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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).

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

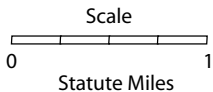
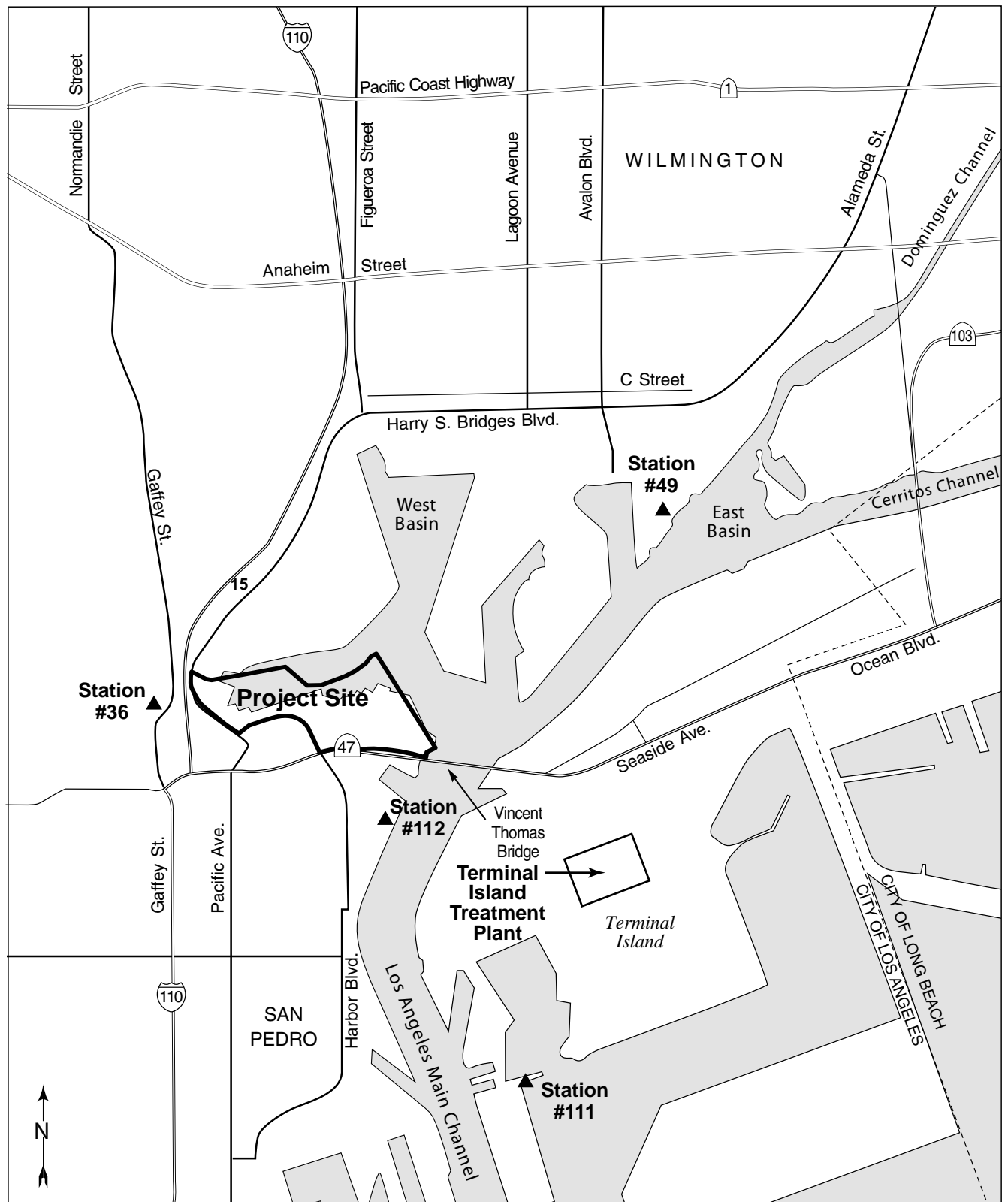
10 Other stations in the vicinity that could assist in response to the Project site include
11 Station 49 and Station 38. Station 49, Battalion 6 Headquarters, is located approximately
12 3.5 miles away at 400 Yacht Street, at Berth 194 (Figure 3.13-1). The station is a single
13 engine company with a staff of 14 that operates Fire Boats No. 3 and No. 4. Station 38 is
14 located at 124 "I" Street, approximately 3.5 miles from the proposed Project site, and
15 contains a task force station with a truck and engine company and paramedic ambulance.

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

29 **3.13.2.1.2 Police Protection**

30 The Los Angeles Police Department (LAPD) and the Los Angeles Harbor Department
31 Police (Port Police) provide police protection for the proposed Project area. The
32 proposed Project site is located in the LAPD Harbor Division Area, which includes a
33 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington,
34 and Terminal Island.

35 The LAPD Harbor Community station is located at 2175 John S. Gibson Boulevard with
36 a full staff including a minimum of 19 officers in the field at all times (Figure 3.13-1).
37 During periods of statistically high-crime activity, the number of field officers has
38 increased. Officers employ radio-dispatched cruisers and traffic control motorcycles to
39 patrol the proposed Project vicinity. The LAPD provides support to the Port Police and
40 responds to Port incidents under the following special circumstances: 1) complex crimes
41 including homicides and major traffic incidents; 2) special investigations including
42 narcotics, organized crime, and terrorism; and 3) unusual occurrences as identified by the
43 City protocol, such as events that require special resources, expertise, or staffing beyond
44 current competencies (Provinchain, 2007). Terrorism and associated risks from terrorism
45 are addressed in Section 3.8, Hazards. LAPD law enforcement level of service in the
46 proposed Project area is considered adequate; however, the preferred response time is
47 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



1 The Los Angeles Port Police is responsible for operations within the Port property
2 boundaries. The Port Police offices are located in the Harbor Administration Building at
3 425 South Palos Verdes Street in San Pedro (Figure 3.13-1). Design for a new Port
4 Police facility is underway. It will be equipped with the latest in surveillance, command
5 and control, and interoperable communications technologies and will be directly linked
6 with the Long Beach Harbor Patrol command center.

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

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

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

20 **3.13.2.1.3 U.S. Coast Guard**

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

32 **3.13.2.2 Public Utilities**

33 **3.13.2.2.1 Water**

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

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

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

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

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

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

45 Distribution mains are located throughout the Project area. A 30-inch line is located
46 along John S. Gibson Boulevard, transitioning to a 20-inch line along Pacific Avenue.
47 Water hydrants in the Project area include double 4-inch hydrants, single 2.5-inch
48 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):

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

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

24 Currently, nonhazardous solid waste generated at Berths 97-109 is disposed of at the
25 Chiquita Canyon Landfill or Sunshine Canyon Landfill, depending on daily capacities
26 and hours of operation. Chiquita Canyon Landfill, owned by Republic Services, Inc.,
27 located at 29201 Henry Mayo Drive in Valencia, has a daily capacity of up to 5,000 tons.
28 Sunshine Canyon Landfill is located at 14747 San Fernando Road in Sylmar. Sunshine
29 Canyon Landfill is owned by BFI and has an average throughput capacity of 12,100 tons
30 per day, with 5,500 tons per day allotted for City use. As of July 2007, Chiquita Canyon
31 Landfill is projected to close by 2025, and Sunshine Canyon Landfill is projected to close
32 by 2029 (Los Angeles County Sanitation Districts, 2007). Solid waste generated by the
33 Port of Los Angeles facilities and transported to Sunshine Canyon Landfill is determined
34 using a generation factor of 0.372 ton per year per acre of Port land (Port of Los Angeles,
35 2008). In addition to the Chiquita Canyon Landfill and the Sunshine Canyon Landfill,
36 the City of Los Angeles diverts 600 tons per day of solid waste to the El Sobrante
37 Landfill in Riverside County. El Sobrante Landfill has a maximum daily permitted
38 capacity of 10,000 tons per day, and its projected closure date is 2030 (Los Angeles
39 County Sanitation Districts, 2007). Approximately 4,000 tons per day of capacity is
40 reserved for refuse generated in Riverside County (City of Lake Elsinore, 2006).

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

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

20 **3.13.2.2.5 Energy (Electricity and Natural Gas)**

21 LADWP provides electrical services within the City and the proposed Project area. The
22 LADWP power system serves approximately 3.9 million people and is the largest
23 municipal utility in the nation. The all-time peak load that LADWP provided was
24 5,708 megawatts, which occurred in July 2005. LADWP has an installed generation
25 capacity of 7,338 megawatts. LADWP participates in the wholesale electric market but
26 does not rely on it to serve the electricity needs of its customers.

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

38 The Southern California Gas Company (SCG) provides natural gas in the proposed
39 Project area. The major line in the area is a 16-inch high-pressure line that extends
40 diagonally in a northeasterly direction near the intersection of John S. Gibson Boulevard
41 and Pacific Avenue toward Berth 127. From there, it continues in a northwesterly
42 direction to rejoin John S. Gibson Boulevard near Berth 131. Smaller distribution lines
43 (usually 2- or 4-inch lines) are located along other streets, such as Pier A Street, Pier A
44 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

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

3 The California Urban Water Management Planning Act requires water suppliers to
4 develop water management plans every 5 years. LADWP most recently completed this
5 5-year update in 2005. This plan, the *2005 Urban Water Management Plan*, was
6 completed as an update to the previous 2000 UWMP to comply with the Urban Water
7 Management Planning Act. LADWP also published annual fiscal year updates in the
8 2005 UWMP. The plan projects water demand and supplies through 2030. Total
9 LADWP demand for water is predicted to be 755,000 acre-feet in 2025 and 776,000 in
10 2030. LADWP forecasts include anticipated demand from the Port of Los Angeles,
11 including the proposed Project. LADWP expects to be able meet this demand with a
12 combination of existing supplies, planned supplies, and MWD purchases (existing and
13 planned) (LADWP, 2005).

14 **3.13.3.6.3 LADWP Integrated Resources Plan**

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

23 In 2002, SB 1078 implemented a Renewable Portfolio Standard, which established a goal
24 that 20 percent of the energy sold to customers be generated by renewable resources by
25 2017. The IRP provides objectives and recommendations to reliably supply LADWP
26 customers with power and to meet the 20 percent renewable energy goal by 2010.

27 As of the 2006 IRP, LADWP prepared a Load Forecast that predicts that LADWP
28 customers electricity consumption will increase at an average rate of 1.1 percent per year,
29 and that peak demand will increase an average of 70 megawatts per year for the
30 foreseeable future. For 2025, LADWP predicts that peak demand will reach
31 7,370 megawatts and that total resources will amount to 8,516 megawatts (including a
32 reserve margin).

33 **3.13.3.6.4 Wastewater Facilities Plan**

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

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

1 flows in the Service Area beyond the 2020 planning horizon in the IRP shows that, in
 2 2045, Service Area wastewater flows could reach 26.5 mgd, which is below TITP
 3 capacity.

4 **3.13.4 Impacts and Mitigation Measures**

5 **3.13.4.1 Methodology**

6 **Public Services**

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

15 The Port Police maintains a service ratio of 0.72 officers required per square mile. The
 16 Port Police officer demands under conditions representing baseline, proposed Project, and
 17 each alternative were determined using this service ratio and the applicable site acreages,
 18 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:

mi² 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.

1

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
<i>Office Water Demand (gal/day)</i>	<i>0</i>	<i>0</i>	<i>1,800.0</i>	<i>0</i>	<i>0</i>	<i>1,800.0</i>	<i>1,800.0</i>	<i>1,800.0</i>	<i>1,800.0</i>	<i>41,635</i>
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
<i>Retail Water Demand (gal/day)</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>22,205</i>
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
<i>Industrial Water Demand</i>	<i>0</i>	<i>0</i>	<i>488</i>	<i>0</i>	<i>0</i>	<i>488</i>	<i>488</i>	<i>488</i>	<i>488</i>	<i>103,624</i>
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
<i>Other Water Demand (gal/day)</i>	<i>96</i>	<i>1,104</i>	<i>2,688</i>	<i>792</i>	<i>1,104</i>	<i>1,632</i>	<i>2,424</i>	<i>1,104</i>	<i>6000</i>	<i>0</i>
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:

^aNumber 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]).

^bWater 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.

^cThe warehouse component of the Omni Terminal alternative could range from 250,000 to 300,000 square feet, but the higher number is used.

2

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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

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

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

13 **Energy Conservation**

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

18 **School and Library Services**

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

27 **3.13.4.1.1 CEQA Baseline**

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

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

42 **3.13.4.1.2 NEPA Baseline**

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

1 baseline. To ensure a full analysis of the impacts associated with Phases I through III, the
2 NEPA baseline does not include the dredging required for the Berth 100 wharf, the
3 existing bridge across the Southwest Slip, or the 1.3 acres of fill constructed as part of
4 Phase I (i.e., the Project site conditions are considered without the in-water Phase I
5 activities and structures). The NEPA baseline condition for determining significance of
6 impacts includes the full range of construction and operational activities the applicant
7 could implement and is likely to implement absent a permit from the USACE. Therefore,
8 unlike the CEQA baseline, the NEPA baseline for this project is not fixed. Rather, the
9 NEPA baseline is dynamic to account for the many activities and impacts expected to
10 occur even in the absence of a USACE permit. For this project, the NEPA baseline
11 includes construction and operation of backlands container operations on as much as
12 117 acres, but it precludes construction of wharves and bridges, dredging, and
13 improvements that would require a federal permit. The NEPA baseline includes
14 117 acres of backland development, which is greater than the container backlands under
15 the 2001 baseline conditions (i.e., the 72 acres of backlands currently in use plus another
16 45 acres resulting from the Channel Deepening Project). In addition, the NEPA baseline
17 would store or manage up to 632,500 TEUs onsite, but no annual ships calls are included
18 in the NEPA baseline (see Section 2.6.2 for further information).

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

28 The NEPA baseline also differs from the No Project Alternative, where the Port would
29 take no further action to construct and develop additional backlands (other than the
30 72 acres that are currently developed). Under the No Project Alternative, no construction
31 impacts would occur other than the Phase I construction (including 72 acres of backlands,
32 in-water construction for wharves, and the bridge over the Southwest Slip) However,
33 forecasted increases in cargo throughput would still occur as greater operational
34 efficiencies are made.

35 3.13.4.2 Thresholds of Significance

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

- 1 **PS-1** Burden existing USCG, LAPD, or Port Police staff levels and facilities such
2 that the USCG, LAPD, or Port Police would not be able to maintain an
3 adequate level of service without additional facilities, the construction of which
4 could cause significant environmental effects
- 5 **PS-2** Require the addition of a new fire station or the expansion, consolidation, or
6 relocation of an existing facility to maintain service
- 7 The proposed Project would have a significant impact on *public utilities* if it would:
- 8 **PS-3** Require or result in the construction or expansion of water, wastewater, or
9 storm drains infrastructure or facilities
- 10 **PS-4** Exceed existing water supply, wastewater treatment facilities, or landfill
11 capacities
- 12 **PS-5** Require new, offsite energy supply and distribution infrastructure, or
13 capacity-enhancing alterations to existing facilities that are not anticipated by
14 adopted plans or programs
- 15 The discussion under PS-4 assumes implementation of AB 939 because the City is
16 actively implementing measures to comply with AB 939 requirements, such as recycling
17 programs and other means of complying with the California Solid Waste Reuse and
18 Recycling Access Act to reduce the generation of solid waste and assist the City in
19 maintaining solid waste diversion goals pursuant to AB 939.

20 **3.13.4.3 Impacts and Mitigation**

21 **3.13.4.3.1 Proposed Project**

- 22 As part of the proposed Project, the LAHD would prepare a Public Services Relocation
23 Plan to address the public utilities and services that would require relocation or otherwise
24 be affected during the proposed Project construction. The Plan would be developed with
25 input from the service providers for the proposed Project site and would be submitted to
26 City regulatory departments for review and approval. Construction affecting utilities
27 could not begin until the Plan is approved. The Plan would be on file with the LAHD
28 during construction. The Plan would include the following measures:
- 29 + Prior to disconnecting any existing services, new facilities (e.g., water, sewer,
30 communications, gas, electricity) would be installed. Pipeline installation would
31 occur within existing utility corridors/easements.
- 32 + Minor service interruptions (defined as those lasting 1 day or less) may occur when
33 onsite utilities are connected with in-street utility services. Affected properties would
34 be properly notified prior to any service interruption.
- 35 + Full access to all utilities would be restored after the completion of proposed Project
36 construction.

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

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

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

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

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

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

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

12 **CEQA Impact Determination**

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

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

44 *Mitigation Measures*

45 No mitigation is required.

1 *Residual Impacts*

2 Less than significant impact.

3 **NEPA Impact Determination**

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

11 During operation, the proposed Project, including the relocation of the Catalina
12 Express Terminal, would require 0.160 new officers, or 0.028 more officers than the
13 0.132 officers required by the 117 acres under NEPA baseline conditions.
14 Furthermore, increased rail activity to and from the on-dock rail yard at
15 Berths 121-131 would not substantially affect law enforcement response to the
16 Wilmington Marinas because such response is also provided waterside by Port Police
17 patrol boats. The proposed Project would be located within the same operating
18 distance of other facilities served by the USCG and, therefore, would not increase
19 emergency response times. Additionally, the increase of 143 vessel calls per year
20 over NEPA baseline levels would not reduce available USCG resources or increase
21 response times due to adequate staffing levels and the fact that, although the vessel
22 calls will increase annually, daily calls are expected to remain the same. Accordingly,
23 the proposed Project would not increase the demand for additional law enforcement
24 officers and/or facilities such that the USCG, LAPD, or Port Police would not be able
25 to maintain an adequate level of service without additional facilities, the construction
26 of which could cause significant environmental effects, and impacts would be less
27 than significant under NEPA.

28 *Mitigation Measures*

29 No mitigation is required.

30 *Residual Impacts*

31 Less than significant impact.

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

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

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

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

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

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

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

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

34 **CEQA Impact Determination**

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

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

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

17 *Mitigation Measures*

18 No mitigation is required.

19 *Residual Impacts*

20 Less than significant impact.

21 **NEPA Impact Determination**

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

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

40 *Mitigation Measures*

41 No mitigation is required.

42 *Residual Impacts*

43 Less than significant impact.

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

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

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

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

34 TITP currently operates at 54 percent capacity. The City projects that by 2020,
35 wastewater flows in the TITP service area will grow from the current 16.2 mgd (about
36 54 percent of TITP capacity) to 19.9 mgd (City of Los Angeles, 2006); therefore,
37 approximately 10 mgd in daily capacity at TITP would remain unused and available for
38 future years. As described above, at current growth rates of wastewater flow levels, TITP
39 will have adequate capacity to serve Project flows in 2045. The negligible increase in
40 wastewater flows from the proposed Project construction and operation would not exceed
41 the daily capacity of the TITP or conveyance system (e.g., sewer trunk lines in the
42 proposed Project area or other offsite infrastructure or facilities) over the long term.

43 The proposed Project would result in increased runoff associated with development of
44 142 acres of paved area at the Project site. Backlands construction would involve
45 72 acres in Phase I, 45 acres in Phase II, and 25 acres in Phase III, which amounts to
46 more than the CEQA and NEPA baseline areas. The proposed Project would be designed
47 to accommodate increases in runoff rates without substantially affecting offsite storm
48 drain systems. The Project site is adjacent to the Harbor, and site runoff would be

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

4 **CEQA Impact Determination**

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

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

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

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

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

35 *Mitigation Measures*

36 No mitigation is required.

37 *Residual Impacts*

38 Less than significant impact.

39 **NEPA Impact Determination**

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

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

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

12 Project construction would generate 0.0024 mgd of wastewater, and, as shown in
13 Table 3.13-3, Project operation would generate an additional 0.005 mgd. The City
14 projects that by 2020, wastewater flows in the TITP service area will grow to
15 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily
16 capacity at TITP would remain unused and available for future years (beyond 2020).
17 Although the amount of wastewater generated by the Project would exceed that of the
18 NEPA baseline, it would not significantly affect existing or future capacity at TITP
19 due to the substantial remaining capacity at TITP beyond 2020, which is projected to
20 handle 2045 wastewater flow demands.

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

28 *Mitigation Measures*

29 No mitigation is required.

30 *Residual Impacts*

31 Less than significant impact.

32 **Impact PS-4: The proposed Project would not generate substantial** 33 **solid waste, water, and/or wastewater demands that would exceed** 34 **the capacity of existing facilities in the proposed Project area.**

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

1 Based on the water demand factors provided (see Section 3.13.2.2.1), the proposed
2 Project would result in a water demand of approximately 4,976 gallons per day, or
3 5.48 acre-feet per year. The Urban Water Management Plan projects that LADWP
4 demand in 2030 will be 776,000 acre-feet, for which LADWP forecasts sufficient water
5 supplies (LADWP, 2005). At the full-capacity level of operation, the proposed Project
6 water demand would represent 0.00071 percent of total projected water demand. The
7 UWMP is required to be updated every 5 years, thus future water demand and supply
8 planning for the City, including the Port or Los Angeles, would occur at regular intervals.

9 Based on the wastewater generation factor of 24 gallons per capita per day (gpcd) for
10 employees (City of Los Angeles, 2005) and the number of construction workers at the
11 site (up to 100), Project construction activities would generate 2,400 gallons per day of
12 wastewater, which represents 0.015 percent of the existing flow of 16.2 mgd and
13 0.008 percent of the TITP capacity of 30 mgd.

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

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

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

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

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

39 Certain forms of onsite or offsite treatment would result in soils that could be reused
40 onsite or used as cover in a nonhazardous materials landfill. It would be speculative to
41 estimate the likelihood, amount, or type of contamination that could be encountered
42 during excavation and what would be the most likely treatment option selected by the
43 lead agency. These details cannot be known until completion of the relevant hazardous
44 materials investigations. However, because there are numerous treatment and disposal
45 options, many of which do not involve Class I landfill disposal, because the Kettleman
46 Hills facility has available capacity (just under 2 million cubic yards), and numerous
47 hazardous waste disposal facilities are available for offsite disposal in California and
48 other states, significant impacts related to exceeding the capacity of a Class I landfill are
49 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.

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

13 *Mitigation Measures*

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

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

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

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

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

37 *Residual Impacts*

38 Impacts to water supply and wastewater treatment capacity would be less than
39 significant. Impacts to solid waste capacity would be less than significant through
40 approximately 2030 when existing landfills are projected to close. **MM PS-3** would
41 ensure long-term adequate solid waste management for the proposed Project starting
42 from 2025. Long-term impacts to solid waste disposal would be less than significant
43 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

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

3 Although hazardous materials could be encountered and require disposal during
4 construction activities, several contaminated soil treatment and disposal options and
5 Class I landfills are available for offsite disposal, providing adequate capacity.
6 Because of this, impacts related to exceeding the capacity of a Class I landfill would
7 be less than significant. In addition, there could be asbestos-containing material in
8 the existing Catalina Express Terminal and/or Princess Pavilion buildings that would
9 have to be abated prior to demolition or renovation. However, the amount of
10 asbestos-containing material that might have to be disposed of would not be
11 substantial due to the limited sizes of the Catalina Express Terminal building
12 (approximately 120 feet by 200 feet) and the Princess Pavilion building
13 (11,600 square feet). Consequently, significant impacts to hazardous materials
14 landfill capacity would not occur.

15 *Mitigation Measures*

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

18 *Residual Impacts*

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

25 **Impact PS-5: Implementation of the proposed Project would** 26 **generate minor increases in energy demands; however, construction** 27 **of new offsite energy supply facilities and distribution infrastructure** 28 **would not be required to support proposed Project activities.**

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

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

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

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

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

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

34 Electricity for the proposed Project would be provided by the LADWP. The LADWP
35 has ample generation capacity to meet the needs of its customers and will continue to do
36 so with proper planning and development of facilities in accordance with the City Charter.
37 The LADWP electrical load is projected to grow at 1.1 percent per year over the next
38 20 years. Annual peak demand is projected to grow slightly slower, 1.0 percent per
39 annum (Holloway, 2002). Project electricity demand is expected to peak by 2030, but it
40 would not be substantially higher than in 2025 based on the projected Project throughput
41 (see Figure 1-8). LADWP has communicated that it would be able to provide power to
42 the three industrial stations onsite because LADWP has more than enough electrical
43 power to supply the proposed container terminal (Joe, 2005). Based on the LADWP IRP,
44 electricity resources and reserves at LADWP will adequately provide electricity for the
45 Project. The IRP does not provide load demand forecasts or supply resources because the
46 IRP planning horizon extends only to 2025 (City of Los Angeles, 2006). However,
47 because LADWP is required by the Charter to provide a reliable supply of electricity for
48 its customers and because LADWP is moving toward increasing renewable energy
49 supplies in its resource portfolio, the electricity demand of the proposed Project, by itself,

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

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

8 **CEQA Impact Determination**

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

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

23 Project operations would generate demands for electricity (in excess of demand under
24 the CEQA baseline) associated with crane operations, facility and backlands
25 operations, site and security lighting, new onsite buildings, general site maintenance,
26 and AMP. Electricity for the proposed Project would be provided by the LADWP.
27 The LADWP has ample generation capacity to meet the needs of its customers and
28 will continue to do so with proper planning and development of facilities in
29 accordance with the City Charter. Project demand for electricity is expected to peak
30 by 2030, but it would not be substantially higher than in 2025 based on the forecast
31 Project throughput (see Figure 1-8). LADWP has communicated that it would be
32 able to provide power to the three industrial stations onsite because LADWP has
33 more than enough electrical power to supply the proposed container terminal (Joe,
34 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will
35 adequately provide electricity for the Project. The IRP does not provide load demand
36 forecasts or supply resources beyond 2025 because its planning horizon extends only
37 to 2025. However, because LADWP is required by the Charter to provide a reliable
38 supply of electricity for its customers and because LADWP is moving toward
39 increasing renewable energy supplies in its resource portfolio, the electricity demand
40 of the proposed Project by itself would not result in the need to construct a new
41 offsite power station or facility (for a discussion of cumulative impacts related to
42 electricity demand, see Chapter 4). In addition, the two terminal buildings built as
43 part of the proposed Project will meet, at minimum, LEED silver certification.
44 LEED buildings include energy conservation measures such as double-paned
45 windows and dimming fluorescent lights. Mitigation measure **MM AQ-27** also
46 requires the tenant to perform regular energy audits, and **MM AQ-26** requires the
47 tenant to maintain all compact fluorescent bulbs installed in the building. As a result,
48 impacts would be less than significant under CEQA.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Less than significant impact.

5 **NEPA Impact Determination**

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

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

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

21 Project operations would generate demands for electricity (in excess of demand under
22 the NEPA baseline) associated with crane operations, facility and backlands
23 operations, site and security lighting, new onsite buildings, general site maintenance,
24 and AMP. Electricity for the proposed Project would be provided by the LADWP.
25 The LADWP has ample generation capacity to meet the needs of its customers and
26 will continue to do so with proper planning and development of facilities in
27 accordance with the City Charter. Project electricity demand is expected to peak by
28 2030, but it would not be substantially higher than in 2025 based on the forecast
29 Project throughput (see Figure 1-8). LADWP has communicated that it would be
30 able to provide power to the three industrial stations onsite because LADWP has
31 more than enough electrical power to supply the proposed container terminal (Joe,
32 2005). Based on the LADWP IRP, electricity resources and reserves at LADWP will
33 adequately provide electricity for the Project. The IRP does not provide load demand
34 forecasts or supply resources beyond 2025 because its planning horizon extends only
35 to 2025. However, because LADWP is required by the Charter to provide a reliable
36 supply of electricity for its customers and because LADWP is moving toward
37 increasing renewable energy supplies in its resource portfolio, the electricity demand
38 of the proposed Project by itself would not result in the need to construct a new
39 offsite power station or facility (for a discussion of cumulative impacts related to
40 electricity demand, see Chapter 4). Therefore, impacts on energy supply facilities
41 would be less than significant under NEPA.

42 *Mitigation Measures*

43 No mitigation is required.

1 *Residual Impacts*
2 Less than significant impact.

3 **3.13.4.3.2 Alternatives**

4 **3.13.4.3.2.1 Alternative 1 – No Project Alternative**

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

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

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

23 **CEQA Impact Determination**

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

5 **NEPA Impact Determination**

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

9 *Mitigation Measures*

10 Mitigation measures are not applicable.

11 *Residual Impacts*

12 A residual impacts determination is not applicable.

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

16 **CEQA Impact Determination**

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

28 *Mitigation Measures*

29 No mitigation is required.

30 *Residual Impacts*

31 There would be less than significant residual impacts.

32 **NEPA Impact Determination**

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

36 *Mitigation Measures*

37 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 its 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.

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

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

8 *Mitigation Measures*

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

10 *Residual Impacts*

11 There would be less than significant residual impacts following mitigation.

12 **NEPA Impact Determination**

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

16 *Mitigation Measures*

17 Mitigation measures are not applicable.

18 *Residual Impacts*

19 A residual impacts determination is not applicable.

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

24 **CEQA Impact Determination**

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

33 *Mitigation Measures*

34 No mitigation is required.

35 *Residual Impacts*

36 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.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

5 **NEPA Impact Determination**

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

15 *Mitigation Measures*

16 No mitigation measures are necessary under NEPA.

17 *Residual Impacts*

18 No residual impacts would occur.

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

22 **CEQA Impact Determination**

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

34 *Mitigation Measures*

35 No mitigation is required.

36 *Residual Impacts*

37 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.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

5 **NEPA Impact Determination**

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

15 *Mitigation Measures*

16 No mitigation measures are necessary under NEPA.

17 *Residual Impacts*

18 No residual impacts would occur.

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

22 **CEQA Impact Determination**

23 Alternative 2 would result in greater backland acreage (117 acres) than occurred
24 under the CEQA baseline. Alternative 2 would generate a water demand of 1.1 acre-
25 feet per year compared to the baseline water demand of 0.1 acre-feet per year. Water
26 demand under Alternative 2 would represent 0.00015 percent of anticipated LADWP
27 water demand, as shown in Table 3.13-2. This is less than the proposed Project
28 demand of 0.00073 percent of future LADWP water demand. The 2005 UWMP
29 includes water demand for this alternative and shows that water supply will meet
30 overall LADWP demand (including the Project) in 2030. Maximum water demand
31 under Alternative 2 will be reached before 2030 within the UWMP timeframe.
32 Water is expected to be continued to be supplied to the Alternative 2 terminal after
33 2030 under future water planning and updated UWMPs (required every 5 years)
34 because the water demand would be treated as existing demand in future water
35 supply planning. Based on the ongoing water demand and supply planning and
36 management efforts of the City, the incremental difference in water demand under
37 Alternative 2 would not significantly affect water supplies or water distribution
38 infrastructure.

39 Wastewater generation under Alternative 2 would be greater than wastewater
40 generated under the CEQA baseline due to the higher terminal acreage and staffing.
41 Table 3.13-3 shows that Alternative 2 would generate 0.001 mgd of wastewater, or
42 0.003 percent of the TITP daily capacity. Although this is greater than baseline

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

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

12 Under Alternative 2, 117 acres of backlands would be used by the Berth 121-131
13 terminal and would generate solid wastes consistent with other terminals throughout
14 the Port. As shown in Table 3.13-4, Alternative 2 operations would generate more
15 solid waste (43.5 tons per year) than was generated under the CEQA baseline
16 (4.1 tons per year). Alternative 2 solid waste would represent 0.0024 percent of the
17 Chiquita Canyon Landfill permitted daily capacity (compared to 0.0002 percent
18 under the CEQA baseline), 0.0022 percent of the Sunshine Canyon Landfill
19 permitted daily capacity (compared to 0.0002 percent under the CEQA baseline), or
20 0.002 percent of the available permitted daily capacity at El Sobrante Landfill
21 (compared to 0.0002 percent under the CEQA baseline). This is less than the
22 proposed Project contribution to permitted daily throughputs of 0.0029 percent,
23 0.0026 percent, and 0.0024 percent of these facilities, respectively. Solid waste
24 generated from Alternative 2 operations before the close of the Chiquita Canyon
25 Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would not be
26 significant. However, after the landfill closures (estimated to be 2030), solid waste
27 generated at the terminal site from operation of Alternative 2 would represent a
28 significant impact to landfill capacity if additional adequate landfill capacity is not
29 made available, or if more distant landfill capacity is not utilized for solid waste
30 generated in the City.

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

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

39 *Mitigation Measures*

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

41 *Residual Impacts*

42 There would be less than significant residual impacts.

1 **NEPA Impact Determination**

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

10 *Mitigation Measures*

11 No mitigation measures are necessary under NEPA.

12 *Residual Impacts*

13 No residual impacts would occur.

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

18 **CEQA Impact Determination**

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

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impacts*

30 There would be less than significant residual impacts.

31 **NEPA Impact Determination**

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

1 *Mitigation Measures*

2 No mitigation measures are necessary under NEPA.

3 *Residual Impacts*

4 No residual impacts would occur.

5 **3.13.4.3.2.3 Alternative 3 – Reduced Fill: No New Wharf Construction at Berth 102**

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

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

15 **CEQA Impact Determination**

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

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

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

5 **NEPA Impact Determination**

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

13 During operation, Alternative 3 would require 0.160 new officers, or 0.028 more
14 officers than the 0.132 officers required by the 117 acres under NEPA baseline
15 conditions. Furthermore, increased rail activity would not substantially affect law
16 enforcement response to the Wilmington Marinas because such response is also
17 provided waterside by Port Police patrol boats. The proposed Project would be
18 located within the same operating distance of other facilities served by the USCG and
19 would therefore not increase emergency response times. Additionally, the increase of
20 130 vessel calls per year over NEPA baseline levels would not reduce available
21 USCG resources or increase response times due to adequate staffing levels and the
22 fact that, while the vessels will increase annually, daily vessel calls are expected to
23 remain the same. Accordingly, Alternative 3 would not increase the demand for
24 additional law enforcement officers and/or facilities such that the USCG, LAPD, or
25 Port Police would not be able to maintain an adequate level of service without
26 additional facilities, the construction of which could cause significant environmental
27 effects, and impacts would be less than significant under NEPA.

28 *Mitigation Measures*

29 No mitigation is required.

30 *Residual Impacts*

31 There would be less than significant residual impacts.

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

35 **CEQA Impact Determination**

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

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

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

22 *Mitigation Measures*

23 No mitigation is required.

24 *Residual Impacts*

25 There would be less than significant residual impacts.

26 **NEPA Impact Determination**

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

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

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

9 **CEQA Impact Determination**

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

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

36 Alternative 3 terminal operations would generate 0.004 mgd of wastewater, which is
37 0.025 percent of existing treatment flow at TITP and 0.013 percent of TITP daily
38 capacity. Although the amount of wastewater generated by Alternative 3 would
39 exceed that of the CEQA baseline, it would not significantly affect capacity at TITP,
40 which is operating at approximately 54 percent of its daily capacity. The City
41 projects that by 2020, wastewater flows in the TITP service area will grow to
42 19.9 mgd (City of Los Angeles, 2006); therefore, approximately 10 mgd in daily
43 capacity at TITP would remain unused and available for future years (beyond 2020).
44 Although the amount of wastewater generated by Alternative 3 would exceed that of
45 the CEQA baseline, it would not significantly affect existing or future capacity at

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

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

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

11 *Mitigation Measures*

12 No mitigation is required.

13 *Residual Impacts*

14 There would be less than significant residual impacts.

15 **NEPA Impact Determination**

16 As shown in Table 3.13-2, full operation of the container terminal under
17 Alternative 3 would result in water demands that would represent 0.00056 percent of
18 projected LADWP water demand, which is greater than NEPA baseline conditions
19 (0.00014 percent of the baseline LADWP water demand). Because the UWMP
20 addresses water supply for the City of Los Angeles, and because the terminal site and
21 the Port of Los Angeles are a part of the City, the UWMP accounts for water usage
22 by Alternative 3. In addition, the UWMP is required to be updated every 5 years and
23 the continued water demand and supply planning would occur. Because of this, the
24 negligible incremental difference in water demand would not significantly affect
25 water supplies or water distribution infrastructure because the water mains serving
26 the Project area have sufficient capacity to accommodate water demands required to
27 support terminal operations under this alternative.

28 Construction of Alternative 3 would generate approximately 0.0024 mgd of
29 wastewater and, as shown in Table 3.13-3, Alternative 3 operations would generate
30 0.004 mgd. The total wastewater generated under this alternative would be
31 negligible and would not affect TITP capacity or conveyance capacity.

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

40 *Mitigation Measures*

41 No mitigation is required.

42 *Residual Impacts*

43 There would be less than significant residual impacts.

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

4 **CEQA Impact Determination**

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

19 Wastewater from construction of the terminal would constitute 0.015 percent of the
20 TITP daily flow, which is negligible. Terminal operations would constitute
21 0.013 percent of the TITP daily capacity and exceed the CEQA baseline levels.
22 However, since the TITP currently operates at 54 percent capacity, these increases
23 would be considered negligible. The amount of wastewater that Alternative 3
24 generates would not significantly affect existing or future capacity at TITP due to the
25 limited operational wastewater flows and the substantial remaining capacity at TITP
26 beyond 2020, as described above. Alternative 3 would not exceed the capacity of the
27 TITP or conveyance system to accommodate increases in wastewater demands
28 associated with Alternative 3 operations. Therefore, impacts associated with
29 exceeding the capacity of the existing water supply and the TITP wastewater
30 treatment facility would be less than significant.

31 Terminal operations under Alternative 3 would consist primarily of container loading
32 and storage activities that would not generate substantial amounts of solid waste
33 requiring disposal in a landfill. Alternative 3 would generate 52.8 tons of solid waste
34 per year, or 48.7 tons above the CEQA baseline level of 4.1 tons per year. This
35 would represent an increase in the contribution to the permitted capacity at Chiquita
36 Canyon Landfill from 0.0002 percent under CEQA baseline conditions to
37 0.0029 percent under Alternative 3 operations; the contribution to the permitted
38 capacity at the Sunshine Canyon Landfill would increase from 0.0002 percent to
39 0.0026 percent; the contribution to the available permitted daily capacity at
40 El Sobrante Landfill would increase the daily contribution from 0.0002 percent to
41 0.0024 percent. Solid waste generated from Alternative 3 operations after the closure
42 dates for the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and
43 El Sobrante Landfill (2030 and after) would represent a significant impact to landfill
44 capacity if additional adequate landfill capacity is not made available, or if more
45 distant landfill capacity is not utilized for solid waste generated in the City.

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

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

6 Although hazardous materials could be encountered, which would require disposal
7 during construction activities, several contaminated soil treatment and disposal
8 options and Class I landfills are available for offsite disposal, providing adequate
9 capacity. Because of this, impacts related to exceeding the capacity of a Class I
10 landfill would be less than significant. In addition, there could be asbestos-
11 containing material in the existing Catalina Express Terminal and/or Princess
12 Pavilion buildings that would have to be abated prior to demolition or renovation.
13 However, the amount of asbestos-containing material that could have to be disposed
14 of would not be substantial due to the limited sizes of the Catalina Express Terminal
15 building (approximately 120 feet by 200 feet) and the Princess Pavilion building
16 (11,600 square feet). Consequently, significant impacts to hazardous materials
17 landfill capacity would not occur.

18 *Mitigation Measures*

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

20 *Residual Impacts*

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

27 **NEPA Impact Determination**

28 As discussed under **Impact PS-3**, Alternative 3 would result in less than significant
29 demands for water and wastewater supplies that would be accommodated by
30 LADWP, onsite water supply sewer infrastructure, and existing TITP capacity.
31 Alternative 3 would result in a water demand of approximately 3,920 gallons per day,
32 or 4.38 acre-feet per year at the full-capacity level of operation. This would represent
33 0.00058 percent of anticipated LADWP demand, which is greater than the NEPA
34 baseline conditions of 0.00014 percent of LADWP water demand. The 2005 UWMP
35 includes water demand under Alternative 3 and shows that water supply will meet
36 overall LADWP demand (including the Project) in 2030. Maximum Project water
37 demand will be reached in 2030 within the UWMP timeframe. Water is expected to
38 be continued to be supplied to the Alternative 3 terminal after 2030 under future
39 water planning and updated UWMPs (required every 5 years) because the water
40 demand for the terminal would be treated as existing demand in future water supply
41 planning. Based on the ongoing water demand and supply planning and management
42 efforts of the City, the incremental difference in water demand would not
43 significantly affect water supplies or water distribution infrastructure.

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

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

10 Operation of Alternative 3 would generate 52.8 tons of solid waste per year, or
11 9.3 tons above the NEPA baseline level of 43.5 tons per year. This would represent
12 an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill
13 from 0.0024 percent under NEPA baseline conditions to 0.0029 percent under
14 Alternative 3 operations; the contribution to the permitted capacity at the Sunshine
15 Canyon Landfill would increase from 0.0021 percent to 0.0026 percent; the
16 contribution to the available daily capacity at El Sobrante Landfill would increase
17 from 0.002 percent (under NEPA baseline conditions) to 0.0024 percent. Solid waste
18 generated from Alternative 3 operations after the closure dates (around 2030) for the
19 Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill
20 would represent a significant impact to landfill capacity if additional adequate landfill
21 capacity is not made available by the time current landfills close, or if more distant
22 landfill capacity is not utilized for solid waste generated in the City.

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

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

36 *Mitigation Measures*

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

38 *Residual Impacts*

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

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

5 **CEQA Impact Determination**

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

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

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

39 *Mitigation Measures*

40 No mitigation is required.

41 *Residual Impacts*

42 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.

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

6 **CEQA Impact Determination**

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

20 Furthermore, increased rail activity would not substantially affect law enforcement
21 response to the Wilmington Marinas because such response is also provided
22 waterside by Port Police patrol boats. As shown in Table 3.13-1, operation of the
23 Alternative 4 would require 0.146 new officers, or 0.134 more officers than the
24 0.012 officers required under CEQA baseline conditions. Alternative 4 would be
25 located within the same operating distance of other facilities served by the USCG and
26 would therefore not increase emergency response times. Additionally, the increase of
27 208 vessel calls per year over CEQA baseline levels would not reduce available
28 USCG resources or increase response times due to adequate staffing levels and to the
29 fact that, while the vessel calls will increase annually, daily calls are expected to
30 remain the same. Accordingly, Alternative 4 would not increase the demand for
31 additional law enforcement officers and/or facilities such that the USCG, LAPD, or
32 Port Police would not be able to maintain an adequate level of service without
33 additional facilities, the construction of which could cause significant environmental
34 effects, and impacts would be less than significant under CEQA.

35 *Mitigation Measures*

36 No mitigation is required.

37 *Residual Impacts*

38 There would be less than significant residual impacts.

39 **NEPA Impact Determination**

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

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

16 *Mitigation Measures*

17 No mitigation is required.

18 *Residual Impacts*

19 There would be less than significant residual impacts.

20 **Alt 4 – Impact PS-2: Development of Alternative 4 would not require** 21 **the addition of a new fire station or the expansion, consolidation, or** 22 **relocation of an existing facility to maintain service.**

23 **CEQA Impact Determination**

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

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

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

8 *Mitigation Measures*

9 No mitigation is required.

10 *Residual Impacts*

11 There would be less than significant residual impacts.

12 **NEPA Impact Determination**

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

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

30 *Mitigation Measures*

31 No mitigation is required.

32 *Residual Impacts*

33 There would be less than significant residual impacts.

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

38 **CEQA Impact Determination**

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

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

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

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

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

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

26 *Mitigation Measures*

27 No mitigation is required.

28 *Residual Impacts*

29 There would be less than significant residual impacts.

30 **NEPA Impact Determination**

31 As shown in Table 3.13-2, full operation of the container terminal under
32 Alternative 4 would result in water demands that would represent 0.00066 percent of
33 anticipated LADWP water demand, which is greater than NEPA baseline conditions
34 (0.00014 percent of LADWP water demand). Because the UWMP addresses water
35 supply for the City of Los Angeles and because the terminal site and the Port of
36 Los Angeles are a part of the City, the UWMP accounts for water usage by
37 Alternative 4. In addition, the UWMP is required to be updated every 5 years, thus
38 the water demand and supply planning would be continued. Because of this, the
39 negligible incremental difference in water demand would not significantly affect
40 water supplies or water distribution infrastructure. The water mains serving the
41 Project area have sufficient capacity to accommodate water demands required to
42 support terminal operations under this alternative.

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

1 0.005 mgd. The total wastewater generated under this alternative would be
2 negligible and would not affect TITP capacity or conveyance capacity.

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

10 *Mitigation Measures*

11 No mitigation is required.

12 *Residual Impacts*

13 There would be less than significant residual impacts.

14 **Alt 4 – Impact PS-4: Alternative 4 would not generate substantial** 15 **solid waste, water, and/or wastewater demands that would exceed** 16 **the capacity of existing facilities in the proposed Project area.**

17 **CEQA Impact Determination**

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

32 Wastewater from terminal construction would constitute 0.008 percent of the TITP
33 daily capacity, which is negligible. Terminal operations would constitute
34 0.017 percent of the TITP daily capacity and exceed the CEQA baseline levels.
35 However, because the TITP currently operates at 54 percent capacity, these increases
36 would be considered negligible. The amount of wastewater that Alternative 4
37 generates would not significantly affect existing or future capacity at TITP due to the
38 limited operational wastewater flows and the substantial remaining capacity at TITP
39 beyond 2020, as described above. Alternative 4 would not exceed the capacity of the
40 TITP or conveyance system to accommodate increases in wastewater demands
41 associated with Alternative 4 operations. Therefore, impacts associated with
42 exceeding the capacity of the existing water supply and the TITP wastewater
43 treatment facility would be less than significant.

1 Terminal operations under Alternative 4 primarily would consist of container loading
2 and storage activities that would not generate substantial amounts of solid waste
3 requiring disposal in a landfill. Alternative 4 would generate 48.4 tons of solid waste
4 per year, or 44.3 tons above the CEQA baseline level of 4.1 tons per year. This
5 would represent an increase in the contribution to the permitted capacity at Chiquita
6 Canyon Landfill from 0.0002 percent under CEQA baseline conditions to
7 0.0027 percent from terminal operations. The contribution to the permitted
8 throughput at the Sunshine Canyon Landfill would increase from 0.0002 percent to
9 0.0024 percent; the daily contribution to the available permitted daily capacity at
10 El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline
11 conditions) to 0.0024 percent. Solid waste generated from Alternative 4 operations
12 after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon
13 Landfill, and the El Sobrante Landfill (2030 and after) would represent a significant
14 impact to landfill capacity if additional adequate landfill capacity is not made
15 available, or if more distant landfill capacity is not utilized for solid waste generated
16 in the City.

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

29 *Mitigation Measures*

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

31 *Residual Impacts*

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

38 **NEPA Impact Determination**

39 As discussed under **Impact PS-3**, Alternative 4 would result in less than significant
40 demands for water and wastewater supplies that would be accommodated by
41 LADWP, onsite water supply sewer infrastructure, and existing TITP capacity.
42 Alternative 4 would result in a water demand of approximately 4,712 gallons per day,
43 or 5.11 acre-feet per year at the full-capacity level of operation. This would represent
44 0.00068 percent of anticipated LADWP water demand, which is greater than the
45 NEPA baseline water demand conditions of 0.00014 percent of LADWP water
46 demand. The 2005 UWMP includes water demand under Alternative 4 and shows
47 that water supply will meet overall LADWP demand (including the Alternative 4

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

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

21 Operation of Alternative 4 would generate 48.4 tons of solid waste per year, or
22 4.9 tons above the baseline level of 43.5 tons per year. This would represent an
23 increase in the contribution to the permitted capacity at Chiquita Canyon Landfill
24 from 0.0024 percent under NEPA baseline conditions to 0.0027 percent; the
25 contribution to the permitted throughput at the Sunshine Canyon Landfill would
26 increase from 0.0021 percent to 0.0024 percent; the contribution to the available
27 daily capacity for the El Sobrante Landfill would increase from 0.002 percent (under
28 NEPA baseline conditions) to 0.0022 percent. Solid waste generated from
29 Alternative 4 operations after the closure dates (around 2030) for the Chiquita
30 Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill would
31 represent a significant impact to landfill capacity if additional adequate landfill
32 capacity is not made available by the time current landfills close, if more distant
33 landfill capacity is not utilized for solid waste generated in the City, and/or if the
34 achievement of Zero-Waste solutions in the City occurs over an extended time period.

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

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

1 *Mitigation Measures*

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

4 *Residual Impacts*

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

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

15 **CEQA Impact Determination**

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

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

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

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

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 There would be less than significant residual impacts.

7 **NEPA Impact Determination**

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

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

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

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

43 *Mitigation Measures*

44 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.

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

5 **NEPA Impact Determination**

6 Construction of the Phase I terminal under Alternative 5 included wharf and in-water
7 activities. The terminal under Alternative 5 would be 72 acres, which is less than the
8 117 acres of backlands under the NEPA baseline. Because of this, Alternative 5
9 would result in less demand for law enforcement services than the NEPA baseline.
10 Port Police and LAPD would not be affected. During operation, Alternative 5 would
11 require 0.081 new officers, or 0.051 fewer officers than the 0.132 officers required by
12 the 117 acres under NEPA baseline conditions.

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

28 *Mitigation Measures*

29 No mitigation is required.

30 *Residual Impacts*

31 There would be less than significant residual impacts.

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

35 **CEQA Impact Determination**

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

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

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

15 *Mitigation Measures*

16 No mitigation is required.

17 *Residual Impacts*

18 There would be less than significant residual impacts.

19 **NEPA Impact Determination**

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

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

36 *Mitigation Measures*

37 No mitigation is required.

38 *Residual Impacts*

39 There would be less than significant residual impacts.

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

5 **CEQA Impact Determination**

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

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

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

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

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

30 *Mitigation Measures*

31 No mitigation is required.

32 *Residual Impacts*

33 There would be less than significant residual impacts.

34 **NEPA Impact Determination**

35 As shown in Table 3.13-2, full operation of the container terminal under
36 Alternative 5 would result in water demands that would represent 0.00047 percent of
37 anticipated LADWP water demand, which is greater than NEPA baseline conditions
38 (0.00014 percent of the LADWP water demand). Because the UWMP addresses
39 water supply for the City of Los Angeles and because the terminal site and the Port of
40 Los Angeles are a part of the City, the UWMP accounts for the water usage of
41 Alternative 5. In addition, the UWMP is required to be updated every 5 years, thus
42 the water demand and supply planning would be continued. Because of this, the
43 negligible incremental difference in water demand would not significantly affect

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

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

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

15 *Mitigation Measures*

16 No mitigation is required.

17 *Residual Impacts*

18 There would be less than significant residual impacts.

19 **Alt 5 – Impact PS-4: Alternative 5 would not generate substantial** 20 **solid waste, water, and/or wastewater demands that would exceed** 21 **the capacity of existing facilities in the proposed Project area.**

22 **CEQA Impact Determination**

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

37 Wastewater from terminal construction would constitute 0.008 percent of the TITP
38 daily capacity, which is negligible. Terminal operations would constitute
39 0.010 percent of the TITP daily capacity and exceed the CEQA baseline levels.
40 However, since the TITP currently operates at 54 percent capacity, these increases
41 would be considered negligible. The amount of wastewater that Alternative 5
42 generates would not significantly affect existing or future capacity at TITP due to the
43 limited operational wastewater flows and the substantial remaining capacity at TITP
44 beyond 2020, as described above. Alternative 5 would not exceed the capacity of the

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

5 Terminal operations under Alternative 5 primarily would consist of container loading
6 and storage activities that would not generate substantial amounts of solid waste
7 requiring disposal in a landfill. Alternative 5 would generate 26.8 tons of solid waste
8 per year, or 22.7 tons above the CEQA baseline level of 4.1 tons per year. This
9 would represent an increase in the contribution to the permitted capacity at Chiquita
10 Canyon Landfill from 0.0002 percent under CEQA baseline conditions to
11 0.0015 percent from terminal operations. The contribution to the permitted
12 throughput at the Sunshine Canyon Landfill would increase from 0.0002 percent to
13 0.0013 percent; the contribution to the available permitted daily capacity at
14 El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline
15 conditions) to 0.0012 percent. Solid waste generated from Alternative 5 operations
16 after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon
17 Landfill, and El Sobrante Landfill (2030 and after) would represent a significant
18 impact to landfill capacity if additional adequate landfill capacity is not made
19 available, or if more distant landfill capacity is not utilized for solid waste generated
20 in the City.

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

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

33 *Mitigation Measures*

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

35 *Residual Impacts*

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

38 Operational impacts to solid waste capacity would be less than significant through
39 approximately 2030 when existing landfills are projected to close. **MM PS-3** would
40 offset solid waste generation from Alternative 5 in the long term starting from 2030.
41 Long-term impacts to solid waste disposal would be less than significant after
42 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.

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

6 *Mitigation Measures*

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

8 *Residual Impacts*

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

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

19 **CEQA Impact Determination**

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

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

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

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

7 *Mitigation Measures*

8 No mitigation is required.

9 *Residual Impacts*

10 Less than significant residual impacts would occur.

11 **NEPA Impact Determination**

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

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

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

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 Less than significant residual impacts would occur.

5 **3.13.4.3.2.6 Alternative 6 – Omni Cargo Terminal**

6 This alternative would construct an omni cargo terminal at the Project site, which would
7 entail physical land improvements and wharf construction as required for the proposed
8 Project. Under this alternative, however, the 142 acres of backlands would be developed,
9 but the backlands would be constructed to match the needs of an omni terminal. Like the
10 proposed Project, construction of this alternative would involve construction of
11 2,500 linear feet of wharf and 2.5 acres of fill into waters of the U.S. The Catalina
12 Express Terminal would be relocated under this alternative.

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

18 **CEQA Impact Determination**

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

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

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

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

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 There would be less than significant residual impacts.

7 **NEPA Impact Determination**

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

15 During operation, Alternative 6 would require 0.160 new officers, or 0.028 more
16 officers than the 0.132 officers required by the 117 acres under NEPA baseline
17 conditions. Furthermore, increased rail activity would not substantially affect law
18 enforcement response to the Wilmington Marinas because such response is also
19 provided waterside by Port Police patrol boats. Alternative 6 would be located
20 within the same operating distance of other facilities served by the USCG and would
21 therefore not increase emergency response times. Additionally, the increase of
22 364 vessel calls per year over NEPA baseline levels would not reduce available
23 USCG resources or increase response times due to adequate staffing levels and to the
24 fact that while the vessel calls will increase annually, daily vessel calls are expected
25 to remain the same. Accordingly, Alternative 6 would not increase the demand for
26 additional law enforcement officers and/or facilities such that the USCG, LAPD, or
27 Port Police would not be able to maintain an adequate level of service without
28 additional facilities, the construction of which could cause significant environmental
29 effects, and impacts would be less than significant under NEPA.

30 *Mitigation Measures*

31 No mitigation is required.

32 *Residual Impacts*

33 There would be less than significant residual impacts.

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

37 **CEQA Impact Determination**

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

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

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

25 *Mitigation Measures*

26 No mitigation is required.

27 *Residual Impacts*

28 There would be less than significant residual impacts.

29 **NEPA Impact Determination**

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

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

1 *Mitigation Measures*

2 No mitigation is required.

3 *Residual Impacts*

4 There would be less than significant residual impacts.

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

9 **CEQA Impact Determination**

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

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

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

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

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

41 *Mitigation Measures*

42 No mitigation is required.

1 *Residual Impacts*

2 There would be less than significant residual impacts.

3 **NEPA Impact Determination**

4 As shown in Table 3.13-2, full operation of the container terminal under
5 Alternative 6 would result in water demands that would represent 0.00118 percent of
6 projected LADWP water demand, which is greater than NEPA baseline conditions
7 (0.00014 percent of baseline LADWP water demand). Because the UWMP
8 addresses water supply for the City of Los Angeles and because the terminal site and
9 the Port of Los Angeles are a part of the City, the UWMP accounts for the water
10 usage of Alternative 6. In addition, the UWMP is required to be updated every
11 5 years, thus the water demand and supply planning would be continued. Because of
12 this, the negligible incremental difference in water demand would not significantly
13 affect water supplies or water distribution infrastructure because the water mains
14 serving the Project area have sufficient capacity to accommodate water demands
15 required to support terminal operations under this alternative.

16 Construction of Alternative 6 would generate approximately 0.0024 mgd of
17 wastewater and, as shown in Table 3.13-3, Alternative 6 operations would generate
18 0.008 mgd. The total wastewater generated under this alternative would be
19 negligible and would not affect TITP capacity or conveyance capacity.

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

27 *Mitigation Measures*

28 No mitigation is required.

29 *Residual Impacts*

30 There would be less than significant residual impacts.

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

34 **CEQA Impact Determination**

35 Alternative 6 would result in less than significant demand increases for water and
36 wastewater supplies that would be accommodated by LADWP, onsite water supply
37 sewer infrastructure, and existing TITP capacity. Alternative 6 would result in a
38 water demand of approximately 8,288 gallons per day, or 9.13 acre-feet per year at
39 the full-capacity level of operation. The 2005 UWMP includes water demand under
40 Alternative 6 and shows that water supply will meet overall LADWP demand
41 (Alternative 6 terminal) in 2030. Maximum Project water demand will be reached in
42 2030 within the UWMP timeframe. Water is expected to be continued to be supplied
43 to the Alternative 6 terminal after 2030 under future water planning and updated

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

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

18 Terminal operations under Alternative 6 primarily would consist of container loading
19 and storage activities that would not generate substantial amounts of solid waste
20 requiring disposal in a landfill. Alternative 6 would generate 52.8 tons of solid waste
21 per year, or 48.7 tons above the CEQA baseline level of 4.1 tons per year. This
22 would represent an increase in the contribution to the permitted capacity at the
23 Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to
24 0.0029 percent under Alternative 6 operations; the contribution to the permitted
25 capacity at the Sunshine Canyon Landfill would increase from 0.0002 percent to
26 0.0026 percent; the contribution to the available permitted daily capacity at
27 El Sobrante Landfill would increase from 0.0002 percent (under CEQA baseline
28 conditions) to 0.0024 percent. Solid waste generated from Alternative 6 operations
29 after the closure dates for the Chiquita Canyon Landfill, the Sunshine Canyon
30 Landfill, and El Sobrante Landfill (2030 and after) would represent a significant
31 impact to landfill capacity if additional adequate landfill capacity is not made
32 available, or if more distant landfill capacity is not utilized for solid waste generated
33 in the City.

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

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

1 However, the amount of asbestos-containing material that might have to be disposed
2 of would not be substantial due to the limited sizes of the Catalina Express Terminal
3 building (approximately 120 feet by 200 feet) and the Princess Pavilion building
4 (11,600 square feet). Consequently, significant impacts to hazardous materials
5 landfill capacity would not occur.

6 *Mitigation Measures*

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

8 *Residual Impacts*

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

15 **NEPA Impact Determination**

16 Alternative 6 would result in less than significant demands for water and wastewater
17 supplies that would be accommodated by LADWP, onsite water supply sewer
18 infrastructure, and existing TITP capacity. Alternative 6 would result in a water
19 demand of approximately 8,288 gallons per day, or 9.13 acre-feet per year, at the
20 full-capacity level of operation. This would represent 0.00118 percent of anticipated
21 LADWP demand, which is greater than the NEPA baseline conditions of
22 0.0001 percent of LADWP water demand. The 2005 UWMP includes water demand
23 under Alternative 6 and shows that water supply will meet overall LADWP demand
24 (including the Alternative 6 terminal) in 2030. Maximum Project water demand will
25 be reached in 2030 within the UWMP timeframe. Water is expected to be continued
26 to be supplied to the Alternative 6 terminal after 2030 under future water planning
27 and updated UWMPs (required every 5 years) because the water demand for the
28 terminal would be treated as existing demand in future water supply planning. Based
29 on the ongoing water demand and supply planning and management efforts of the
30 City, the incremental difference in water demand would not significantly affect water
31 supplies or water distribution infrastructure.

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

1 Operation of Alternative 6 would generate 52.8 tons of solid waste per year, or
2 9.3 tons above the NEPA baseline level of 43.5 tons per year. This would represent
3 an increase in the contribution to the permitted capacity at Chiquita Canyon Landfill
4 from 0.0024 percent under NEPA baseline conditions to 0.0029 percent under
5 Alternative 6 operations; the contribution to the permitted capacity at the Sunshine
6 Canyon Landfill would increase from 0.0021 percent to 0.0026 percent; the
7 contribution to the available daily capacity at the El Sobrante Landfill would increase
8 from 0.002 percent (under NEPA baseline conditions) to 0.0024 percent. Solid waste
9 generated from Alternative 6 operations after the closure dates (2030 and after) for
10 the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante
11 Landfill would represent a significant impact to landfill capacity if additional
12 adequate landfill capacity is not made available by the time current landfills close, or
13 if more distant landfill capacity is not utilized for solid waste generated in the City.

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

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

27 *Mitigation Measures*

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

29 *Residual Impacts*

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

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

40 **CEQA Impact Determination**

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

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

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

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

29 *Mitigation Measures*

30 No mitigation is required.

31 *Residual Impacts*

32 There would be less than significant residual impacts.

33 **NEPA Impact Determination**

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

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

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

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

24 *Mitigation Measures*

25 No mitigation is required.

26 *Residual Impacts*

27 There would be less than significant residual impacts.

28 **3.13.4.3.2.7 Alternative 7 – Nonshipping Use**

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

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

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

6 **CEQA Impact Determination**

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

22 In addition, Alternative 7 is not expected to result in substantial demand for school
23 services because the increase in employment opportunities under Alternative 7 is not
24 expected to result in, or induce, substantial or significant population or land use
25 development growth. This is because the majority of the new jobs that would be
26 created by this alternative are expected to be filled by persons who already reside in
27 the City or nearby areas. (In 2004, 6.6 percent of the City's population was
28 unemployed, see Table 7.2-3 in Chapter 7, Socioenconmics.) Furthermore, the
29 Los Angeles Unified School District (LAUSD) is currently engaged in the largest
30 building program in its history. Over the next 6 years, LAUSD will complete the
31 construction of 159 new construction projects to accommodate projected student
32 population. The LAUSD New Facilities Master Plan 2000 identifies the need for
33 79 new schools, 60 onsite building additions, and 20 playground expansion projects.
34 The 139 building projects will comprise 3,222 new classrooms and will
35 accommodate a total of 76,871 students on a two-semester basis. The total estimated
36 cost of the Master Plan program is approximately \$2.8 billion. Funding has been
37 identified from various sources including State Proposition 1A bonds, local
38 Proposition BB Bonds, and developer fees (LAUSD, 2005). Because substantial
39 growth is not anticipated and because LAUSD is expanding its facilities to
40 accommodate projected student enrollment, potential impacts related to an increase in
41 demand for schools is not expected.

1 *Mitigation Measures*

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

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

9 *Residual Impacts*

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

11 **NEPA Impact Determination**

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

18 Operation of Alternative 7 would result in a demand for approximately 14 new police
19 officers, which is greater than the NEPA baseline demand of 0.132 officers.

20 Alternative 7 would contribute to the need for additional police services in the long
21 term, and, because neither the Port Police nor the LAPD has planned for a Regional
22 Center at this location, this is considered a potentially significant impact to police
23 services under NEPA.

24 *Mitigation Measures*

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

26 *Residual Impacts*

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

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

31 Impacts from Alternative 7 would be greater than those identified for the proposed
32 Project. Alternative 7 could have a greater demand for fire protection services associated
33 with the substantial amount (approximately 1.3 million square feet) of light industrial
34 uses that would occur. The fire protection services in and around the Port have
35 developed over time in concert with the Port. The mission of the Port, as documented in
36 the Port Master Plan Regulations and Guidelines for Development Projects, places the
37 highest priority for any water or land use within the jurisdiction of the Port of
38 Los Angeles on developments that are completely dependent on Harbor water and land
39 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

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

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

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

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

17 Minimum wastewater generation for Alternative 7 is estimated to be approximately
18 0.167 mgd (Table 3.13-3), which is 0.557 percent of the TITP daily capacity.

19 Although wastewater generation under Alternative 7 would be much greater than
20 flows included in the CEQA baseline, TITP currently operates at approximately
21 54 percent of its daily capacity of 30 mgd, and wastewater generated by Alternative 7
22 would not substantially affect the capacity of TITP. The City projects that by 2020,
23 wastewater flows in the TITP service area will grow to 19.9 mgd (City of
24 Los Angeles, 2006); therefore, approximately 10 mgd in daily capacity at TITP
25 would remain unused and available for future years (beyond 2020). Although the
26 amount of wastewater generated by Alternative 7 would exceed that of the CEQA
27 baseline, it would not significantly affect existing or future capacity at TITP due to
28 the substantial remaining capacity at TITP beyond 2020, which is estimated to
29 adequately handle 2045 wastewater flow demands.

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

36 *Mitigation Measures*

37 No mitigation is required.

38 *Residual Impacts*

39 There would be less than significant residual impacts.

40 **NEPA Impact Determination**

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

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

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

7 Minimum wastewater generation for Alternative 7 is estimated to be approximately
8 0.167 mgd (Table 3.13-3), which is 0.557 percent of the TITP daily capacity.
9 Although wastewater generation under Alternative 7 would be much greater than
10 flows included in the NEPA baseline, TITP currently operates at approximately
11 54 percent of its daily capacity of 30 mgd, and wastewater generated by Alternative 7
12 would not substantially affect the capacity of TITP. Although the amount of
13 wastewater generated by Alternative 7 would exceed that of the NEPA baseline, it
14 would not significantly affect existing or future capacity at TITP due to the
15 substantial remaining capacity at TITP beyond 2020, which is estimated to
16 adequately handle 2045 wastewater flow demands.

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

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

31 *Mitigation Measures*

32 No mitigation is required.

33 *Residual Impacts*

34 Less than significant impact.

35 **Alt 7 – Impact PS-4: Alternative 7 would generate substantial solid** 36 **waste, water, and/or wastewater that could exceed the capacity of** 37 **existing facilities in the proposed Project area.**

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

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

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

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

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

17 **CEQA Impact Determination**

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

30 Operation of the Regional Center under Alternative 7 would generate at least
31 0.167 mgd of wastewater, which would constitute 0.557 percent of the TITP daily
32 capacity and exceed the CEQA baseline levels. However, since the TITP currently
33 operates at 54 percent capacity (of 30 mgd), these increases would be considered
34 negligible. The amount of wastewater generated by Alternative 7 would not
35 significantly affect existing or future capacity at TITP due to the limited operational
36 wastewater flows and the substantial remaining capacity at TITP beyond 2020, as
37 described above. Therefore, impacts to TITP capacity would not be significant.

38 Operation of the Regional Center primarily would consist of various retail, office,
39 and industrial activities and would generate at least 5.55 tons per day of solid waste,
40 which is 5.539 tons per day above the CEQA baseline level of 0.011 ton per day.
41 This would represent an increase in the contribution to the permitted daily capacity at
42 Chiquita Canyon Landfill from 0.0002 percent under CEQA baseline conditions to
43 0.1110 percent. The contribution to the permitted daily capacity at the Sunshine
44 Canyon Landfill would increase from 0.0002 percent to 0.1009 percent. The
45 contribution to the available daily capacity at the El Sobrante Landfill would increase
46 from 0.0002 percent (CEQA baseline) to 0.0925 percent. Solid waste generated from
47 Alternative 7 operations after the closure dates for the Chiquita Canyon Landfill, the
48 Sunshine Canyon Landfill, and El Sobrante Landfill (2030 and after) would represent

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

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

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

16 *Mitigation Measures*

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

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

31 *Residual Impacts*

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

33 **NEPA Impact Determination**

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

1 Operation of the Regional Center under Alternative 7 would generate at least
2 0.167 mgd of wastewater, which would constitute 0.557 percent of the TITP daily
3 capacity and would exceed the NEPA baseline level (0.003 percent of TITP capacity).
4 However, since the TITP currently operates at 54 percent capacity (of 30 mgd), these
5 incremental increases would be considered negligible. The amount of wastewater
6 generated by Alternative 7 would not significantly affect existing or future capacity
7 at TITP due to the limited operational wastewater flows and the substantial remaining
8 capacity at TITP beyond 2020, as described above. Therefore, impacts to TITP
9 capacity would not be significant.

10 Operation of the Regional Center primarily would consist of various retail, office,
11 and industrial activities and would generate at least 5.55 tons per day of solid waste,
12 which is 5.43 tons per day above the NEPA baseline level of 0.119 ton per day. This
13 would represent an increase in the contribution to the permitted daily capacity at
14 Chiquita Canyon Landfill from 0.0024 percent under NEPA baseline conditions to
15 0.1110 percent. The contribution to the permitted daily capacity at the Sunshine
16 Canyon Landfill would increase from 0.0021 percent (NEPA baseline) to
17 0.1009 percent. The contribution to the available daily capacity at the El Sobrante
18 Landfill would increase from 0.0020 percent (NEPA baseline) to 0.0925 percent.
19 Solid waste generated from Alternative 7 operations after the closure dates for the
20 Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and El Sobrante Landfill
21 (2030 and after) would represent a significant impact to landfill capacity if additional
22 adequate landfill capacity is not made available, or if more distant landfill capacity is
23 not utilized for solid waste generated in the City.

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

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

36 *Mitigation Measures*

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

39 *Residual Impacts*

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

41 **Alt 7 – Impact PS-5: Implementation of Alternative 7 would generate** 42 **minor increases in energy demands; however, construction of new** 43 **offsite energy supply facilities and distribution infrastructure would** 44 **not be required to support Alternative 7 activities.**

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

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

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

13 **CEQA Impact Determination**

14 Electricity for Alternative 7 would be provided by the LADWP. LADWP has ample
15 electricity generation capacity to meet the needs of its customers and will continue to
16 do so with proper planning and development of facilities in accordance with the City
17 Charter. Annual peak demand is projected to increase slightly more slowly,
18 1.0 percent per annum. As with the proposed Project, LADWP is expected to be able
19 to provide this alternative with electricity.

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

32 Demand for natural gas under Alternative 7 would exceed the usage under the CEQA
33 baseline but would not substantially increase demand such that new supply or
34 distribution facilities would have to be constructed. Natural gas in California is
35 supplied from various other states, as well as Canada (California Gas Utilities, 2006).
36 The distribution system is established, and in the existing natural gas lines are located
37 adjacent to and within the Project site, including a 16-inch, high-pressure line as well
38 as smaller lines in the 2- to 4-inch range. With the presence of the high-capacity
39 16-inch, high-pressure line nearby, there is adequate distribution of natural gas to
40 serve this alternative. Alternative 7 would not be expected to significantly affect any
41 utility service lines such that any utility provider would be required to install or
42 expand underground or aboveground lines. Connection with existing utility lines
43 offsite and the relocation, extension, or expansion of onsite utility lines to
44 accommodate Alternative 7 would be required, but the connection would be at the
45 expense of the applicant and performed in accordance with all applicable regulations.
46 Therefore, no new offsite energy supply facilities and distribution infrastructure, or
47 capacity-enhancing alterations to existing facilities that are not anticipated by

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

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 There would be less than significant residual impacts.

7 **NEPA Impact Determination**

8 Electricity consumption under Alternative 7 is expected to exceed that of the NEPA
9 baseline because it would develop the project site more densely and would include
10 land uses (retail, office, and industrial). Electricity demand under Alternative 7 is
11 expected to peak by 2025 because it would become operational by approximately
12 2013, which gives it ample time to become fully leased. Based on the LADWP IRP,
13 LADWP electricity resources and reserves will adequately provide electricity for
14 Alternative 7. The IRP does not provide load demand forecasts or supply resources
15 because its planning horizon extends only to 2025. However, because LADWP is
16 required by the Charter to provide a reliable supply of electricity for its customers
17 and because LADWP is moving toward increasing renewable energy supplies in its
18 resource portfolio, the electricity demand of Alternative 7 by itself would not result
19 in the need to construct a new offsite power station or facility (for a discussion of
20 cumulative impacts related to electricity demand, see Chapter 4). As a result,
21 impacts would be less than significant under NEPA.

22 Demand for natural gas under Alternative 7 would exceed the usage under the NEPA
23 baseline but would not substantially increase demand such that new supply or
24 distribution facilities would have to be constructed. Natural gas in California is
25 supplied from various other states, as well as Canada (California Gas Utilities, 2006).
26 The distribution system is established, and the existing natural gas lines are located
27 adjacent to and within the Project site, including a 16-inch, high-pressure line as well
28 as smaller lines in the 2- to 4-inch range. With the presence of the high capacity,
29 16-inch, high-pressure line nearby, there is adequate distribution of natural gas to
30 serve this alternative. Alternative 7 would not be expected to significantly affect any
31 utility service lines such that any utility provider would be required to install or
32 expand underground or aboveground lines. Connection with existing utility lines
33 offsite and the relocation, extension, or expansion of onsite utility lines to
34 accommodate Alternative 7 would be required, but the connection would be
35 performed in accordance with all applicable regulations. Therefore, no new offsite
36 energy supply facilities and distribution infrastructure, or capacity-enhancing
37 alterations to existing facilities that are not anticipated by adopted plans or programs
38 would result from Alternative 7. Significant impacts would not occur.

39 *Mitigation Measures*

40 No mitigation is required.

41 *Residual Impacts*

42 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 NEPA: 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. MM PS-1 through MM PS-3	CEQA: Less than significant 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 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 MM PS-1 through MM PS-3	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: 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 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 MM PS-1 through MM PS-3	CEQA: Less than significant 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 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 MM PS-1 through MM PS-3	CEQA: Less than significant 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 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 MM PS-1 through MM PS-3	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: Less than significant	Mitigation not required Mitigation not required	CEQA: Less than significant 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 NEPA: Police Services: Significant	MM PS-4: Prepare and implement a security plan MM PS-4	CEQA: Less than significant 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 NEPA: Fire Services: Significant	MM PS-5: Coordinate and comply with LAFD requirements, including staffing and equipment. MM PS-5	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 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
<p>Note:</p> <p>*Unless otherwise noted, all impact descriptions for the alternatives are the same as those described for the proposed Project.</p>				

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

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2 **3.13.5 Significant Unavoidable Impacts**

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

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