent of TITP capacity, it would nonetheless be less than significant because TITP is operating at only approximately 54 percent of its capacity and is expected to still operate below its total capacity in the long term.

Under Alternative 1, operation of 72 acres of backlands by the Berth 121-131 terminal and would generate solid wastes consistent with other terminals throughout the Port. As shown in Table 3.13-4, Alternative 1 operations would generate 26.8 tons of solid waste per year (compared to 4.1 tons per year for the CEQA baseline), or 0.0015 percent of the Chiquita Canyon Landfill permitted daily throughput, 0.0013 percent of the Sunshine Canyon Landfill permitted daily throughput, or 0.0012 percent of the available permitted daily capacity at El Sobrante Landfill. This is less than the proposed Project contribution to permitted daily throughputs at the same facilities (0.0029 percent, 0.0026 percent, and 0.0024 percent, respectively). Solid waste generated from Alternative 1 operations before the close of the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would not be significant. However, after the landfill closures (estimated to be 2030), solid waste generated at the terminal site from operation of Alternative 1 would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

Alternative 1 would have less backland construction that the proposed Project and would not relocate the Catalina Express Terminal. As a consequence, significant impacts to hazardous materials landfill capacity would not occur under Alternative 1.

Consequently, Alternative 1 would result in less than significant impacts on existing water and wastewater treatment facilities. Alternative 1 would not significantly affect capacity at solid waste disposal facilities through 2030, but it could result in significant solid waste impacts after 2030.

Mitigation Measures

Mitigation Measure **MM PS-3** would be implemented.

Residual Impacts

There would be less than significant residual impacts following mitigation.

NEPA Impact Determination

The impacts of the No Project Alternative under CEQA are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

A residual impacts determination is not applicable.

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

CEQA Impact Determination

Alternative 1 would use the site for container storage only, and no ship loading or unloading would occur. As a consequence, electricity consumption would be minimal and associated primarily with backland lighting and general maintenance. Because of this, significant impacts on energy supply facilities and distribution infrastructure would not occur. Consequently, Alternative 1 would not require construction of new, offsite energy supply facilities and distribution infrastructure or result in capacity-enhancing alterations to existing facilities; therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

The impacts of the No Project Alternative under CEQA are not required to be analyzed under NEPA. NEPA requires the analysis of a No Federal Action Alternative (see Alternative 2 in this document).

Mitigation Measures

Mitigation measures are not applicable.

Residual Impacts

A residual impacts determination is not applicable.

3.13.4.3.2.2 Alternative 2 – No Federal Action

Alternative 2 would utilize the terminal site constructed as part of Phase I for container storage and would increase the backland area to 117 acres. Because of this, the Phase I construction activities are included under Alternative 2 although the in-water Phase I elements would not be used. Phase I dike, fill, and the wharf would be abandoned.

The No Federal Action Alternative (Alternative 2) includes all of the construction and operational impacts likely to occur absent additional USACE permits. Under Alternative 2, there would be a Port action to further develop backlands at the Project site (does not require a federal action) on up to 117 acres. However, the four existing A-frame cranes would be removed, and the existing wharves (Berths 100-102) would cease to be used for ship berthing and ship loading and unloading operations. The bridge over the Southwest Slip and the 1.3 acres of fill constructed during Phase I would also be abandoned in place.

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

CEQA Impact Determination

Under the No Federal Action Alternative, the existing security features at the site such as terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and other security features, as required by the MTSA would remain would be expanded to encompass the entire 117-acre site. These security features would minimize the demand for police protection. As shown in Table 3.13-1, the 117 acres under Alternative 2 would result in a demand for less than one (i.e., 0.132) new officer. Although this demand is greater than the demand under CEQA baseline conditions (0.012), the additional law enforcement demand would be negligible. Additionally, USCG response times would not change because this alternative would be located within the same operating distance of other facilities within the jurisdiction of Sector Los Angeles and Long Beach, and because the USCG maintains adequate staffing levels. Because the demand for law enforcement officers would not noticeably increase, Alternative 2 would not significantly impact the demand for law enforcement services by LAPD, the Port Police, or the USCG and, therefore, would not result in the construction of additional facilities that could cause significant environmental impacts. There would be no impacts under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Construction of the Phase I terminal as applied to Alternative 2 included wharf, in-water, and upland activities, but these activities did not increase demand for law enforcement services. Under this alternative, no additional development would occur in the in-water terminal area (i.e., no further dredging, dike or fill placement, pile installation, or wharf construction). In addition, backland development under Alternative 2 would be the same as under the NEPA baseline. Therefore, potential impacts under NEPA would not occur because there would be no substantial changes in environmental conditions between Alternative 2 and the NEPA baseline that could increase the demand for additional law enforcement services.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Alternative 2 would not significantly affect fire protection services because adequate fire flow infrastructure such as fire hydrants exists on the current backlands, and because the expanded backlands would install fire flow infrastructure onsite, thereby minimizing demand for fire protection services. Furthermore, this alternative would not change the land use designation of the site or affect fire response times. Alternative 2 would result in greater backland operations than the CEQA baseline; however, the demand for fire protection services would be less than for the proposed Project. Because Alternative 2 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Construction of the Phase I terminal as applied to Alternative 2 included wharf, in-water, and upland activities, but these activities did not increase demand for fire protection services. Under this alternative, no further development would occur in the in-water terminal area (i.e., no additional dredging, dike or fill placement, pile installation, or wharf construction). In addition, backland development under Alternative 2 would be the same as under the NEPA baseline. Therefore, potential impacts under NEPA would not occur because there would be no substantial changes in environmental conditions between Alternative 2 and the NEPA baseline that could require provisions of new firefighting services.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Although Alternative 2 water demands would slightly exceed the demand under the CEQA baseline, the water demand would nonetheless be minimal and would not require the construction of additional supply facilities. As shown in Table 3.13-2, Alternative 2 would generate a water demand of 1.10 acre-feet per year, which is slightly greater than the CEQA baseline water demand of 0.1 acre-feet per year. The water demand under Alternative 2 represents 0.00015 percent anticipated LADWP water demand, which is less than the proposed Project demand of 0.00073 percent of anticipated LADWP water demand.

Similar to water demand, Alternative 2 would result in minimal wastewater generation. As demonstrated in Table 3.13-3, Alternative 2 would generate 0.001 mgd of wastewater, or 0.003 percent of the TITP daily capacity. This is greater than the CEQA baseline wastewater generation of 0.00009 mgd, but nonetheless would not significantly affect the ability of TITP to treat flows from terminal operations under Alternative 2 because the plant is operating at approximately 54 percent of its total capacity and is expected to still operate below its total capacity in the long term.

Alternative 2 would also have more backlands acreage (117 acres) than occurred under the CEQA baseline, which would result in greater impervious surface area than the CEQA baseline. However, existing and expanded backland areas would include adequate site drainage infrastructure; therefore, no substantial increase in demand for offsite storm drains would occur. Consequently, Alternative 2 would not result in significant impacts related to increased demand for, or the construction or expansion of, water, wastewater, or storm drain facilities.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Construction of the Phase I terminal as applied to Alternative 2 included wharf, in-water, and upland activities, but these activities did not require construction of new utility supply lines. Under this alternative, no additional development would occur in the in-water proposed Project area (i.e., no further dredging, dike or fill placement, pile installation, or wharf construction). In addition, backland development under Alternative 2 would be the same as the NEPA baseline. Therefore, potential impacts under NEPA would not occur because there would be no substantial changes in the environmental conditions between Alternative 2 and the NEPA baseline that could require the expansion of infrastructure.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Alternative 2 would result in greater backland acreage (117 acres) than occurred under the CEQA baseline. Alternative 2 would generate a water demand of 1.1 acre-feet per year compared to the baseline water demand of 0.1 acre-feet per year. Water demand under Alternative 2 would represent 0.00015 percent of anticipated LADWP water demand, as shown in Table 3.13-2. This is less than the proposed Project demand of 0.00073 percent of future LADWP water demand. The 2005 UWMP includes water demand for this alternative and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum water demand under Alternative 2 will be reached before 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 2 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand under Alternative 2 would not significantly affect water supplies or water distribution infrastructure.

Wastewater generation under Alternative 2 would be greater than wastewater generated under the CEQA baseline due to the higher terminal acreage and staffing. Table 3.13-3 shows that Alternative 2 would generate 0.001 mgd of wastewater, or 0.003 percent of the TITP daily capacity. Although this is greater than baseline

generation of 0.0003 percent of TITP capacity, it would nonetheless be less than significant because TITP is operating at only approximately 54 percent of its capacity and is expected to still operate below its total capacity in the long term.

Alternative 2 construction activities include backlands development on 117 acres of largely undeveloped land, which is greater than the backland area under the CEQA baseline. Asphalt and concrete wastes from construction typically are recycled for conversion to aggregate base or disposed of at inert landfills instead of sanitary landfills. Because Alternative 2 would not include the demolition of the Catalina Express Terminal, a substantial amount of construction and demolition debris is not expected to be generated. Consequently, Alternative 2 construction would not result in significant impacts to solid waste capacity.

Under Alternative 2, 117 acres of backlands would be used by the Berth 121-131 terminal and would generate solid wastes consistent with other terminals throughout the Port. As shown in Table 3.13-4, Alternative 2 operations would generate more solid waste (43.5 tons per year) than was generated under the CEQA baseline (4.1 tons per year). Alternative 2 solid waste would represent 0.0024 percent of the Chiquita Canyon Landfill permitted daily capacity (compared to 0.0002 percent under the CEQA baseline), 0.0022 percent of the Sunshine Canyon Landfill permitted daily capacity (compared to 0.0002 percent under the CEQA baseline), or 0.002 percent of the available permitted daily capacity at El Sobrante Landfill (compared to 0.0002 percent under the CEQA baseline). This is less than the proposed Project contribution to permitted daily throughputs of 0.0029 percent, 0.0026 percent, and 0.0024 percent of these facilities, respectively. Solid waste generated from Alternative 2 operations before the close of the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would not be significant. However, after the landfill closures (estimated to be 2030), solid waste generated at the terminal site from operation of Alternative 2 would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

Alternative 2 would have less backland construction than the proposed Project and would not relocate the Catalina Express Terminal. Because the proposed Project would not result in significant impacts to hazardous materials landfill capacity, neither would Alternative 2.

Consequently, Alternative 2 would result in less than significant impacts on existing water and wastewater treatment facilities. For solid waste capacity, Alternative 2 would not significantly affect solid waste disposal facilities through 2030, but it could result in significant solid waste impacts after 2030.

Mitigation Measures

Mitigation Measure **MM PS-3** would be implemented.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, the in-water construction under Phase I would be applied, but no further development would occur in the in-water proposed Project area (i.e., no further dredging, dike or fill placement, pile installation, or wharf construction). The Phase I construction did not substantially affect infrastructure capacity. In addition, backland development under Alternative 2 would be the same as the NEPA baseline. Therefore, potential impacts under NEPA would be less than significant because there would be no substantial changes in the environmental conditions between Alternative 2 and the NEPA baseline that could affect infrastructure capacity.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

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

CEQA Impact Determination

Alternative 2 would only use the site for container storage and no ship loading or unloading would occur. As a consequence, electricity consumption would be minimal and associated primarily with backland lighting and general maintenance. Because of this, significant impacts on energy supply facilities and distribution infrastructure would not occur. Consequently, Alternative 2 would not require construction of new, offsite energy supply facilities and distribution infrastructure or result in capacity-enhancing alterations to existing facilities. Therefore, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Under this alternative, Phase I activities would be applied. The in-water portions of Phase I are not part of the NEPA baseline, but a substantial amount of debris during Phase I construction did not occur because demolition was not required and the site was largely undeveloped. Under this alternative, no additional development would occur in the in-water proposed Project area (i.e., no further dredging, dike or fill placement, pile installation, or wharf construction). In addition, backland development under Alternative 2 would be the same as the NEPA baseline. Therefore, potential impacts under NEPA would not occur because there would be no substantial changes in the environmental conditions between Alternative 2 and the NEPA baseline that could require new energy supply facilities.

Mitigation Measures

No mitigation measures are necessary under NEPA.

Residual Impacts

No residual impacts would occur.

3.13.4.3.2.3 Alternative 3 – Reduced Fill: No New Wharf Construction at Berth 102

Alternative 3 does not include construction of 925 linear feet of wharf at Berth 100, but the additional 375 feet of wharf at the south end of Berth 100, the relocation of the Catalina Express Terminal, and other elements of the proposed Project would be constructed.

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

CEQA Impact Determination

As previously described in Section 3.13.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During construction of Alternative 3, utility connections within the public rights-of-way could result in the minor temporary interruption and/or delays in law enforcement response. However, construction contractors would be required by the contract specification or pursuant to the Public Services Relocation Plan to coordinate with LAPD and Port Police during construction of all utility construction in roadways to establish alternative response routes, ensuring continuous law enforcement access to surrounding areas.

Although container terminal operations would result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA would reduce the demand for law enforcement. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is provided waterside by Port Police patrol boats.

As shown in Table 3.13-1, operation of the Alternative 3 would require 0.160 new officers, or 0.148 more officers than the 0.012 officers required under CEQA baseline conditions. Alternative 3 would be located within the same operating distance of other facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 130 vessel calls per year over CEQA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and the fact that, while vessel calls will increase annually, daily calls are expected to remain the same. Accordingly, Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include wharf and in-water construction activities, as well as upland development, which would contribute to increased movement of TEUs compared to NEPA baseline conditions. During Alternative 3 construction, including the relocation of the Catalina Express Terminal, a substantial increase in calls to the Port Police and LAPD would not occur because construction staging would be onsite, which would have security features consistent with MTSA regulations that would minimize the demand for police protection.

During operation, Alternative 3 would require 0.160 new officers, or 0.028 more officers than the 0.132 officers required by the 117 acres under NEPA baseline conditions. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is also provided waterside by Port Police patrol boats. The proposed Project would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 130 vessel calls per year over NEPA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and the fact that, while the vessels will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 3 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

For utility connections in the public rights-of-way, the construction contractors would be required to, through contract specifications or pursuant to the Public Services Relocation Plan, coordinate with LAFD prior to commencement of construction activities to identify alternative response routes, which would ensure continuous and adequate fire and emergency vehicular access to the Project area and would keep impacts to a less than significant level. Since any modifications to existing firefighting infrastructure in the vicinity (such as fire hydrants, water supply trunk

lines, and distribution mains) would be conducted in accordance with the proposed Public Services Relocation Plan, which is described in Section 2.4.4.3, and/or subject to review and approval by the LAFD and LADWP, Alternative 3 would not affect fire flow or impede emergency response services in the Project area. Since fire protection features, such as fire hydrants and water supply lines, would be incorporated into the design process for this alternative, terminal operations would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting emergency access.

Terminal operations under Alternative 3 would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is provided waterside by LAFD boats, and any land-based delays that coincide with an emergency at the marinas would not substantially affect emergency fire responses. Because Alternative 3 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include in-water construction activities (e.g., dredging, dike placement, filling, new wharf construction) and upland development that would not be part of the NEPA baseline, but would contribute to increased TEU movement above baseline conditions. Construction of these in-water or upland components would not require removal and/or relocation of fire hydrants and utilities in the Project area.

Terminal operations under this alternative would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity (above NEPA baseline levels) to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is also provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because Alternative 3 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

The Port would prepare a Public Services Relocation Plan as part of Alternative 3 to address the public utilities that would be affected by terminal construction, which would be reviewed by the service providers and City departments prior to implementation. Because new utility connections would be located within existing City streets or existing pipeline corridor easements, they would comply with the City municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP. Modifications of, or connections with, utility lines would not result in significant environmental impacts. Therefore, impacts would be less than significant under CEQA.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. Operation of Alternative 3 would result in a water demand of approximately 3,920 gallons per day, or 4.38 acre-feet per year at the full terminal capacity. This would represent 0.00058 percent of anticipated LADWP water demand (776,000 acre-feet), for which LADWP forecasts sufficient water supplies. The baseline demands of 0.1 acre-feet represent 0.00001 percent of the baseline LADWP water demand (680,000 acre-feet). Because the UWMP addresses water supply for the City of Los Angeles and because the terminal site and the Port of Los Angeles are a part of the City, the UWMP accounts for water usage by Alternative 3. In addition, the UWMP is required to be updated every 5 years, thus the water demand and supply planning would be continued. Because of this, the incremental change in water demand by Alternative 3 would not significantly affect water supplies or water distribution infrastructure. The water mains serving the terminal site and LADWP supplies area have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 3.

Alternative 3 terminal operations would generate 0.004 mgd of wastewater, which is 0.025 percent of existing treatment flow at TITP and 0.013 percent of TITP daily capacity. Although the amount of wastewater generated by Alternative 3 would exceed that of the CEQA baseline, it would not significantly affect capacity at TITP, which is operating at approximately 54 percent of its daily capacity. The City projects that by 2020, wastewater flows in the TITP service area will grow to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years (beyond 2020). Although the amount of wastewater generated by Alternative 3 would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at

TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

Terminal construction would generate approximately 0.0024 mgd of wastewater and terminal operation would generate 0.004 mgd. The terminal area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

The development of the terminal site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the terminal site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected, and significant impacts would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

As shown in Table 3.13-2, full operation of the container terminal under Alternative 3 would result in water demands that would represent 0.00056 percent of projected LADWP water demand, which is greater than NEPA baseline conditions (0.00014 percent of the baseline LADWP water demand). Because the UWMP addresses water supply for the City of Los Angeles, and because the terminal site and the Port of Los Angeles are a part of the City, the UWMP accounts for water usage by Alternative 3. In addition, the UWMP is required to be updated every 5 years and the continued water demand and supply planning would occur. Because of this, the negligible incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure because the water mains serving the Project area have sufficient capacity to accommodate water demands required to support terminal operations under this alternative.

Construction of Alternative 3 would generate approximately 0.0024 mgd of wastewater and, as shown in Table 3.13-3, Alternative 3 operations would generate 0.004 mgd. The total wastewater generated under this alternative would be negligible and would not affect TITP capacity or conveyance capacity.

In-water and upland construction activities under Alternative 3 would not require the removal and relocation of water supply distribution mains and sewer trunk lines within the terminal vicinity, nor would they result in runoff that could exceed storm drain capacity. Since public utilities would not be affected by dredging, dike placement, filling, new wharf/dike construction, or upland development, adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

As discussed under **Impact PS-3**, Alternative 3 would result in less than significant demand increases for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 3 would result in a water demand of approximately 3,920 gallons per day, or 4.38 acre-feet per year at the full-capacity level of operation. The 2005 UWMP includes water demand under Alternative 3 and shows that water supply will meet overall LADWP demand (including the Alternative 3 terminal) in 2030. Maximum water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 3 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater from construction of the terminal would constitute 0.015 percent of the TITP daily flow, which is negligible. Terminal operations would constitute 0.013 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater that Alternative 3 generates would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 3 would not exceed the capacity of the TITP or conveyance system to accommodate increases in wastewater demands associated with Alternative 3 operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Terminal operations under Alternative 3 would consist primarily of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. Alternative 3 would generate 52.8 tons of solid waste per year, or 48.7 tons above the CEQA baseline level of 4.1 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.0029 percent under Alternative 3 operations; the contribution to the permitted capacity at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.0026 percent; the contribution to the available permitted daily capacity at El Sobrante Landfill would increase the daily contribution from 0.0002 percent to 0.0024 percent. Solid waste generated from Alternative 3 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during construction is not anticipated to be generated because, with the exception of the Catalina Express Building, demolition is not required (the site was largely vacant under CEQA baseline conditions) and because

construction debris generally is reused or recycled when economically feasible. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to reductions in solid waste, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under CEQA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, impacts related to exceeding the capacity of a Class I landfill would be less than significant. In addition, there could be asbestos-containing material in the existing Catalina Express Terminal and/or Princess Pavilion buildings that would have to be abated prior to demolition or renovation. However, the amount of asbestos-containing material that could have to be disposed of would not be substantial due to the limited sizes of the Catalina Express Terminal building (approximately 120 feet by 200 feet) and the Princess Pavilion building (11,600 square feet). Consequently, significant impacts to hazardous materials landfill capacity would not occur.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to solid waste impacts under Alternative 3.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would offset solid waste generation from Alternative 3 in the long term starting from 2030. Long-term impacts to solid waste disposal would be less than significant after mitigation.

NEPA Impact Determination

As discussed under **Impact PS-3**, Alternative 3 would result in less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 3 would result in a water demand of approximately 3,920 gallons per day, or 4.38 acre-feet per year at the full-capacity level of operation. This would represent 0.00058 percent of anticipated LADWP demand, which is greater than the NEPA baseline conditions of 0.00014 percent of LADWP water demand. The 2005 UWMP includes water demand under Alternative 3 and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 3 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater generated during construction would constitute 0.015 percent of the TITP daily capacity. Terminal operations would constitute 0.013 percent of the TITP daily capacity, which is higher than the NEPA baseline level of 0.003 percent of

TITP capacity. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by Alternative 3 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 3 would not exceed the capacity of TITP or the conveyance system to accommodate anticipated increases in wastewater demands associated with the terminal operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Operation of Alternative 3 would generate 52.8 tons of solid waste per year, or 9.3 tons above the NEPA baseline level of 43.5 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.0029 percent under Alternative 3 operations; the contribution to the permitted capacity at the Sunshine Canyon Landfill would increase from 0.0021 percent to 0.0026 percent; the contribution to the available daily capacity at El Sobrante Landfill would increase from 0.002 percent (under NEPA baseline conditions) to 0.0024 percent. Solid waste generated from Alternative 3 operations after the closure dates (around 2030) for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available by the time current landfills close, or if more distant landfill capacity is not utilized for solid waste generated in the City.

Alternative 3 would include in-water and upland construction activities that would not be part of the NEPA baseline. A substantial amount of debris during construction is not anticipated because, with the exception of the Catalina Express Building, demolition is not required and because construction debris generally is reused or recycled when economically feasible. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to reductions in solid waste capacity, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under NEPA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to Alternative 3.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would offset solid waste generation from the Project in the long term starting from 2030. Long-term impacts to solid waste disposal would be less than significant after mitigation.

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

CEQA Impact Determination

Energy demands during construction activities would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select cost-effective strategies that support energy efficiency and conservation throughout all construction stages, as described above. Alternative 3 would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Demand for natural gas (space and water heating) would exceed the usage under the CEQA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 3 operations would generate demands for electricity (in excess of demand under the CEQA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for Alternative 3 would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the terminal throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite, because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for Alternative 3. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 3 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 3 would include in-water and upland construction activities that would not be part of the NEPA baseline. Although dredging, dike placement, new wharf construction, and backland development would require additional energy usage, these demands would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select for energy efficiency in all construction stages.

Alternative 3 would incorporate all applicable energy conservation measures in compliance with California's Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Natural gas demand under Alternative 3 (space and water heating) would exceed the usage under the NEPA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 3 operations would generate demands for electricity (in excess of demand under the NEPA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Alternative 3 electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the forecast Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 3. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 3 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

3.13.4.3.2.4 Alternative 4 – Reduced Fill: No South Wharf Extension at Berth 100

Under this alternative, the 375 feet of wharf at the south end of Berth 100 that is an element of the proposed Project would not be constructed, but the wharf at Berth 102 would be constructed. The reduced terminal acreage (130 acres) would not require the relocation of the Catalina Express Terminal.

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

CEQA Impact Determination

As previously described in Section 3.13.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During construction of Alternative 4, utility connections within the public rights-of-way could result in the minor temporary interruption and/or delays for law enforcement. However, construction contractors would be required by the contract specification or pursuant to the Public Services Relocation Plan would coordinate with LAPD and Port Police prior to and during construction in roadways so that service providers can establish alternative response routes to ensure continuous law enforcement access to surrounding areas. Although container terminal operations would result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA would reduce the demand for law enforcement.

Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is also provided waterside by Port Police patrol boats. As shown in Table 3.13-1, operation of the Alternative 4 would require 0.146 new officers, or 0.134 more officers than the 0.012 officers required under CEQA baseline conditions. Alternative 4 would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 208 vessel calls per year over CEQA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and to the fact that, while the vessel calls will increase annually, daily calls are expected to remain the same. Accordingly, Alternative 4 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 4 would include wharf, in-water, and upland construction activities, which would contribute to increased movement of TEUs compared to NEPA baseline conditions. During Alternative 4 construction, a substantial increase in calls to the Port Police and LAPD would not occur because construction staging would occur onsite, which would have security features consistent with MTSA regulations that would minimize the demand for police protection. During operations, Alternative 4

would require 0.146 new officers, or 0.014 more officers than the 0.132 officers required by the 117 acres under NEPA baseline conditions. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response also is provided waterside by Port Police patrol boats. Alternative 4 would be located within the same operating distance of other facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 208 vessel calls per year over NEPA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and to the fact that while the vessel calls will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 4 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. Consequently, impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

For utility connections in the public rights-of-way, the construction contractors would be required to, through contract specifications or pursuant to the Public Services Relocation Plan, coordinate with LAFD prior to commencement of construction activities so that service providers could identify alternative response routes to ensure continuous and adequate fire and emergency vehicular access to the Project area in order to keep impacts to a less than significant level. Because any modifications to existing firefighting infrastructure such as fire hydrants, water supply trunk lines, and distribution mains in the vicinity would be consistent with the Public Services Relocation Plan, which is described in Section 2.4.4.3 and would be subject to review and approval by the LAFD and LADWP, Alternative 4 would not affect fire flow or impede emergency response services in the Project area. Since fire protection features, such as fire hydrants and water supply lines, would be incorporated into the design process for this alternative, terminal operations would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting emergency access.

Terminal operations under Alternative 4 would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity to and from the on-dock rail yard at Berths 121-131,

emergency access to the Wilmington Marinas also is provided waterside by LAFD boats, and any land-based delays that coincide with an emergency at the marinas would not substantially affect emergency fire responses. Because Alternative 4 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 4 would include in-water and upland construction activities (e.g., dredging, dike placement, filling, and new wharf construction) that would not be part of the NEPA baseline. However, construction of these components would not require removal and/or relocation of fire hydrants and utilities in the Project area.

Terminal operations under this alternative would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity (above NEPA baseline levels) to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is also provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because Alternative 4 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

The Port would prepare a Public Services Relocation Plan as part of Alternative 4 to address the public utilities that would be affected by terminal construction. The Plan would be reviewed by the service providers and City departments prior to implementation. Because new utility connections would be located within existing

City streets or existing pipeline corridor easements, the connections would comply with the City municipal code and would be performed under permit by the City Bureau of Engineering and/or LADWP. Modifications of, or connections with, utility lines would not result in significant environmental impacts; therefore, impacts would be less than significant under CEQA.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. The water mains serving the terminal and LADWP supplies area have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 4.

Project operations would generate 0.005 mgd of wastewater, which is 0.031 percent of existing treatment flow at TITP and 0.017 percent of TITP daily capacity. Although the amount of wastewater generated by Alternative 4 would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

Terminal construction would generate approximately 0.0024 mgd of wastewater and terminal operations would generate 0.005 mgd. The terminal area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

The development of the terminal site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the terminal site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

As shown in Table 3.13-2, full operation of the container terminal under Alternative 4 would result in water demands that would represent 0.00066 percent of anticipated LADWP water demand, which is greater than NEPA baseline conditions (0.00014 percent of LADWP water demand). Because the UWMP addresses water supply for the City of Los Angeles and because the terminal site and the Port of Los Angeles are a part of the City, the UWMP accounts for water usage by Alternative 4. In addition, the UWMP is required to be updated every 5 years, thus the water demand and supply planning would be continued. Because of this, the negligible incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure. The water mains serving the Project area have sufficient capacity to accommodate water demands required to support terminal operations under this alternative.

Construction of Alternative 4 would generate approximately 0.0024 mgd of wastewater and, as shown in Table 3.13-3, Alternative 4 operations would generate

0.005 mgd. The total wastewater generated under this alternative would be negligible and would not affect TITP capacity or conveyance capacity.

In-water and upland construction activities under Alternative 4 would not require the removal and relocation of water supply distribution mains and sewer trunk lines within the terminal vicinity, nor would they result in runoff that could exceed storm drain capacity. Although Alternative 4 would result in upland and in-water construction that is not included in the NEPA baseline, no public utilities are located in these areas and, therefore, would not be affected by upland or in-water construction. Therefore, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

As discussed under **Impact PS-3**, Alternative 4 would result in less than significant demand increases for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 4 would result in a water demand of approximately 4,712 gallons per day, or 5.11 acre-feet per year at the full-capacity level of operation. The 2005 UWMP includes water demand under Alternative 4 and shows that water supply will meet overall LADWP demand (Alternative 4 terminal) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 4 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater from terminal construction would constitute 0.008 percent of the TITP daily capacity, which is negligible. Terminal operations would constitute 0.017 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, because the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater that Alternative 4 generates would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 4 would not exceed the capacity of the TITP or conveyance system to accommodate increases in wastewater demands associated with Alternative 4 operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Terminal operations under Alternative 4 primarily would consist of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. Alternative 4 would generate 48.4 tons of solid waste per year, or 44.3 tons above the CEQA baseline level of 4.1 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.0027 percent from terminal operations. The contribution to the permitted throughput at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.0024 percent; the daily contribution to the available permitted daily capacity at El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline conditions) to 0.0024 percent. Solid waste generated from Alternative 4 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and the El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during construction is not anticipated to be generated because demolition is not required (the site was largely vacant under CEQA baseline conditions) and because construction debris generally is reused or recycled when economically feasible. Because Alternative 4 would not include the demolition of the Catalina Express Terminal, a substantial amount of construction and demolition debris is not expected to be generated. Consequently, Alternative 2 construction would not result in significant impacts to solid waste capacity. Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, impacts related to exceeding the capacity of a Class I landfill are less than significant.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to solid waste impacts under Alternative 4.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would offset solid waste generation from Alternative 4 in the long term starting from 2030. Long-term impacts to solid waste disposal would be less than significant after mitigation.

NEPA Impact Determination

As discussed under **Impact PS-3**, Alternative 4 would result in less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 4 would result in a water demand of approximately 4,712 gallons per day, or 5.11 acre-feet per year at the full-capacity level of operation. This would represent 0.00068 percent of anticipated LADWP water demand, which is greater than the NEPA baseline water demand conditions of 0.00014 percent of LADWP water demand. The 2005 UWMP includes water demand under Alternative 4 and shows that water supply will meet overall LADWP demand (including the Alternative 4

terminal) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 4 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater generated during construction would constitute 0.008 percent of the TITP daily capacity. Terminal operations would constitute 0.031 percent of the TITP daily capacity, which is higher than the NEPA baseline level of 0.006 percent of TITP capacity. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by Alternative 4 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 4 would not exceed the capacity of the Treatment Plant or conveyance system to accommodate anticipated increases in wastewater demands associated with the terminal operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Operation of Alternative 4 would generate 48.4 tons of solid waste per year, or 4.9 tons above the baseline level of 43.5 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.0027 percent; the contribution to the permitted throughput at the Sunshine Canyon Landfill would increase from 0.0021 percent to 0.0024 percent; the contribution to the available daily capacity for the El Sobrante Landfill would increase from 0.002 percent (under NEPA baseline conditions) to 0.0022 percent. Solid waste generated from Alternative 4 operations after the closure dates (around 2030) for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available by the time current landfills close, if more distant landfill capacity is not utilized for solid waste generated in the City, and/or if the achievement of Zero-Waste solutions in the City occurs over an extended time period.

Alternative 4 would include in-water and upland construction activities that would not be part of the NEPA baseline. A substantial amount of debris during construction is not anticipated because demolition is not required (the Catalina Express Terminal would not be relocated or demolished) and because construction debris is generally reused or recycled when economically feasible. Consequently, Alternative 4 construction would not result in significant impacts to solid waste capacity under NEPA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated.

Mitigation Measures

MM PS-1 through MM PS-3 would apply to solid waste impacts under Alternative 4.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would offset solid waste generation from Alternative 4 in the long term starting from 2030. Long-term impacts to solid waste disposal would be less than significant after mitigation.

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

CEQA Impact Determination

Energy demands during construction activities would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select cost-effective strategies that support energy efficiency and conservation throughout all construction stages, as described above. Alternative 4 would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Demand for natural gas (space and water heating) would exceed the usage under the CEQA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 4 operations would generate demands for electricity (in excess of demand under the CEQA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for Alternative 4 would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the terminal throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 4. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 4 by itself would not result in the need to construct a new offsite power station or facility

(for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 4 would include in-water and upland construction activities that would not be part of the NEPA baseline. Although dredging, dike placement, and new wharf construction would require additional energy usage, these demands would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy. The competitive bid process would select for energy efficiency in all construction stages.

Alternative 4 would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Natural gas demand under Alternative 4 (space and water heating) would exceed the usage under the NEPA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 4 operations would generate demands for electricity (in excess of demand under the NEPA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Alternative 4 electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the forecast Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 4. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 4 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities would be less than significant under NEPA

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

3.13.4.3.2.5 Alternative 5 – Reduced Construction and Operation: Phase I Construction Only

Under Alternative 5, the Phase I container terminal that was completed in 2003 (as allowed by the ASJ) and that is currently operational would continue to operate at levels similar to today. The total acreage of backlands under this alternative would be 72 acres. A total of 630,000 TEUs of annual throughput from the adjacent Berth 121-131 Container Terminal would be stored and managed on the site under Alternative 5 (described in Section 2.5.1.5).

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

CEQA Impact Determination

As previously described in Section 3.13.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During construction of Alternative 5, utility connections within the public right-of-way resulted in the minor temporary interruption and/or delays for law enforcement; however, construction contractors were required by the contract specifications to coordinate with LAPD and Port Police when construction in roadways occurred so that alternative response routes could be established.

Although continued container terminal operations under Alternative 5 would result in a minimal increase in calls to the Port Police and/or LAPD, security features including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA were installed, which minimized the demand for law enforcement. Furthermore, continued increased rail activity over baseline levels has not substantially affected law enforcement response to the Wilmington Marinas because law enforcement response is also provided waterside by Port Police patrol boats. As shown in Table 3.13-1, continued operation of the Alternative 5 would require 0.081 new officers, or 0.069 more officers than the 0.012 officers required under CEQA baseline conditions. The container terminals under Alternative 5 would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 104 vessel calls per year over CEQA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and the fact that while the vessel calls will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 5 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Construction of the Phase I terminal under Alternative 5 included wharf and in-water activities. The terminal under Alternative 5 would be 72 acres, which is less than the 117 acres of backlands under the NEPA baseline. Because of this, Alternative 5 would result in less demand for law enforcement services than the NEPA baseline. Port Police and LAPD would not be affected. During operation, Alternative 5 would require 0.081 new officers, or 0.051 fewer officers than the 0.132 officers required by the 117 acres under NEPA baseline conditions.

Although Alternative 5 would have more rail trips (than the NEPA baseline, which would result in new rail or truck trips) to and from the on-dock rail yard at Berths 121-131, the greater level of rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is provided waterside by Port Police patrol boats. Alternative 5 would be located within the same operating distance of other facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 104 vessel calls per year over NEPA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and to the fact that, while the vessel calls will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 5 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

For utility connections in the public rights-of-way during Phase I construction, the construction contractors were required by the contract documents to coordinate with LAFD prior to commencement of construction activities so that the LAFD could identify alternative response routes to ensure continuous and adequate fire and emergency vehicular access to the Project area, which kept impacts to a less than significant level. Modifications to existing firefighting infrastructure such as fire hydrants, water supply trunk lines, and distribution mains in the vicinity were

reviewed and approved by the LAFD and LADWP, and as such, did not affect fire flow or impede emergency response services in the Project area.

Terminal operations under Alternative 5 would not affect emergency response times because the site would have the same land use and because site access was reviewed by the LAFD. Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity to and from the on-dock rail yard at Berths 121-131 (compared to CEQA baseline conditions), emergency access to the Wilmington Marinas is also provided waterside by LAFD boats, and any land-based delays that coincide with a dispatch to the marinas would not substantially affect emergency fire responses. Because Alternative 5 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 5 included in-water construction activities (e.g., dredging, dike placement, filling, new wharf construction) under the Phase I container terminal that are not part of the NEPA baseline. However, construction of these components did not require removal and/or relocation of fire hydrants and utilities in the Project area.

Terminal operations under this alternative would not affect emergency response times because the site would have the same land use, and site access was reviewed and approved by the LAFD. Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity (above NEPA baseline levels) to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is also provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because Alternative 5 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

Although a Public Services Relocation Plan was not prepared for Phase I construction, work that was located within existing City streets and public right-of-ways complied with the City municipal code and performed the work under permit from City agencies, which did not result in significant environmental impacts.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. The water mains throughout the terminal and LADWP supplies area have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 5.

Project operation would generate 0.003 mgd of wastewater, which is 0.019 percent of existing treatment flow at TITP and 0.010 percent of TITP daily capacity. Although the amount of wastewater generated by Alternative 5 would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

Terminal construction would generate approximately 0.0024 mgd of wastewater and terminal operation would generate 0.003 mgd. The terminal area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

The development of the terminal site (under Phase I) included an onsite drainage system to convey site runoff to the Harbor. Because the terminal site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities were not required or affected.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

As shown in Table 3.13-2, full operation of the container terminal under Alternative 5 would result in water demands that would represent 0.00047 percent of anticipated LADWP water demand, which is greater than NEPA baseline conditions (0.00014 percent of the LADWP water demand). Because the UWMP addresses water supply for the City of Los Angeles and because the terminal site and the Port of Los Angeles are a part of the City, the UWMP accounts for the water usage of Alternative 5. In addition, the UWMP is required to be updated every 5 years, thus the water demand and supply planning would be continued. Because of this, the negligible incremental difference in water demand would not significantly affect

water supplies or water distribution infrastructure. The water mains serving the Project area have sufficient capacity to accommodate water demands required to support terminal operations under this alternative.

Construction of Alternative 5 generated up to 0.0024 mgd of wastewater and, as shown in Table 3.13-3, continued terminal operation would generate 0.003 mgd. The total wastewater generated under this alternative would be negligible and would not affect TITP capacity or conveyance capacity.

In-water construction activities for the Phase I terminal under Alternative 5 did not require construction or modification of the water supply distribution mains and sewer trunk lines or storm drain system within the terminal vicinity. Although Alternative 5 resulted in in-water construction that was not included in the NEPA baseline, no public utilities were located in the in-water area and, therefore, were not affected by dredging, dike placement, filling, and new wharf/dike construction. Therefore, less than significant impacts under NEPA occurred.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

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

CEQA Impact Determination

Alternative 5 would result in less than significant demand increases for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 5 would result in a water demand of approximately 3,392 gallons per day, or 3.65 acre-feet per year, at the full-capacity level of operation. The 2005 UWMP includes water demand under Alternative 5 and shows that water supply with meet overall LADWP demand (including the Alternative 5 terminal) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 5 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater from terminal construction would constitute 0.008 percent of the TITP daily capacity, which is negligible. Terminal operations would constitute 0.010 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater that Alternative 5 generates would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 5 would not exceed the capacity of the

TITP or conveyance system to accommodate increases in wastewater demands associated with terminal operations. Therefore, impacts associated with exceeding the capacities of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Terminal operations under Alternative 5 primarily would consist of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. Alternative 5 would generate 26.8 tons of solid waste per year, or 22.7 tons above the CEQA baseline level of 4.1 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.0015 percent from terminal operations. The contribution to the permitted throughput at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.0013 percent; the contribution to the available permitted daily capacity at El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline conditions) to 0.0012 percent. Solid waste generated from Alternative 5 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during construction was not generated because demolition was not required (the site was largely vacant under CEQA baseline conditions), and because construction debris generally is reused or recycled when economically feasible. In addition, Phase I construction included waste-reduction measures that were required by law (i.e., AB 939). Because of this, because Alternative 5 did not include the demolition of the Catalina Express Terminal, and because no further demolition would occur, a substantial amount of construction and demolition debris was not generated. Consequently, Alternative 5 construction did not result in significant impacts to solid waste capacity.

Minimal hazardous materials were encountered during Phase I construction. Because of this, significant impacts related to exceeding the capacity of a Class I landfill did not occur.

Mitigation Measures

MM PS-3 would apply to solid waste impacts under Alternative 5.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant.

Operational impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would offset solid waste generation from Alternative 5 in the long term starting from 2030. Long-term impacts to solid waste disposal would be less than significant after mitigation.

NEPA Impact Determination

Alternative 5 would result in less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 5 would result in a water demand of approximately 3,392 gallons per day, or 3.65 acre-feet per year at the full-capacity level of operation. This would represent 0.00047 percent of anticipated LADWP water demand, which is greater than the NEPA baseline water demand conditions of 0.00014 percent of baseline LADWP water demand. The 2005 UWMP includes water demand under Alternative 5 and shows that water supply will meet overall LADWP demand (including the Project) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 5 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater generated during construction would constitute 0.008 percent of the TITP daily capacity. Terminal operations would constitute 0.010 percent of the TITP daily capacity, which is higher than the NEPA baseline level of 0.003 percent of TITP capacity. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by Alternative 5 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above Alternative 5 would not exceed the capacity of the Treatment Plant or conveyance system to accommodate anticipated increases in wastewater demands associated with the terminal operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Operation of Alternative 5 would generate 26.8 tons of solid waste per year, or 16.7 tons below the baseline level of 43.5 tons per year. This would represent a decrease in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.0015 percent under terminal operations, a decrease in the contribution to the permitted capacity at the Sunshine Canyon Landfill from 0.0021 percent to 0.0013 percent, and a decrease in the contribution to the permitted capacity at El Sobrante Landfill from 0.0020 percent to 0.0012 percent. Solid waste generated from Alternative 5 operations after the closure dates (2030 and after) for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available by the time current landfills close, if more distant landfill capacity is not utilized for solid waste generated in the City, or if the achievement of Zero-Waste solutions in the City occurs over an extended time period.

Alternative 5 included in-water construction activities that are not part of the NEPA baseline. A substantial amount of debris during construction is not anticipated because demolition is not required (the Catalina Express Terminal would not be relocated or demolished) and because construction debris is generally reused or recycled where economically feasible. Consequently, Alternative 5 construction would not result in significant impacts to solid waste capacity under NEPA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated.

Mitigation Measures

MM PS-3 would apply to solid waste impacts under Alternative 5.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would ensure long-term adequate solid waste management from the proposed Project starting from 2025. Long-term impacts to solid waste disposal would be less than significant after mitigation.

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

CEQA Impact Determination

Energy demands during construction activities under Alternative 5 (Phase I) were short term and temporary and did not result in the substantial waste or inefficient use of energy because the competitive bid process selected in favor of cost and energy efficiency. Alternative 5 incorporated all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption during terminal operation.

Demand for natural gas would exceed the usage under the CEQA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 5 operations would generate demands for electricity (in excess of demand under the CEQA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for Alternative 5 would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the terminal throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for Alternative 5. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However,

because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 5 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant residual impacts would occur.

NEPA Impact Determination

Alternative 5 included in-water construction activities (as part of Phase I construction) are not included in the NEPA baseline. Although dredging, dike placement, and new wharf construction required additional energy usage, these demands were short term and temporary and did not result in the substantial waste or inefficient use of energy because the competitive bid process selected for energy efficiency during construction.

Alternative 5 incorporated applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, results in energy efficiency.

Natural gas demand under Alternative 5 (space and water heating) would exceed the usage under the NEPA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 5 operations would generate demands for electricity (in excess of demand under the NEPA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Alternative 5 electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the forecast Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 5. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 5 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant residual impacts would occur.

3.13.4.3.2.6 Alternative 6 – Omni Cargo Terminal

This alternative would construct an omni cargo terminal at the Project site, which would entail physical land improvements and wharf construction as required for the proposed Project. Under this alternative, however, the 142 acres of backlands would be developed, but the backlands would be constructed to match the needs of an omni terminal. Like the proposed Project, construction of this alternative would involve construction of 2,500 linear feet of wharf and 2.5 acres of fill into waters of the U.S. The Catalina Express Terminal would be relocated under this alternative.

Alt 6 – Impact PS-1: Alternative 6 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

As described in Section 3.13.2.1.2, existing response times provided by the USCG, LAPD, and Port Police are considered adequate. During construction of Alternative 6, utility connections within the public rights-of-way could result in the minor temporary interruption and/or delays for law enforcement. However, contractors would be required by the contract specification or pursuant to the Public Services Relocation Plan, to coordinate with LAPD and Port Police during utility connections that encroach into roadways so that alternative response routes can be established to ensure continuous law enforcement access to surrounding areas.

Although container terminal operations would result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features including terminal security personnel, gated entrances, perimeter fencing, terminal and backlands lighting, camera systems, and additional security features mandated by the MTSA would reduce the demand for law enforcement. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is provided waterside by Port Police patrol boats.

As shown in Table 3.13-1, operation of the Alternative 6 would require 0.160 new officers, or 0.148 more officers than the 0.012 officers required under CEQA baseline conditions. Alternative 6 would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 364 vessel calls per year over CEQA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and to the fact that while the vessel calls will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 6 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of

which could cause significant environmental effects, and impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 6 would include wharf, in-water, and upland construction activities, which would contribute to increased movement of TEUs compared to NEPA baseline conditions. During Alternative 6 construction, including the relocation of the Catalina Express Terminal, a substantial increase in calls to the Port Police and LAPD would not occur because construction staging would occur onsite, which would have security features consistent with MTSA regulations that would minimize the demand for police protection.

During operation, Alternative 6 would require 0.160 new officers, or 0.028 more officers than the 0.132 officers required by the 117 acres under NEPA baseline conditions. Furthermore, increased rail activity would not substantially affect law enforcement response to the Wilmington Marinas because such response is also provided waterside by Port Police patrol boats. Alternative 6 would be located within the same operating distance of other facilities served by the USCG and would therefore not increase emergency response times. Additionally, the increase of 364 vessel calls per year over NEPA baseline levels would not reduce available USCG resources or increase response times due to adequate staffing levels and to the fact that while the vessel calls will increase annually, daily vessel calls are expected to remain the same. Accordingly, Alternative 6 would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 6 – Impact PS-2: Development of Alternative 6 would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

CEQA Impact Determination

For utility connections in the public rights-of-way, the construction contractors would be required to, through contract specifications or pursuant to the Public Services Relocation Plan, to coordinate with LAFD prior to commencement of construction activities so that service providers could identify alternative response routes, which would ensure continuous and adequate fire and emergency vehicular access to the

Project area and keep impacts to a less than significant level. Since any modifications to existing firefighting infrastructure in the vicinity, such as fire hydrants, water supply trunk lines, and distribution mains, would be conducted in accordance with the proposed Public Services Relocation Plan, described in Section 2.4.4.3, and would be subject to review and approval by the LAFD and LADWP, Alternative 6 would not affect fire flow or impede emergency response services in the Project area. Because fire protection features, such as fire hydrants and water supply trunk lines, would be incorporated into the design process for this alternative, terminal operations would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance and afforded the opportunity to review and comment on proposed Project features affecting emergency access.

Terminal operations under Alternative 6 would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is provided waterside by LAFD boats, and any land-based delays that coincide with an emergency at the marinas would not substantially affect emergency fire responses. Because Alternative 6 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 6 would include in-water construction activities (e.g., dredging, dike placement, filling, new wharf construction) and upland development that would not be part of the NEPA baseline. However, construction of these components would not require removal and/or relocation of fire hydrants and utilities in the Project area.

Terminal operations under this alternative would not affect emergency response times because the site would have the same land use, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and POLA, 2007). Although terminal operations would result in intermittent delays to land-based access to the Wilmington Marinas due to the increased rail activity (above NEPA baseline levels) to and from the on-dock rail yard at Berths 121-131, emergency access to the Wilmington Marinas is also provided waterside by LAFD boats, and any land-based delays that coincide with an emergency would not substantially affect emergency fire responses. Because Alternative 6 would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 6 – Impact PS-3: Alternative 6 would not result in substantial new offsite public utility infrastructure; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.

CEQA Impact Determination

The Port would prepare a Public Services Relocation Plan as part of Alternative 6 to address the public utilities that would be affected by terminal construction, and the Plan would be reviewed by the service providers and City departments prior to implementation. Because new utility connections would be located within existing City streets or existing pipeline corridor easements, they would comply with the City municipal code and would be performed under permit by the City Bureau of Engineering and/or LADWP. Modifications of or connections with utility lines would not result in significant environmental impacts; therefore, impacts would be less than significant under CEQA.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new terminal development, the increases in water demand and wastewater generation would be considered negligible, as shown in Tables 3.13-2 and 3.13-3. Operation of Alternative 6 would result in a water demand of approximately 8,288 gallons per day, or 9.13 acre-feet per year at the full terminal capacity. The water mains serving the terminal site and LADWP supplies area have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 6.

Project operation would generate 0.008 mgd of wastewater, which is 0.049 percent of existing treatment flow at TITP and 0.027 percent of TITP daily capacity. Although the amount of wastewater generated by Alternative 6 would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

Terminal construction would generate approximately 0.0024 mgd of wastewater and terminal operation would generate 0.008 mgd. The terminal area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

The development of the terminal site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the terminal site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

As shown in Table 3.13-2, full operation of the container terminal under Alternative 6 would result in water demands that would represent 0.00118 percent of projected LADWP water demand, which is greater than NEPA baseline conditions (0.00014 percent of baseline LADWP water demand). Because the UWMP addresses water supply for the City of Los Angeles and because the terminal site and the Port of Los Angeles are a part of the City, the UWMP accounts for the water usage of Alternative 6. In addition, the UWMP is required to be updated every 5 years, thus the water demand and supply planning would be continued. Because of this, the negligible incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure because the water mains serving the Project area have sufficient capacity to accommodate water demands required to support terminal operations under this alternative.

Construction of Alternative 6 would generate approximately 0.0024 mgd of wastewater and, as shown in Table 3.13-3, Alternative 6 operations would generate 0.008 mgd. The total wastewater generated under this alternative would be negligible and would not affect TITP capacity or conveyance capacity.

In-water and upland construction activities under Alternative 6 would not require the removal and relocation of water supply distribution mains and sewer trunk lines within the terminal vicinity, nor would they result in runoff that could exceed storm drain capacity. Because public utilities would not be affected by in-water or upland construction, adverse impacts associated with construction and/or expansion of water, wastewater, and storm drain infrastructure would not occur. Therefore, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

Alt 6 – Impact PS-4: Alternative 6 would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.

CEQA Impact Determination

Alternative 6 would result in less than significant demand increases for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 6 would result in a water demand of approximately 8,288 gallons per day, or 9.13 acre-feet per year at the full-capacity level of operation. The 2005 UWMP includes water demand under Alternative 6 and shows that water supply will meet overall LADWP demand (Alternative 6 terminal) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 6 terminal after 2030 under future water planning and updated

UWMPs (required every 5 years) because the demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater from terminal construction would constitute 0.015 percent of the TITP daily flow, which is negligible. Terminal operations would constitute 0.049 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, since the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by Alternative 6 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 6 would not exceed the capacity of the TITP or conveyance system to accommodate increases in wastewater demands associated with Alternative 6 operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Terminal operations under Alternative 6 primarily would consist of container loading and storage activities that would not generate substantial amounts of solid waste requiring disposal in a landfill. Alternative 6 would generate 52.8 tons of solid waste per year, or 48.7 tons above the CEQA baseline level of 4.1 tons per year. This would represent an increase in the contribution to the permitted capacity at the Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.0029 percent under Alternative 6 operations; the contribution to the permitted capacity at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.0026 percent; the contribution to the available permitted daily capacity at El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline conditions) to 0.0024 percent. Solid waste generated from Alternative 6 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during Alternative 6 construction is not anticipated to be generated because, with the exception of the Catalina Express Building, demolition is not required (the site was largely vacant under CEQA baseline conditions) and because construction debris is generally reused or recycled where economically feasible. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to reductions in solid waste capacity, significant impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under CEQA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, impacts related to exceeding the capacity of a Class I landfill would be less than significant. In addition, there could be asbestos-containing material in the existing Catalina Express Terminal and/or Princess Pavilion buildings that would have to be abated prior to demolition or renovation.

However, the amount of asbestos-containing material that might have to be disposed of would not be substantial due to the limited sizes of the Catalina Express Terminal building (approximately 120 feet by 200 feet) and the Princess Pavilion building (11,600 square feet). Consequently, significant impacts to hazardous materials landfill capacity would not occur.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to solid waste impacts under Alternative 6.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would ensure long-term adequate solid waste management from the proposed Project starting from 2025. Long-term impacts to solid waste disposal would be less than significant after mitigation.

NEPA Impact Determination

Alternative 6 would result in less than significant demands for water and wastewater supplies that would be accommodated by LADWP, onsite water supply sewer infrastructure, and existing TITP capacity. Alternative 6 would result in a water demand of approximately 8,288 gallons per day, or 9.13 acre-feet per year, at the full-capacity level of operation. This would represent 0.00118 percent of anticipated LADWP demand, which is greater than the NEPA baseline conditions of 0.0001 percent of LADWP water demand. The 2005 UWMP includes water demand under Alternative 6 and shows that water supply will meet overall LADWP demand (including the Alternative 6 terminal) in 2030. Maximum Project water demand will be reached in 2030 within the UWMP timeframe. Water is expected to be continued to be supplied to the Alternative 6 terminal after 2030 under future water planning and updated UWMPs (required every 5 years) because the water demand for the terminal would be treated as existing demand in future water supply planning. Based on the ongoing water demand and supply planning and management efforts of the City, the incremental difference in water demand would not significantly affect water supplies or water distribution infrastructure.

Wastewater generated during construction would constitute 0.015 percent of the TITP daily capacity. Terminal operations would constitute 0.027 percent of the TITP daily capacity, which is higher than the NEPA baseline level of 0.003 percent of TITP capacity. However, because the TITP currently operates at 54 percent capacity, these increases would be considered negligible. The amount of wastewater generated by Alternative 6 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Alternative 6 would not exceed the capacity of the Treatment Plant or conveyance system to accommodate anticipated increases in wastewater demands associated with the terminal operations. Therefore, impacts associated with exceeding the capacity of the existing water supply and the TITP wastewater treatment facility would be less than significant.

Operation of Alternative 6 would generate 52.8 tons of solid waste per year, or 9.3 tons above the NEPA baseline level of 43.5 tons per year. This would represent an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.0029 percent under Alternative 6 operations; the contribution to the permitted capacity at the Sunshine Canyon Landfill would increase from 0.0021 percent to 0.0026 percent; the contribution to the available daily capacity at the El Sobrante Landfill would increase from 0.002 percent (under NEPA baseline conditions) to 0.0024 percent. Solid waste generated from Alternative 6 operations after the closure dates (2030 and after) for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available by the time current landfills close, or if more distant landfill capacity is not utilized for solid waste generated in the City.

Alternative 6 would include in-water and upland construction activities that would not be part of the NEPA baseline. A substantial amount of debris during construction is not anticipated because, with the exception of the Catalina Express Building, demolition is not required and because construction debris generally is reused or recycled when economically feasible. Nonetheless, because debris from construction and demolition is one of the greatest individual contributors to reductions in solid waste capacity, impacts associated with solid waste generation from the demolition of the Catalina Express Terminal are assumed to be significant under NEPA.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated.

Mitigation Measures

MM PS-1 through **MM PS-3** would apply to Alternative 6.

Residual Impacts

Impacts to water supply and wastewater treatment capacity would be less than significant. Impacts to solid waste capacity would be less than significant through approximately 2030 when existing landfills are projected to close. **MM PS-3** would ensure long-term adequate solid waste management from the proposed Project starting from 2025. Long-term impacts to solid waste disposal would be less than significant after mitigation.

Alt 6 – Impact PS-5: Implementation of Alternative 6 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 6 activities.

CEQA Impact Determination

Energy demands during construction activities would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select for cost-effective strategies that support energy efficiency and conservation throughout all construction stages, as described above. Alternative 6 would incorporate all applicable energy conservation

measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Demand for natural gas (space and water heating) would exceed the usage under the CEQA baseline but would not be substantial because terminal and warehouse buildings represent a minor part of proposed terminal operations.

Alternative 6 operations would generate demands for electricity (in excess of demand under the CEQA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. Electricity for Alternative 6 would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Project electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the terminal throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for Alternative 6. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 6 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Alternative 6 would include in-water and upland construction activities that would not be part of the NEPA baseline. Although dredging, dike placement, new wharf construction, and backlands development would require additional energy usage, these demands would be short term and temporary and are not anticipated to result in the substantial waste or inefficient use of energy because the competitive bid process would select for energy efficiency in all construction stages.

Alternative 6 would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

Natural gas demand under Alternative 6 (space and water heating) would exceed the usage under the NEPA baseline but would not be substantial because terminal buildings represent a minor part of proposed terminal operations.

Alternative 6 operations would generate demands for electricity (in excess of demand under the NEPA baseline) associated with crane operations, facility and backlands operations, site and security lighting, new onsite buildings, general site maintenance, and AMP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Alternative 6 electricity demand is expected to peak by 2030, but it would not be substantially higher than in 2025 based on the projected Project throughput (see Figure 1-8). LADWP has communicated that it would be able to provide power to the three industrial stations onsite because LADWP has more than enough electrical power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will adequately provide electricity for Alternative 6. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 6 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities would be less than significant under NEPA.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

3.13.4.3.2.7 Alternative 7 – Nonshipping Use

Alternative 7 would use the site constructed as part of Phase I for development as a Regional Center on 117 acres. Because of this, the Phase I construction activities are included under Alternative 7 although the in-water Phase I elements would not be used. The Phase I dike, fill, and the wharf would be abandoned.

Alternative 7 would convert the site from shipping and containerized storage to retail, office park, and light industrial uses on 117 acres. A public dock would be constructed, but would be developed only to support small watercraft. New wharves would not be constructed. The Catalina Express Terminal would not be relocated under this alternative.

Alt 7 – Impact PS-1: Alternative 7 could increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

CEQA Impact Determination

A mixed land use project with retail anchors and a public dock serving private watercraft (a Regional Center) would attract a large number of daily workers and visitors, requiring higher levels of police support or calls than the proposed Project, and higher than 2001 baseline levels. The Regional Center would provide private security typical of public retail or mixed-use developments, such as surveillance of the businesses and parking by video and security personnel. A Regional Center at the Project site has not been contemplated in the Port Master Plan or in other plans governing growth in the Port, and the LAPD and Port Police would not have considered the higher level of protection needed for this land use in the planning of police services. As shown in Table 3.13-1, Port Police demand for this alternative is estimated at 13.7 officers. Demand for Port Police services under this alternative is higher due to the higher intensity use. Because neither the Port Police nor the LAPD has planned for a Regional Center at this location, Alternative 7 would contribute to the need for additional police services in the long term, which is considered a potentially significant impact to police services.

In addition, Alternative 7 is not expected to result in substantial demand for school services because the increase in employment opportunities under Alternative 7 is not expected to result in, or induce, substantial or significant population or land use development growth. This is because the majority of the new jobs that would be created by this alternative are expected to be filled by persons who already reside in the City or nearby areas. (In 2004, 6.6 percent of the City's population was unemployed, see Table 7.2-3 in Chapter 7, Socioenconmics.) Furthermore, the Los Angeles Unified School District (LAUSD) is currently engaged in the largest building program in its history. Over the next 6 years, LAUSD will complete the construction of 159 new construction projects to accommodate projected student population. The LAUSD New Facilities Master Plan 2000 identifies the need for 79 new schools, 60 onsite building additions, and 20 playground expansion projects. The 139 building projects will comprise 3,222 new classrooms and will accommodate a total of 76,871 students on a two-semester basis. The total estimated cost of the Master Plan program is approximately $2.8 billion. Funding has been identified from various sources including State Proposition 1A bonds, local Proposition BB Bonds, and developer fees (LAUSD, 2005). Because substantial growth is not anticipated and because LAUSD is expanding its facilities to accommodate projected student enrollment, potential impacts related to an increase in demand for schools is not expected.

Mitigation Measures

The following mitigation measure will be implemented by the responsible parties identified in Section 3.13.4.4.

MM PS-4 LAHD, in coordination with the LAPD, shall prepare a security plan to address the potential need for additional sworn officers as a result of Project implementation. This security plan would include, but not be limited to, additional LAPD deployment, private security needs, and technological and physical site improvement security measures.

Residual Impacts

Impacts, after implementation of **MM PS-4**, will be less than significant.

NEPA Impact Determination

Alternative 7, unlike the NEPA baseline, would include some Phase I in-water construction and additional in-water construction required for the placement of small amounts of dike and fill to support the public docks, and for actual dock construction. During in-water construction, a substantial increase in calls to the Port Police, LAPD, or USCG would not occur because construction staging would take place onsite, which would have site security that would minimize demand for police protection.

Operation of Alternative 7 would result in a demand for approximately 14 new police officers, which is greater than the NEPA baseline demand of 0.132 officers. Alternative 7 would contribute to the need for additional police services in the long term, and, because neither the Port Police nor the LAPD has planned for a Regional Center at this location, this is considered a potentially significant impact to police services under NEPA.

Mitigation Measures

Mitigation measure **MM PS-4** would apply to Alternative 7.

Residual Impacts

Impacts, after implementation of **MM PS-4**, will be less than significant.

Alt 7 – Impact PS-2: Development of Alternative 7 could require the addition of new staffing, fire station equipment, or the expansion, consolidation, or relocation of an existing facility to maintain service.

Impacts from Alternative 7 would be greater than those identified for the proposed Project. Alternative 7 could have a greater demand for fire protection services associated with the substantial amount (approximately 1.3 million square feet) of light industrial uses that would occur. The fire protection services in and around the Port have developed over time in concert with the Port. The mission of the Port, as documented in the Port Master Plan Regulations and Guidelines for Development Projects, places the highest priority for any water or land use within the jurisdiction of the Port of Los Angeles on developments that are completely dependent on Harbor water and land areas for their operation.

CEQA Impact Determination

Alternative 7 would result in a substantial level of commercial and industrial development that is not included in the Port Master Plan, and the increased employee and visitor base would be expected to result in an increase in demand for firefighting capabilities. Consequently, this alternative could result in a significant impact to fire protection services.

Mitigation Measures

The following mitigation measure will be implemented by the responsible parties identified in Section 3.13.4.4.

MM PS-5 LAHD shall coordinate with LAFD to identify, and provide if necessary, additional LAFD staffing, equipment needs, onsite fire prevention and protection measures, or other measures, beyond the fire, life, and safety features that are included in development projects as a standard practice and in compliance with fire codes.

Residual Impacts

No significant residual impacts are anticipated after implementation of **MM PS-5.**

NEPA Impact Determination

Alternative 7 would result in a substantial level of commercial and industrial development that is not included in the NEPA baseline, and the increased employee and visitor base would be expected to result in an increase in demand for firefighting capabilities. Consequently, this alternative could result in a significant impact to fire protection services.

Mitigation Measures

Mitigation measure **MM PS-5** would be implemented.

Residual Impacts

Less than significant impact.

Alt 7 – Impact PS-3: Alternative 7 would not result in substantial new offsite public utility infrastructure; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new development.

Office and retail land uses would consume more water and generate more wastewater than the proposed Project.

CEQA Impact Determination

The Port would prepare a Public Services Relocation Plan as part of Alternative 7 to address the public utilities that would be affected by Regional Center construction, and the Plan would be reviewed by the service providers and City departments prior to implementation. Because new utility connections would be located within existing City streets or existing pipeline corridor easements, they would comply with the City municipal code and would be performed under permit by the City Bureau of Engineering and/or LADWP. Modifications of or connections with utility lines

would not result in significant environmental impacts; therefore, impacts would be less than significant under CEQA.

Although construction and/or expansion of onsite water or wastewater lines would be required to support new development, the increases in water demand and wastewater generation would not be considered substantial.

Operation of Alternative 7 would require a minimum of 167,464 gallons of water per day or 187.6 acre-feet per year (Table 3.13-2), which is much greater than the waster consumption under the CEQA Baseline (0.07 acre-feet per year). This would represent 0.02418 percent of anticipated LADWP water demand (776,000 acre-feet), for which LADWP forecasts sufficient water supplies. The water mains serving the site, as well as LADWP supplies, have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 7.

Construction of Alternative 7 would generate approximately 0.0024 mgd of wastewater and operation would generate 0.005 mgd. The Alternative 7 area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

Minimum wastewater generation for Alternative 7 is estimated to be approximately 0.167 mgd (Table 3.13-3), which is 0.557 percent of the TITP daily capacity. Although wastewater generation under Alternative 7 would be much greater than flows included in the CEQA baseline, TITP currently operates at approximately 54 percent of its daily capacity of 30 mgd, and wastewater generated by Alternative 7 would not substantially affect the capacity of TITP. The City projects that by 2020, wastewater flows in the TITP service area will grow to 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP would remain unused and available for future years (beyond 2020). Although the amount of wastewater generated by Alternative 7 would exceed that of the CEQA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

The development of the Alternative 7 site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the Alternative 7 site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected and would not result in construction of new supply facilities. Consequently, significant impacts under CEQA would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Operation of Alternative 7 would require a minimum of 167,464 gallons of water per day or 187.6 acre-feet per year (Table 3.13-2), which is much greater than the water consumption under the NEPA baseline (1.10 acre-feet per year). This would represent 0.02418 percent of anticipated LADWP water demand (776,000 acre-feet), for which LADWP forecasts sufficient water supplies. The water mains serving the

site, as well as LADWP supplies, have sufficient capacity to accommodate water demands required to support terminal operations under Alternative 7.

Construction of the Regional Center would generate approximately 0.0024 mgd of wastewater and operation would generate 0.005 mgd. The Alternative 7 area is served by existing wastewater conveyance systems that would not be significantly affected by wastewater generated during construction.

Minimum wastewater generation for Alternative 7 is estimated to be approximately 0.167 mgd (Table 3.13-3), which is 0.557 percent of the TITP daily capacity. Although wastewater generation under Alternative 7 would be much greater than flows included in the NEPA baseline, TITP currently operates at approximately 54 percent of its daily capacity of 30 mgd, and wastewater generated by Alternative 7 would not substantially affect the capacity of TITP. Although the amount of wastewater generated by Alternative 7 would exceed that of the NEPA baseline, it would not significantly affect existing or future capacity at TITP due to the substantial remaining capacity at TITP beyond 2020, which is estimated to adequately handle 2045 wastewater flow demands.

The development of the Regional Center site would include an onsite drainage system that would convey site runoff directly to the Harbor. Because the site is adjacent to the Harbor, construction and/or expansion of offsite stormwater drainage facilities would not be required or affected and would not result in construction of new supply facilities. Consequently, significant impacts under NEPA would not occur.

In-water construction activities under Alternative 7 would not require the removal and relocation of water supply distribution mains and sewer trunk lines within the site vicinity, nor would construction result in runoff that could exceed storm drain capacity. Although Alternative 7 would result in in-water construction activities that are not included in the NEPA baseline, no public utilities are located in the in-water area and, therefore, would not be affected by dredging, dike placement, filling, and new wharf/dike construction. Therefore, less than significant impacts under NEPA would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Less than significant impact.

Alt 7 – Impact PS-4: Alternative 7 would generate substantial solid waste, water, and/or wastewater that could exceed the capacity of existing facilities in the proposed Project area.

Impacts from Alternative 7 would be greater than the proposed Project. Office, retail, and industrial land uses would consume more water and generate more wastewater and solid waste than the proposed Project.

Implementation of Alternative 7 would require consultation with the applicable water agency to assess and ensure the adequacy of water supply pursuant to State CEQA Guidelines 15083.5 *et seq*. This section applies to commercial office buildings that will have more than 250,000 square feet of floor space and industrial developments greater than 650,000 square feet of floor space. The water agency for this alternative is the LADWP. If the LADWP determines that it cannot supply this development

with water, a significant impact would result. For purposes of this discussion, Alternative 7 would have a potentially significant impact to existing water supply because this development is not included in the Community Plan or the Port Master Plan.

Alternative 7 would not result in a substantial increase in wastewater demand that could significantly affect TITP capacity.

Alternative 7 is expected to generate approximately 5.55 tons per day of solid waste (Table 3.13-4). This represents 0.1110 percent of the daily capacity of Chiquita Canyon Landfill, 0.1009 percent of the daily capacity at Sunshine Canyon Landfill, and 0.0925 percent of the available permitted daily capacity at El Sobrante Landfill. Industrial processes from the approximately 1.3 million square feet of light industrial uses would further increase the amount of solid waste generated on a daily basis. Alternative 7 is required to adopt a recycling program and other means of complying with the California Solid Waste Reuse and Recycling Access Act to reduce the generation of solid waste and assist the City in maintaining solid waste diversion goals pursuant to AB 939 (the California Integrated Waste Management Act).

CEQA Impact Determination

Alternative 7 would result in a water demand of approximately 167,464 gallons per day, or 187.6 acre-feet per year. This would represent 0.02418 percent of the anticipated LADWP demand (776,000 acre-feet). Although the UWMP addresses water supply for the City of Los Angeles, including the Alternative 7 site and the Port of Los Angeles, and although continued water planning would occur at 5-year intervals with updated UWMPs, implementation of Alternative 7 would require consultation with the applicable water agency to assess and ensure the adequacy of water supply pursuant to State CEQA Guidelines 15083.5 *et seq*., as described above. If the LADWP determines that it cannot supply this development with water, a significant impact would result. For purposes of this discussion, it is assumed that Alternative 7 would have a potentially significant impact to existing water supply because this development is not contemplated in the Port Master Plan.

Operation of the Regional Center under Alternative 7 would generate at least 0.167 mgd of wastewater, which would constitute 0.557 percent of the TITP daily capacity and exceed the CEQA baseline levels. However, since the TITP currently operates at 54 percent capacity (of 30 mgd), these increases would be considered negligible. The amount of wastewater generated by Alternative 7 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Therefore, impacts to TITP capacity would not be significant.

Operation of the Regional Center primarily would consist of various retail, office, and industrial activities and would generate at least 5.55 tons per day of solid waste, which is 5.539 tons per day above the CEQA baseline level of 0.011 ton per day. This would represent an increase in the contribution to the permitted daily capacity at Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to 0.1110 percent. The contribution to the permitted daily capacity at the Sunshine Canyon Landfill would increase from 0.0002 percent to 0.1009 percent. The contribution to the available daily capacity at the El Sobrante Landfill would increase from 0.0002 percent (CEQA baseline) to 0.0925 percent. Solid waste generated from Alternative 7 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent

a significant impact to landfill capacity if additional adequate regional landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during construction is not anticipated to be generated because demolition is not required (the site was largely vacant under CEQA baseline conditions) and because construction debris is generally reused or recycled when economically feasible. Because Alternative 7 would not include the demolition of the Catalina Express Terminal, a substantial amount of construction and demolition debris is not expected to be generated. Consequently, Alternative 7 construction would not result in significant impacts to solid waste capacity.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated.

Mitigation Measures

MM PS-1 through **MM PS-3** will be implemented under Alternative 7. **MM PS-6** will be implemented to mitigate potential water demand impacts for Alternative 7.

MM PS-6 In the event that LADWP determines that it cannot supply water to support the development under Alternative 7, LAHD, in coordination with LADWP, shall assess the feasibility of and implement water conservation measures beyond current practices to reduce water consumption of this alternative. Potential water conservation measures could include further developing and utilizing recycled water supply and distribution for nonpotable uses, providing water offsets through increased use of recycled water at other facilities in the Port, and identifying and implementing next generation water-conserving devices, to offset potable water use from Alternative 7 in excess of estimated water use for the proposed Project.

Residual Impacts

With implementation of mitigation, remaining impacts would be less than significant.

NEPA Impact Determination

Alternative 7 would result in a water demand of approximately 167,464 gallons per day, or 187.6 acre-feet per year. This would represent 0.02418 percent of the anticipated LADWP demand (776,000 acre-feet). Although the UWMP addresses water supply for the City of Los Angeles, including the Alternative 7 site and the Port of Los Angeles, and although continued water planning would occur at 5-year intervals with updated UWMPs, implementation of Alternative 7 would require consultation with the applicable water agency to assess and ensure the adequacy of water supply pursuant to State CEQA Guidelines 15083.5 *et seq*., as described above. If the LADWP determines that it cannot supply this development with water, a significant impact would result. For purposes of this discussion, it is assumed that Alternative 7 would have a potentially significant impact under NEPA to existing water supply because this development is not contemplated in the Port Master Plan.

Operation of the Regional Center under Alternative 7 would generate at least 0.167 mgd of wastewater, which would constitute 0.557 percent of the TITP daily capacity and would exceed the NEPA baseline level (0.003 percent of TITP capacity). However, since the TITP currently operates at 54 percent capacity (of 30 mgd), these incremental increases would be considered negligible. The amount of wastewater generated by Alternative 7 would not significantly affect existing or future capacity at TITP due to the limited operational wastewater flows and the substantial remaining capacity at TITP beyond 2020, as described above. Therefore, impacts to TITP capacity would not be significant.

Operation of the Regional Center primarily would consist of various retail, office, and industrial activities and would generate at least 5.55 tons per day of solid waste, which is 5.43 tons per day above the NEPA baseline level of 0.119 ton per day. This would represent an increase in the contribution to the permitted daily capacity at Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to 0.1110 percent. The contribution to the permitted daily capacity at the Sunshine Canyon Landfill would increase from 0.0021 percent (NEPA baseline) to 0.1009 percent. The contribution to the available daily capacity at the El Sobrante Landfill would increase from 0.0020 percent (NEPA baseline) to 0.0925 percent. Solid waste generated from Alternative 7 operations after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity if additional adequate landfill capacity is not made available, or if more distant landfill capacity is not utilized for solid waste generated in the City.

A substantial amount of debris during construction is not anticipated to be generated because demolition is not required and because construction debris generally is reused or recycled where economically feasible. Because Alternative 7 would not include the demolition of the Catalina Express Terminal, a substantial amount of construction and demolition debris is not expected to be generated. Consequently, Alternative 7 construction would not result in significant impacts to solid waste capacity.

Although hazardous materials could be encountered, which would require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for offsite disposal, providing adequate capacity. Because of this, significant impacts related to exceeding the capacity of a Class I landfill are not anticipated under Alternative 7.

Mitigation Measures

MM PS-1 through **MM PS-3** and **MM PS-6** will be implemented under Alternative 7.

Residual Impacts

With implementation of mitigation, remaining impacts would be less than significant.

Alt 7 – Impact PS-5: Implementation of Alternative 7 would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support Alternative 7 activities.

Office, retail, and industrial uses could consume more energy than the proposed Project, given that a large amount of light industrial activities and processes that could require

large amounts of electricity could occur under this alternative. Additional natural gas consumption would be expected primarily from industrial operations, although some retail uses (such as restaurants) and office uses (heating) also would consume natural gas. The Regional Center under Alternative 7 would incorporate all applicable energy conservation measures in compliance with California Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption.

This alternative would result in a higher gross square footage of building space than the proposed Project. All structures would be constructed in accordance with required energy conservation measures under CCR Title 24.

CEQA Impact Determination

Electricity for Alternative 7 would be provided by the LADWP. LADWP has ample electricity generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. Annual peak demand is projected to increase slightly more slowly, 1.0 percent per annum. As with the proposed Project, LADWP is expected to be able to provide this alternative with electricity.

Project electricity demand under Alternative 7 is expected to peak by 2025 because it would become operational by approximately 2013, which gives it ample time to become fully leased. Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 7. The IRP does not provide load demand forecasts or supply resources beyond 2025 because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 7 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under CEQA.

Demand for natural gas under Alternative 7 would exceed the usage under the CEQA baseline but would not substantially increase demand such that new supply or distribution facilities would have to be constructed. Natural gas in California is supplied from various other states, as well as Canada (California Gas Utilities, 2006). The distribution system is established, and in the existing natural gas lines are located adjacent to and within the Project site, including a 16-inch, high-pressure line as well as smaller lines in the 2- to 4-inch range. With the presence of the high-capacity 16-inch, high-pressure line nearby, there is adequate distribution of natural gas to serve this alternative. Alternative 7 would not be expected to significantly affect any utility service lines such that any utility provider would be required to install or expand underground or aboveground lines. Connection with existing utility lines offsite and the relocation, extension, or expansion of onsite utility lines to accommodate Alternative 7 would be required, but the connection would be at the expense of the applicant and performed in accordance with all applicable regulations. Therefore, no new offsite energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by

adopted plans or programs would result from Alternative 7 and significant impacts would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

There would be less than significant residual impacts.

NEPA Impact Determination

Electricity consumption under Alternative 7 is expected to exceed that of the NEPA baseline because it would develop the project site more densely and would include land uses (retail, office, and industrial). Electricity demand under Alternative 7 is expected to peak by 2025 because it would become operational by approximately 2013, which gives it ample time to become fully leased. Based on the LADWP IRP, LADWP electricity resources and reserves will adequately provide electricity for Alternative 7. The IRP does not provide load demand forecasts or supply resources because its planning horizon extends only to 2025. However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of Alternative 7 by itself would not result in the need to construct a new offsite power station or facility (for a discussion of cumulative impacts related to electricity demand, see Chapter 4). As a result, impacts would be less than significant under NEPA.

Demand for natural gas under Alternative 7 would exceed the usage under the NEPA baseline but would not substantially increase demand such that new supply or distribution facilities would have to be constructed. Natural gas in California is supplied from various other states, as well as Canada (California Gas Utilities, 2006). The distribution system is established, and the existing natural gas lines are located adjacent to and within the Project site, including a 16-inch, high-pressure line as well as smaller lines in the 2- to 4-inch range. With the presence of the high capacity, 16-inch, high-pressure line nearby, there is adequate distribution of natural gas to serve this alternative. Alternative 7 would not be expected to significantly affect any utility service lines such that any utility provider would be required to install or expand underground or aboveground lines. Connection with existing utility lines offsite and the relocation, extension, or expansion of onsite utility lines to accommodate Alternative 7 would be required, but the connection would be performed in accordance with all applicable regulations. Therefore, no new offsite energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities that are not anticipated by adopted plans or programs would result from Alternative 7. Significant impacts would not occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

Residual impacts would be less than significant.

3.13.4.3.3 Summary of Impact Determinations

The following Table 3.13-5 summarizes the CEQA and NEPA impact determinations of the proposed Project and its alternatives related to Utilities and Public Services, as described in the detailed discussion in Sections 3.13.4.3.1 and 3.13.4.3.2. This table is meant to allow easy comparison between the potential impacts of the proposed Project and its alternatives with respect to this resource. Identified potential impacts may be based on Federal, State, or City of Los Angeles significance criteria, Port criteria, and the scientific judgment of the report preparers.

For each type of potential impact, the table describes the impact, notes the CEQA and NEPA impact determinations, describes any applicable mitigation measures, and notes the residual impacts (i.e., the impact remaining after mitigation). All impacts, whether significant or not, are included in this table. Note that impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services				
Proposed Project	**PS-1:** The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Less than significant
	PS-3: The proposed Project would not result in substantial offsite utility infrastructure; however, construction and/or expansion of onsite water, wastewater, or storm drain lines will be installed to support new terminal development.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant

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Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Proposed Project (continued)	**PS-4:** The proposed Project would generate solid waste from construction, which is considered to be significant because construction debris is one of the greatest individual contributors to solid waste capacity.	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1:** Recycling Construction Materials **MM PS-2:** Using materials with recycling content **MM PS-3:** MM PS-3 would ensure long-term adequate solid waste management from the proposed Project starting from 2025.	CEQA: Less than significant
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA: Less than significant
	PS-5: Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 1	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not Applicable
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not Applicable

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 1 (continued)	**PS-3:** This alternative would not result in substantial offsite utility infrastructure but would install onsite utilities.	CEQA: Less than significant NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Not Applicable
	PS-4: This alternative would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris NEPA: Not Applicable	**MM PS-3** Mitigation not required	CEQA: Less than significant NEPA: Not Applicable
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: Not Applicable	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: Not Applicable
Alternative 2	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: No impact
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant impact NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant impact NEPA: No impact
	PS-3: This alternative would not result in substantial offsite utility infrastructure but would install onsite utilities.	CEQA: Less than significant NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: No impact

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 2 (continued)	**PS-4:** This alternative would generate solid waste from demolition and from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris NEPA: Less than significant impact	**MM PS-3** Mitigation not required	CEQA: Less than significant NEPA: Less than significant impact
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: No impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: No impact
Alternative 3	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant impact NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant impact
	PS-3: This alternative would not result in substantial increase in utility demands but would install onsite utilities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 3 (continued)	**PS-4:** This alternative would generate solid waste from demolition and from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	CEQA: Less than significant
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA: Less than significant impact
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 4	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-3: This alternative would not result in substantial increase in utility demands but would install onsite utilities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 4 (continued)	**PS-4:** This alternative would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	CEQA: Less than significant
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA: Less than significant
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 5	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
	PS-3: This alternative would not result in substantial increase in utility demands but would install onsite utilities.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 5 (continued)	**PS-4:** This alternative would generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	CEQA: Less than significant
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA: Less than significant
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant
Alternative 6	**PS-1:** This alternative would not increase the demand for additional law enforcement officers and/or facilities that would require additional facilities.	CEQA: Less than significant NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant impact
	PS-2: This alternative would not require the addition of a new fire station or improvements to an existing facility.	CEQA: Less than significant NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant impact
	PS-3: This alternative would not result in substantial increase in utility demands but would install onsite utilities.	CEQA: Less than significant NEPA: Less than significant impact	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant impact

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 6 (continued)	**PS-4:** This alternative would generate solid waste from demolition and from operations beyond landfill closure dates (2030).	CEQA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	CEQA: Less than significant
		NEPA: Water Supply and Wastewater Treatment Capacity: Less than significant impact Solid Waste: Significant after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**	NEPA: Less than significant impact
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant	Mitigation not required	NEPA: Less than significant
Alternative 7	**PS-1:** This alternative could not increase the demand for additional law enforcement officers to main change service ratios.	CEQA: Police Services: Significant	**MM PS-4:** Prepare and implement a security plan	CEQA: Less than significant
		NEPA: Police Services: Significant	**MM PS-4**	NEPA: Less than significant
	PS-2: This alternative could require additional staffing or fire station-related equipment to maintain levels of service.	CEQA: Fire Services: Significant	**MM PS-5:** Coordinate and comply with LAFD requirements, including staffing and equipment.	CEQA: Less than significant
		NEPA: Fire Services: Significant	**MM PS-5**	NEPA: Less than significant
	PS-3: This alternative would not result in substantial increase in utility demands but would install onsite utilities.	CEQA: Less than significant	Mitigation not required	CEQA: Less than significant
		NEPA: Less than significant	Mitigation not required	NEPA: Less than significant

Table 3.13-5. Summary Matrix of Potential Impacts and Mitigation Measures for Utilities and Public Services Associated with the Proposed Project and Alternatives (continued)

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
3.13 Utilities and Public Services (continued)				
Alternative 7 (continued)	**PS-4:** This alternative would require a water supply consultation with LADWP for a supply determination. If DWP cannot provide required water, a significant impact would occur. This alternative would also generate solid waste from operations beyond landfill closure dates (2030).	CEQA: Wastewater Treatment Capacity: Less than significant impact Water Supply: Significant Solid Waste: Significant for operations after 2030	**MM PS-1** through **MM PS-3**, and **MM PS-6** Coordinate with LADWP and, if necessary, offset Alternative 7 water use in excess of proposed Project with conservation and recycled water offsets.	CEQA: Less than significant
		NEPA: Wastewater Treatment Capacity: Less than significant impact Water Supply: Significant Solid Waste: Significant for operations after 2030 and from demolition debris	**MM PS-1** through **MM PS-3**, and **MM PS-6**	NEPA: Less than significant
	PS-5: This alternative would generate minor increases in energy demands; but would not require new offsite energy supply facilities and distribution infrastructure.	CEQA: Less than significant NEPA: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant NEPA: Less than significant

Note:

*Unless otherwise noted, all impact descriptions for the alternatives are the same as those described for the proposed Project.

3.13.4.4 Mitigation Monitoring

The mitigation monitoring program below is applicable to the proposed Project and all Alternatives.

PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the Project area.	
Mitigation Measures	**PS-1:** Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials shall be provided onsite. **PS-2:** Materials with recycled content shall be used in Project construction. Chippers onsite during construction shall be used to further reduce excess wood for landscaping cover. **PS-3:** To ensure adequate long-term solid waste management, the proposed Project will be required to comply with policies and standards set forth in the City's Solid Waste Integrated Resources Plan (SWIRP) following 2025.
Timing	Prior to and concurrent with proposed Project construction.
Methodology	The LAHD shall include MM PS-1 through MM PS-3 in the contract specifications for construction. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.

In addition to the mitigation monitoring program above, the program below is applicable to Alternative 7.

PS-1: Alternative 7 could increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	
Mitigation Measures	**MM PS-4 LAHD, in coordination with the LAPD, shall prepare a security plan to address the potential need for additional sworn officers as a result of Project implementation. This security plan would include, but not be limited to, additional LAPD deployment, private security needs, and technological and physical site improvement security measures.**
Timing	During project predesign and before development agreements, if applicable, are finalized.
Methodology	LAHD staff shall perform MM PS-4 during the predesign phase, make modifications to the development agreement, if applicable, and make modification to the plan and specifications as necessary. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.

PS-2: Development of Alternative 7 could require the addition of new staffing, fire station equipment, or the expansion, consolidation, or relocation of an existing facility to maintain service.	
Mitigation Measures	**PS-5: LAHD shall coordinate with LAFD to identify, and provide if necessary, additional LAFD staffing, equipment needs, onsite fire prevention and protection measures, or other measures, beyond the fire, life, and safety features that are included in development projects as a standard practice and in compliance with fire codes.**
Timing	During project pre-design and before development agreements, if applicable, are finalized.
Methodology	LAHD staff shall perform MM PS-5 during the pre-design phase, make modifications to the development agreement (if applicable, and make modification to the plan and specifications as necessary. LAHD shall monitor implementation of mitigation measures during construction.
Responsible Parties	LAHD
Residual Impacts	Less than significant after mitigation.
PS-4: Alternative 7 would generate substantial solid waste, water, and/or wastewater that could exceed the capacity of existing facilities in the proposed Project area.	
Mitigation Measures	**PS-6: In the event that LADWP determines that it cannot supply water to support the development under Alternative 7, LAHD, in coordination with LADWP, shall assess the feasibility of and implement water conservation measures beyond current practices to reduce water consumption of this alternative. Potential water conservation measures could include further developing and utilizing recycled water supply and distribution for nonpotable uses, providing water offsets through increased use of recycled water at other facilities in the Port, and identifying and implementing next generation water conserving devices, to offset potable water use from Alternative 7 in excess of estimated water use for proposed Project.**
Timing	During project predesign and before development agreements, if applicable, are finalized.
Methodology	LAHD staff shall perform MM PS-6 during the pre-design phase, make modifications to the development agreement (if applicable, and make modification to the plan and specifications as necessary. LAHD shall monitor implementation of potable water offsets, which would be fully implemented prior to issuance of the certificate of occupancy for the development.
Responsible Parties	LAHD, Department of Building and Safety
Residual Impacts	Less than significant after mitigation.

3.13.5 Significant Unavoidable Impacts

No significant unavoidable impacts on public services or utilities would occur during construction or operation of the proposed Project or alternatives, following mitigation.