SECTION SUMMARY

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 boat shop capacity and operations at the proposed Project site. An analysis of potential impacts on public services and utilities associated with the alternatives is detailed in Chapter 6, Analysis of Alternatives.

Section 3.11, Public Services and Utilities, provides the following:

- A description of existing public services serving the Port;
- A description of existing public utilities serving the Port;
- A discussion on the methodology used to determine whether the proposed Project results in an impact to public services or utilities;
- An impact analysis of the proposed Project; and,
- A description of any mitigation measures proposed to reduce any potential impacts, if applicable.

Key Points of Section 3.11:

The proposed Project operations would not affect emergency response times because the site would have the same land use and similar layout and same distances to fire stations as the existing boat shop. The proposed Project would not increase the demand for additional law enforcement officers and/or facilities associated with the U.S. Coast Guard (USCG), Los Angeles Police Department (LAPD), or the LAHD Port Police (Port Police); therefore, an adequate level of service would be maintained without additional facilities.

The additional “process water” generated from various boat shop activities (i.e., hydroblasting), would be discharged in the sewer. The additional water consumption and wastewater from an increase in employees and hydroblasting, as well as an increase in stormwater from the increase in impervious surface area from creation of the CDFs is considered negligible.

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. Construction of the proposed Project would result in less than significant impacts on public services and utilities.
### 3.11.1 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 boat shop capacity and operations at the proposed Project site.

### 3.11.2 Environmental Setting

#### 3.11.2.1 Public Services

#### 3.11.2.1.1 Fire Protection

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 (LAMC). The Fire Protection and Prevention Plan serves as a guide for the construction, maintenance, and operation of fire protection facilities in the City. 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 on-site 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 any existing fire hazards 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. The City of Los Angeles Fire Code (LAFC) 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 (LAFC, Division 9, Section 57.09.02). The LAFD assigns fire protection standards for response times for both engine and truck companies (LAFC, Division 9, Section 57.09.07A).

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. Each LAFD district is defined so emergency services can reach the scene within five minutes of a call for help (LAFD, 2011). LAFD response time to the proposed Project vicinity is 5 minutes or less by land and in the 7-minute range by water (Vitovitch, 2009).

The nearest fire station to the proposed Project site is Fire Station No. 111, which is located in Fish Harbor and approximately 0.25 mile south of the boat shop. The nearest facility from land is Fire Station No. 40, which is located approximately 1.3 miles northeast of the Project site on Terminal Island.

Fire Boat No. 1 would be the first responders to an emergency at the proposed Project site. Fire Station No. 40 would likely provide the first response to a fire at the Project site. Figure 3.11-1 identifies the fire stations located within the Project vicinity.
Other stations that could provide fire fighting services by land to the Project site include Fire Station 49, located approximately 3.5 miles away at 400 Yacht Street, at Berth 194, and Fire Station 38, located at 124 East I Street in Wilmington.

The fire stations listed in Table 3.11-1 could respond to an emergency at the proposed Project site.

**Table 3.11-1: LAFD Stations in the Vicinity of the Proposed Project Area**

<table>
<thead>
<tr>
<th>Fire Stations within Project Service Area</th>
<th>Distance from the Project Site</th>
<th>Type/Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Station No. 40 330 Ferry St</td>
<td>1.3 miles</td>
<td>Assessment Engine, Rescue Ambulance, and Rehab Air Tender</td>
</tr>
<tr>
<td>Terminal Island, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station No. 48 1601 S. Grand Ave</td>
<td>4.5 miles</td>
<td>Assessment Engine, Light Force, Rescue Ambulance, and Haz-Mat Squad</td>
</tr>
<tr>
<td>San Pedro CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station No. 49 400 Yacht Street</td>
<td>6.3 miles</td>
<td>Assessment Engine, Rescue Ambulance, Fire Boats 3 &amp; 4</td>
</tr>
<tr>
<td>Berth 194</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wilmington, CA 90744</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station No. 110 2945 Miner St</td>
<td>2.0 miles</td>
<td>Fire Boat No. 5 and SCUBA Operations</td>
</tr>
<tr>
<td>Berth 44-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Pedro, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station No. 111 1444 Seaside Avenue</td>
<td>0.25 mile</td>
<td>Fire Boat No. 1</td>
</tr>
<tr>
<td>Berth 260</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Pedro, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station No. 112 444 South Harbor Blvd</td>
<td>2.5 miles</td>
<td>Engine Company, Paramedic Ambulance, and Fire Boat No. 2</td>
</tr>
<tr>
<td>Berth 86</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Pedro, CA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*a The driving distance was measured from the station to the proposed Project’s boundary along major routes.*
Fire protection also depends on the required fire flow (water quantity and pressure necessary for fire protection). Typical urban fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density areas to 12,000 gpm in high-density commercial and industrial areas. Water for domestic use and firefighting purposes is supplied to the proposed Project area by a network of main lines maintained by the Los Angeles Department of Water and Power (LADWP). Main lines are located in Seaside Avenue (12-inch-diameter line) and Earle Street (24-inch and 20-inch) easements (NavigateLA, 2010). Distribution lines are located throughout the Project site. Fire hydrants in the Project area are located along S. Seaside Avenue adjacent to the Project site, as well as along the streets surrounding the Fish Harbor Area (i.e., Wharf Street, Cannery Street, and Terminal Way). In addition, fireboats can pump water from the Harbor and utilize that water to combat fires on watercraft and waterfront areas.

Therefore, current fire flow is considered adequate in the Project area and nearby Port facilities. As mentioned above, the fire and EMS response time to the proposed Project vicinity is 5 minutes or less by land and in the 7-minute range by water, which is less than the citywide average response time; therefore, existing fire response times, fire protection services and facilities are considered adequate.

3.11.2.1.2 Police Protection

While the LAPD provides police protection to the entire City of Los Angeles, the Port Police is the primary law enforcement agency within the Port of Los Angeles. The Port Police is responsible for patrol and surveillance within the Port property boundaries, including Port-owned properties within the communities of Wilmington, San Pedro, and Harbor City. The Port Police enforce federal, state, and local public safety statutes as well as environmental and maritime safety regulations. Their primary goal is to protect the Port against all criminal activity to ensure free flow and protection of commerce, and to identify, and apprehend individuals who commit criminal acts on LAHD properties. Furthermore, they protect Port customers and visitors, and the Port’s industrial and commercial tenants (LAHD, 2011). The Port Police Headquarters and office building is located (330 S. Centre Street in San Pedro) directly west of the Harbor Administration Building, 2.5 driving miles from the proposed Project site (refer to Figure 3.11-1). It is equipped with the latest in surveillance, command and control, and interoperable communications technologies and will be directly linked with the Long Beach Harbor Patrol command center.

Dive Unit facility boats and offices/lockers are located at 954 South Seaside Avenue adjacent to the Southern California Marine Institute (0.3 miles north of the Project site). The Dive Unit also responds to waterside incidents and emergencies. Marine Unit boats and a small office are located at Berth 84 (2.4 boating miles from the site), with additional offices in the Crowley Building nearby. There is also a Wilmington substation located at 300 Water Street (2.3 miles from the Project site), around Berth 195, and a Port Police training facility located at 300 Ferry Street (1.4 driving miles from the Project site). Since September 11, 2001, the number of Port Police officers has increased 30 percent. Currently, the approximately 125 sworn Port Police officers maintain 24-hour land and water patrols at the Port (Twardy, 2011).
The 2007 Strategic Plan for Safety and Security outlines 19 key initiatives in the areas of public safety, homeland security and emergency preparedness that will allow the Port Police to focus their efforts in those areas where they can achieve maximum effectiveness. The following public safety initiatives have been implemented: expand Port Police personnel and operations by establishing a 24-hour two-vessel presence, establishing a vehicle and cargo inspection team, establishing a Port Police substation in Wilmington; and, implement a “Green Marina” Program. In addition, the Port is in progress of expanding Port Police communications capabilities to include addition of dedicated tactical frequencies and enhancing security at Port facilities.

The proposed Project site is also located in the LAPD Harbor Division Area, which includes a 27.5-square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The LAPD Harbor Community police station is located at 2175 John S. Gibson Boulevard (Figure 3.11-1) with 260 patrol officers, detectives and support staff including a minimum of 19 officers in the field at all times (Felch, 2009). During periods of statistically high-crime activity, the number of field officers increases. The LAPD provides support to the Port Police and responds to incidents within the Port, including under the following circumstances: 1) complex crimes including homicides and major traffic incidents; 2) special investigations including narcotics, organized crime, and terrorism; and 3) unusual occurrences as identified by the City protocol, such as events that require special resources, expertise, or staffing beyond current competencies (Parnell, 2010). Terrorism and associated risks from terrorism are addressed in Section 3.7, Hazards and Hazardous Materials.

The LAPD’s performance standard for police services is a 7-minute response time for priority calls (such as crimes in progress and violent crimes). Actual response time in the Harbor Division Area for 2009 averaged 6.5 minutes, which is considered adequate and is lower than the preferred time of 7 minutes (Parnell, 2010). In addition to LAPD and Port Police protection, the ALBS facility uses a security guard service from 4:00 pm to 7:00 am on weekdays and full time during weekends. Therefore, law enforcement level of service is considered adequate at the proposed Project site and in the area.

### U.S. Coast Guard

The primary responsibility of the U.S. Coast Guard (USCG) is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District provides USCG support to the Port and the coast that extends from Dana Point to Point Dume, including Catalina Island. The USCG station, officially known as Station Los Angeles Long Beach, is located at 1001 South Seaside Avenue, just south of the proposed Project site. The station’s primary missions are Search and Rescue, Maritime Law Enforcement, and Homeland Security. The USCG determines emergency response time based on the distance the USCG must travel to reach a given facility. An increase in vessel calls does not necessarily correlate to an increase in response times because adequate staffing levels will be maintained and although the vessel calls will increase annually, daily calls are expected to remain the same. Although the services of the USCG would be available (if needed), the ALBS is not a facility required to submit a Facility Security Plan to the USCG for approval.
### 3.11.2.2 Public Utilities

#### 3.11.2.2.1 Water

The Los Angeles Department of Water and Power (LADWP) provides water service to the proposed Project area. The LADWP is responsible for supplying, treating, and distributing water for domestic, industrial, agricultural, and firefighting purposes within the City. Water sources utilized by the LADWP include local sources, such as groundwater, wells and recycled water (for non-potable uses), and imported sources, including the Los Angeles Aqueducts and purchases from the Metropolitan Water District of Southern California (MWD). The MWD imports water from the Colorado River via the Colorado River Aqueduct, from northern California via the State Water Project’s California Aqueduct, and from various groundwater sources. Water supply and conveyance structures include a series of reservoirs and a network of pipelines, such as reservoir outlets, major trunk lines, and other delivery lines. In Fiscal Year 2009-2010, LADWP supplied 555,477 acre-feet of water in its service area and a yearly average of 621,700 acre-feet during Fiscal Year 2006-2010 (LADWP, 2010).

In a continuing effort to ensure a reliable water supply for future years, LADWP prepared the Urban Water Management Plan (UWMP), which was updated and adopted on April 11, 2011 (LADWP, 2010). The UWMP is updated every 5 years, as required by the California Water Code (Section 10621a). The UWMP is designed to serve as the City master plan for water supply and resources management. This plan provides the basic policy principles that will guide the LADWP decision-making process to secure an adequate sustainable water supply for the entire City area of 464 square miles, including the Port, through the year 2035.

Specific supply-and-demand management strategies are designed to provide a hedge against droughts and variability of surface water. LADWP’s UWMP uses a service-area-wide method in developing City water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City to 2035, including water use by Port tenants. The driving factors for this growth are demographics, weather, and water conservation. Demographic projections for LADWP’s service area are based on the 2008 Regional Transportation Plan forecast generated by the Southern California Association of Government (SCAG).1

Total LADWP demand for water is predicted to be 701,200 acre-feet in 2030 and 710,800 acre-feet in 2035. Nonetheless, the LADWP expects a 15 percent lower water demand trend than what was projected in the 2005 UWMP. LADWP would be able to meet this demand by increasing local water supplies and water conservation from the current 12 percent to 43 percent by 2035, reducing its reliance on the purchased MWD water supply by one-half (LADWP, 2010).

Under certain circumstances, a Water Supply Assessment (WSA) containing specific information from the water service provider is required in conjunction with a development project (California Water Code Sections 10910-10915). Under Senate Bill (SB) 610 (Water Code Sections 10910 and 10912), it is the responsibility of the water service provider (i.e., LADWP) to prepare a WSA for every new development “project”

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1 Chapter 11.4 Water Supply Assessments of the UWMP is incorporated by reference and is available at LAHD, Environmental Management Division 222 W. 6th Street, Suite 1080, San Pedro, California, and online at: http://www.ladwp.com/ladwp/cms/ladwp014334.pdf
within its service area that is subject to CEQA. If the provider determines that water supplies are, or will be, insufficient, plans must be submitted for acquiring additional water supplies. Additionally, the Bill requires the lead agency to include the WSA and other pertinent information in the environmental document prepared (i.e., EIR) for any project pursuant to the act. Similarly, SB 221 (Government Code Sections 65867.5 and 66473.7), a companion bill to SB 610, modifies state law to focus on the link between water supply and land use planning, particularly for new large projects in non-urban areas. The LADWP has incorporated the provisions of SB 610 and SB 221 into its water supply planning process. The WSA for individual projects, such as the proposed Project, in conformance with the UWMP, evaluates the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and how they would be secured if needed. The types of projects subject to the requirements of SB 610 and SB 221 tend to be larger projects that may, or may not have, been included within the growth projections of the UWMP. The WSA for such projects, in conformance with the UWMP, evaluates the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and how they would be secured if needed.

In addition, the LADWP requires consultation with applicants for Projects that would be completed after 2015 through a Service Advisory Request (SAR) in order to assess whether the current infrastructure (e.g., water lines) would be able to accommodate the increased water demand based on fire flow requirements. If the SAR determines that current infrastructure would not, the LADWP requires that additional infrastructure be constructed at the applicant’s expense.

Distribution mains are located throughout the Project area. A 12-inch-diameter line is located along Seaside Avenue (NavigateLA, 2010).

3.11.2.2 Wastewater

The City of Los Angeles Department of Public Works, Bureau of Sanitation provides wastewater treatment and conveyance service for most of the City and numerous jurisdictions or agencies that contract with the City for wastewater conveyance and treatment. The City thus serves as a regional wastewater provider. The Bureau of Sanitation maintains sewer lines, force mains, and pump stations throughout the proposed Project area. Wastewater is conveyed from the Project area to the Terminal Island Water Reclamation Plant (TIWRP), an advanced water treatment facility located at 445 Ferry Street just north of the Project site (refer to Figure 3.11-1). The facility treats industrial wastewater generated on Terminal Island in addition to wastewater generated in the communities of Wilmington, San Pedro, and areas of Harbor City. The current capacity of the TIWRP is 30 million gallons per day (mgd), but it currently operates at approximately 58 percent capacity, treating 17.5 mgd in 2008/09 (Bureau of Sanitation, 2009b). The TIWRP’s treatment processes include tertiary treatment and microfiltration (MF)/reverse osmosis (RO), and produces biosolids and biogas for beneficial reuse (Bureau of Sanitation, 1999). The majority of TIWRP’s liquid effluent (tertiary treatment) flows to the Los Angeles Outer Harbor (in the vicinity of Pier 400) to a point approximately 3,000 feet offshore via a 60- to 72-inch-diameter outfall (NavigateLA, 2010).

2 There are three primary treatment stages at the TIWRP, Primary, Secondary, and Tertiary. Primary treatment removes most solids through settlement. In Secondary treatment, further solids are removed via biological processes. Tertiary treated effluent is essentially secondary effluent that is further processed to remove the very smallest solid particles using coagulants and sand filters. Additional information on wastewater treatment at TIWRP is available at: http://www.lasewers.org/treatment_plants/terminal_island/flowchart/flowchart.htm.
2010). Some tertiary-treated effluent is further treated using advanced treatment technologies for reuse (irrigation and industrial water supplies) in the Harbor area. The MF/RO facilities at the TIWRP are capable of producing approximately 5 mgd.

The Bureau of Sanitation and LADWP prepared the Integrated Resources Plan (IRP) for the Wastewater System in 2006, which projected future average dry weather flow in the Terminal Island Service Area (TISA) would grow to 19.9 mgd by 2020 from its current flows of approximately 17 mgd (City of Los Angeles Department of Public Works, Bureau of Sanitation and LADWP, 2006). These projections assume that each employee within the TISA generates 24 gallons of wastewater per day, or gallons per capita per day (gpcd).

### 3.11.2.2.3 Storm Drainage

Storm drains are located throughout the proposed Project area and maintained by the LAHD, City, and Los Angeles County. Storm drainage on Terminal Island consists of surface runoff catch basins along Seaside Avenue near Navy Way and a 96-inch-diameter outfall line. This system collects the water and discharges it in the East Basin Channel. An additional system runs parallel to Ferry Street near Seaside Avenue and consists of a 78-inch-diameter outfall line. This outfall also terminates at the East Basin Channel.

Storm drains within the proposed Project vicinity sufficiently accommodates current demands.

In 2007 ALBS renewed its NPDES permit and WDR from the Los Angeles RWQCB (previously issued in 1997) for discharges from their operation. Permitted discharges include “effluent from low-pressure water blasting water, storm water, and harbor waters”. The permit includes provisions for ALBS “to update and continue to implement its SWPPP [Stormwater Pollution Prevention Plan]. The SWPPP would outline site-specific management processes for minimizing storm water runoff containing pollutants from being discharged into surface waters. The objective of this Order is to protect the beneficial uses of receiving waters. To meet this objective, this order requires that the SWPPP specify Best Management Practices (BMPs) that would be implemented to reduce the discharge of pollutants in storm water and blasting water effluent. Further, the Discharger shall assure that the storm water discharges from the facility would neither cause, nor contribute to, the exceedance of water quality standards and objectives, nor create conditions of nuisance in the receiving water” (RWQCB, 2007). Also, to comply with their NPDES permit, ALBS installed a media filtration system in the existing system draining storm water from Seaside Avenue into Fish Harbor.

Location and operation of the marine railways is a source of pollutant discharge. To comply with the new (2007) NPDES permit, ALBS relocated this railway inland, to completely remove vessels away from harbor waters. To accommodate this modification, LAHD relocated Seaside Avenue to the west into vacant property. The three other marine railways remain a potential source of pollutant discharge into harbor waters.

The ALBS discharges process water (low pressure water blasting wastewater) and Harbor water to Fish Harbor of Los Angeles Inner Harbor under WDR contained in Order No.

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3 Advanced water treatment is a two-stage process to remove various size pollutants using MF, RO, and chlorination. The water is then dechlorinated prior to beneficial reuse in the Harbor area. Uses include industrial process water, irrigation, and to maintain a seawater intrusion barrier.
3.11.2.2.4 Solid Waste

Existing boat shop operations generate solid waste consisting of nonhazardous materials, such as food and beverage containers, paper products, and other miscellaneous trash disposed of by on-site staff; as well as hazardous materials, such as gasoline and diesel. BFI is currently under contract to dispose the solid waste of the site.

A 70 percent diversion rate is California’s goal for the year 2020 (California Integrated Waste Management Board (CIWMB)/CalRecycle, 2004). According to the Bureau of Sanitation’s 2009-2010 Year at a Glance report, the City achieved a recycling/diversion rate of 65 percent, which exceeds the AB 939 requirement of 50 percent (City of Los Angeles, Department of Public Works, Bureau of Sanitation, 2010). In 2010, the diversion rate of the Port was approximately 96 percent, or 62,323.95 tons (POLA, 2010).

Solid waste generated by boat shop operations complies with federal, state, and local regulations and codes pertaining to solid waste disposal, including Chapter VI Article 6 Garbage, Refuse Collection of the LAMC, Part 13 Title 42-Public Health and Welfare of the California Health and Safety Code, and Chapter 39 U.S. Solid Waste Disposal Code. In addition, the operation of the boat shop would not affect the City’s ability to comply with the California Solid Waste Management Act (AB 939), which mandates every city in the state to divert at least 50 percent of solid waste from landfill disposal through source reduction, recycling, and composting.

LAHD maintains asphalt/concrete recycling facility at the intersection of E. Grant Street and Foote Avenue in east Wilmington. Asphalt/concrete debris from the demolition not contaminated above levels set by regulation would be crushed for reuse in construction within the Port. However, construction and demolition activities would still result in a substantial one-time contribution to the solid waste stream.

The following programs are implemented by the Port to assist in diversion of operational and construction waste (POLA, 2008):

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

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

There are three types of disposal facilities within the state, including: Class I facilities, which may accept hazardous and nonhazardous wastes; Class II facilities, which may accept “designated” and nonhazardous wastes; and Class III facilities (Municipal Solid Waste Landfills), which may accept nonhazardous wastes.

Currently, nonhazardous solid waste generated at the existing ALBS site is disposed of at the Sunshine Canyon Landfill or Chiquita Canyon Sanitary Landfill, depending on daily capacities and hours of operation. Hazardous waste or contaminated soil may be disposed of at the Clean Harbor Buttonwillow Landfill or the Kettleman Hills facility. These and other solid waste disposal facilities that could be used during construction and/or operation of the proposed Project are described below.

Sunshine Canyon Landfill (hereafter referred to as Sunshine Canyon) is located at 14747 San Fernando Road in Sylmar, CA, approximately 50 miles from the Project site. Sunshine Canyon Landfill is owned and operated by BFI, and has a maximum permitted throughput of 12,100 tons per day, with 5,500 tons per day allotted for City use and 6,600 for County use. As of July 31, 2007, this facility had a remaining capacity of 112,300,000 cu yd, and currently has an estimated closure date of 2037. The waste types accepted at this facility include construction and demolition debris, green materials, industrial, inert, and mixed municipal (CIWMB/CalRecycle, 2010a).

Chiquita Canyon Sanitary Landfill (hereafter referred to as Chiquita Canyon) is located at 29201 Henry Mayo Drive Castaic, CA, approximately 63 miles from the Project site. This facility is owned and operated by Chiquita Canyon, Inc., and has a maximum permitted throughput of 6,000 tons per day. The remaining capacity was approximately 29,300,000 cu yd as of November 23, 2006, and has an estimated closure date of 2019. The

4 Additional information regarding disposal facility classification is available from the SWRCB here: http://www.waterboards.ca.gov/water_issues/programs/land_disposal/walist.shtml
waste types accepted at this facility include mixed municipal, green materials, construction and demolition debris, industrial, and inert (CIWMB/CalRecycle, 2010b).

Solid waste generated by Port facilities and transported to Sunshine Canyon or Chiquita Canyon is determined by using a generation factor of 0.372 ton per year per acre of land under the proposed Project or alternative (POLA, 2008). In addition to the Sunshine Canyon and Chiquita Canyon facilities, the City diverts approximately 600 tons per day of solid waste to the El Sobrante Landfill in Riverside County. The El Sobrante Landfill (hereafter referred to as El Sobrante) is located at 10910 Dawson Canyon Road in Corona, CA, approximately 61 miles from the Project site. This facility has a maximum permitted throughput of 16,054 tons per day with a remaining capacity of 145,530,000 cy (as of April 6, 2009), and has an estimated closure date of 2045 (CIWMB/CalRecycle, 2010c). Approximately 4,000 tons per day of capacity is reserved for refuse generated in Riverside County (Riverside County Waste Management Department, 2009).

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

The closest Class I disposal facility is the Clean Harbors Buttonwillow Landfill (hereafter referred to as Buttonwillow), which is located at 2500 West Lokern Road, approximately 163 miles from the Project site (located approximately 36 miles west of Bakersfield). This facility has a maximum permitted throughput of 10,482 tons per day with a maximum capacity of 14,293,760 cy (CIWMB/CalRecycle, 2009), a current constructed capacity of 950,000 cy, and has an estimated closure date of 2040 (Clean Harbors, 2008). The waste types accepted at this facility (classified as Class I) includes contaminated soil, industrial, other designated, and other hazardous. Another Class I facility that could be used for disposal of hazardous waste is the Kettleman Hills facility. Kettleman Hills is a Class I and II facility located at 35251 Old Skyline Roads in Kettleman City, California, approximately 200 miles from the Project site. This facility has a maximum permitted throughput of 10,700,000 cy with 1.5 million cy of capacity remaining (California Integrated Waste Management Board (CIWMB)/CalRecycle, 2007). The facility does not have an estimated closure date. The waste types accepted at this facility (classified as Class I) includes contaminated soils and industrial (California Integrated Waste Management Board (CIWMB/CalRecycle, 2009).
Several other hazardous waste disposal sites are located in California and neighboring states. For ACM, Azusa Land Reclamation Company is the only facility in Los Angeles County that accepts this type of waste. Azusa Land Reclamation Company Landfill is located at 1211 West Gladstone Street, Azusa, California, approximately 40 miles from the Project site. This facility has a maximum permitted throughput of 6,500 tons per day with a remaining capacity of 42,930,251 cy (as of August 31, 2009, as indicated in the facility’s permit review application dated February 3, 2011), and has an estimated closure date of 2055. The waste types accepted at Unit 1 of this facility include asbestos, friable, inert, and tires (CIWMB/CalRecycle, 2010d).

Building materials are generally in poor condition and include damaged walls, ceilings, pipe insulation, and flaking and peeling paint. A field inspection and survey of the buildings at ALBS was conducted in 1994 (Tetra Tech, 1994). The survey included the identification and collection of suspected ACBM. The laboratory results indicated that only the linoleum flooring material in the downstairs office area of the main building tested positive for ACBM. The total ACBM affected area was estimated to be approximately 672 square feet. Under the current conditions, these materials are categorized as Class I non-friable ACBM and are not likely to cause any immediate health concerns for the employees. The proposed Project would include inspection and removal as necessary of potentially hazardous materials, including ACBM, LBP, and mold prior to demolition of buildings.

### 3.11.2.5 Energy (Electricity and Natural Gas)

The LADWP provides electrical services within the City and the proposed Project area. The LADWP power system serves approximately 4 million people and is the largest municipal utility in the nation. The all-time peak load that LADWP provided was 5,708 megawatts, which occurred in July 2005. LADWP has an installed generation capacity of 7,338 megawatts. The LADWP participates in the wholesale electric market but does not rely on it to serve the electricity needs of its customers.

The Port and the rest of the City receive electricity from a network of power stations and other sources operated by LADWP. The industrial power station closest to the Port has four main 138-kilovolt (kV) supply lines, two from the Harbor Generating Station, and two from North Wilmington. A 34.5-kV line connects with the steam plant generator, and underwater circuits from San Pedro (a 4.8-kV line) and Wilmington (a 34.5-kV line) cross to Terminal Island. Several other electrical power cables are distributed throughout the Harbor area. The LADWP maintains the Harbor Generating Station at the intersection of Island Avenue and Harry Bridges Boulevard (refer to Figure 3.11-1) and power lines throughout the Project area, which feed the existing 9 industrial transformers on the boat shop site. The transformers are designed to step the incoming voltage down from 34.5 kV (incoming power) to lower voltages (which vary by equipment). Power to any future transformers would be supplied by the existing electric line to the Project site, which is served by LADWP.

The Southern California Gas Company (Gas Company) provides natural gas in the proposed Project area. There is a medium pressure gas distribution line (3-inch-diameter) along Seaside Avenue that supplies gas to the Project site and adjacent commercial and industrial operations.
As a public utility, the Gas Company is under the jurisdiction of the state Public Utilities Commission (PUC) and can be affected by actions of federal regulatory agencies. California natural gas demand is expected to grow at a modest rate of 0.07 percent per year from 2010 to 2030. Residential gas demand is expected to increase at an annual average rate of 0.05 percent. Demand in the core commercial market is expected to grow at an annual rate of only 0.22 percent; whereas demand in the industrial sector is expected to decline by 0.58 percent annually as California continues its transition from a manufacturing-based to a service-based economy (California Gas and Electric Utilities, 2010). Building and appliance energy efficiency standards have reduced the need for gas heating and water heating for each business in the state (California Energy Commission, 2010).

California’s existing gas supply is regionally diverse (the southwestern U.S., the Rocky Mountains, and Canada) and includes supplies from onshore and offshore sources. Southern California currently operates in an environment where interstate pipeline capacity is in excess of anticipated demand. The interstate pipeline systems, along with local California gas supplies, deliver gas to Los Angeles area customers through the Gas Company. The 2010 California Gas Report forecasts a 20-year period, through the year 2030. The report projects the gas demand to increase from 6,128 MMcf/day in 2010 to 6,223 MMcf/day by 2030, which represents a cumulative growth of just 1.55 percent over the 20-year period (California Gas and Electric Utilities, 2010).

### 3.11.2.2.6 Other Utilities

ExxonMobil Oil Corporation currently maintains one idle 4-inch pipeline and one abandoned 3-inch pipeline within the vicinity of the Project site (refer to Appendix A – ExxonMobil’s NOP comment letter). The construction and operation of the proposed Project is within a portion of the existing ALBS facility, as well as Fish Harbor fronting Berth 258. The pipelines are immediately north of the Project site (associated with the ExxonMobil/General Petroleum facility). The proposed Project is not anticipated to extend beyond the Project site. However, as part of preparation for construction of the proposed Project, the Contractor, ALBS and/or LAHD would coordinate with potentially affected utilities and adjacent tenants, such as ExxonMobil/General Petroleum.

### 3.11.3 Applicable Regulations

#### 3.11.3.1 Public Services

The following subsections discuss the various codes, regulations and policies applicable to fire, police, and emergency services at the state, regional, and local levels:

#### 3.11.3.1.1 California State Fire Code

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

3.11.3.1.2 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code, last amended in August 2011, contains 19 chapters, including a chapter on fire and police protection titled Public Safety and Protection (Chapter 5). Article 2, titled Police and Special Officers, contains regulations governing administrative issues, such as requirements for police badges and uniforms. Article 7, titled Fire Protection and Prevention, contains the Fire Code for the City of Los Angeles. The Fire Code includes information pertaining to administrative issues, such as the requirements for filling out and submitting Hazardous Materials Release Response Plans and Inventory Statements, and technical requirements associated with the storage, management and disposal of hazardous materials such as underground chemical storage tanks, ACM/ACBM, and various other combustible and flammable materials.

3.11.3.1.3 City of Los Angeles General Plan – Safety Element

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

3.11.3.1.4 Port of Los Angeles Plan

The Port of Los Angeles Plan is a part of the General Plan of the City of Los Angeles. The proposed Project occurs within the boundaries of the Port of Los Angeles Plan, which was adopted on September 28, 1982. The Plan has subsequently been amended in 1988, 1991, 1992, and 1994.

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

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

In addition, the standards and criteria for port area circulation calls for consideration of the development of an efficient rail transportation system with appropriate transfer facilities near the Port to reduce adverse impacts of Port development projects upon local and regional transportation networks.
3.11.3.2 Utilities

The following subsections discuss the various codes, regulations and policies applicable to water, wastewater, storm drain, solid waste, and energy services (electricity and natural gas) on the state, regional, and local levels. Each public utility agency and private utility provider, including the LADWP and SCG, are directed by internal standards and policies that guide the provision of service to their customers. Specific to the LADWP and SCG, the California Energy Commission (CEC) and California Public Utilities Commission regulate the provision of natural gas and electricity within the state.

3.11.3.2.1 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 or an alternative would be under the jurisdiction of the LADWP UWMP, prepared pursuant to the California Urban Water Management Planning Act.

3.11.3.2.2 California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327 [Public Resources Code Chapter 18 Section 42900]) 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. These regulations govern the transfer, receipt, storage, and loading of recyclable materials at the Port.

3.11.3.3 Assembly Bill 939: California Integrated Waste Management Act

AB 939 (Public Resources Code Sections 40000 et seq.) 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. In addition, the Mayor has called for implementation programs to assist the City in meeting or exceeding the goal of 75 percent waste diversion by 2013 (Bureau of Sanitation, 2009a). The City met and exceeded the year 2000 goals; in 2009, the City’s diversion rate was 60 percent (City of Los Angeles, Office of City Clerk, 2009). In 2010, the diversion rate at the Port was approximately 96 percent or 62,323.95 tons (POLA, 2010).

3.11.3.3.1 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.


3.11.3.3.2 City of Los Angeles Plans and Directives

Solid Waste Plans

The City 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 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 is developing the Solid Waste Integrated Resources Plan (SWIRP), which will serve as the 20-year master plan for City’s 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.

LADWP Urban Water Management Plan

Pursuant to the California Urban Water Management Planning Act, the LADWP has prepared an 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 UWMP focuses primarily on reliability of the water supply and efficiency measures for water usage. See Section 3.11.2.2.1 for additional information about the current 2010 UWMP.

LADWP Integrated Resources Plan

The LADWP regularly prepares Power Integrated Resources Plans (Power IRPs) to provide a framework to assure that future energy needs of LADWP customers are reliably met at the least cost and are consistent with the City’s commitment to environmental excellence (City of Los Angeles, 2010). LADWP has issued the 2010 Final Draft Integrated Resource Plan, which provides forecasts and a 20-year framework to ensure that current and future energy needs of the City can be met over the next 20
years (LADWP, 2010). A new LADWP IRP will be issued in 2012, and every two years following. Under the Los Angeles City Charter (Sections 220 and 673), LADWP has the power and duty to construct, operate, maintain, extend, manage, and control water and electric works and property for the benefit of the City and its habitats. As a consequence, LADWP is charged with maintaining sufficient capability to provide its customers with a reliable supply of power.

In 2002, SB 1078 (Public Utilities Code Chapter 2.3 Sections 387, 390.1, and 399.25) implemented a Renewable Portfolio Standard, which established a goal that 20 percent of the energy sold to customers be generated by renewable resources by 2017. The IRP provides objectives and recommendations to reliably supply LADWP customers with power and to meet the 20 percent renewable energy goal by 2010.

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

Wastewater Facilities Plan

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

The Los Angeles Bureau of Sanitation and LADWP prepared the IRP for the wastewater program. Flows generated in the Port are conveyed to the TIWRP. The IRP projects that by the Year 2020, wastewater flows within the TIWRP service area will grow to 19.9 mgd from its current flows of approximately 17.5 mgd (City of Los Angeles, 2006). With the capacity of the TIWRP at 30 mgd, approximately 10 mgd in daily capacity at TIWRP would remain unused by 2020. The projected wastewater flow level increase from 16.2 mgd to 19.9 mgd over a 14-year period (2006 to 2020) is equivalent to an annual increase in wastewater generation in the TISA of approximately 0.264 mgd.

Applying this growth percentage to project future flows in the service area beyond the 2020 planning horizon in the IRP shows that, in 2042, service area wastewater flows could reach 21.8 mgd, which is below TIWRP capacity.
1 **Port Leasing Policy**

The Port Leasing Policy requires that all new leases include applicable Port environmental requirements including, but not limited to: air emission controls; water, stormwater and sediment quality; trash management and recycling; lighting and noise control and facility appearance; hazardous material management requirements; facility restoration and decommissioning requirements; and CEQA mitigation measures and reporting requirements.

2 **CalGreen**

CalGreen is a statewide mandatory green building code all cities in California were required to adopt by January 1, 2011. CalGreen requires new standards in materials reuse, locally-sourced materials, water/energy efficiency, and indoor air quality. To meet the CalGreen requirements, the City of Los Angeles adopted the Green Building Standards Code (LA Green Code) which establishes mandatory sustainable design standards. All new buildings are required to meet this new code, and additions/expansions valued at over $200,000 are also subject to the LA Green Code.

3.11.4 **Impacts and Mitigation Measures**

3.11.4.1 **Methodology**

**Public Services**

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

The Port Police maintains a force of approximately 125 sworn officers and a minimum rate of 0.72 officers per square mile (the Port is approximately 7,500 acres or 11.7 square miles). Although the Port Police bases its staffing needs on Homeland Security data and needs, potential Port Police officer demands under conditions representing baseline, proposed Project, and each alternative were estimated using this service ratio and the applicable site acreages, as shown in Table 3.11-2.  

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5 LAPD is not the primary police service provider in the Port of Los Angeles and only provides support to the Port Police under special circumstances and therefore is not factored in the police demand ratio.
Table 3.11-2: ALBS Port Police Demand

<table>
<thead>
<tr>
<th>Land Area Only</th>
<th>Area (acre)</th>
<th>Conversion (mi²/acre)</th>
<th>Area (mi²)</th>
<th>Service Ratio (officer/mi²)</th>
<th>Total Officer Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline</td>
<td>2.35</td>
<td>0.0015625</td>
<td>0.0037</td>
<td>0.72</td>
<td>0.0027</td>
</tr>
<tr>
<td>Proposed Project</td>
<td>4.1</td>
<td>0.0015625</td>
<td>0.0064</td>
<td>0.72</td>
<td>0.0046</td>
</tr>
</tbody>
</table>

Source: Twardy, 2011.
Acreage includes land area only; mi² = square mile

Public Utilities

Assessment of the proposed Project’s impacts on utilities (water, wastewater, storm drainage, and solid waste) and energy providers (electricity and natural gas) varies depending on the utility; however, the evaluations generally include 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.

Water supply or conveyance impacts are typically evaluated by estimating water consumption factors associated with proposed Project land use(s) or, for nonresidential development, unit demand factors per acre or gross sf, as established by the City. The LADWP maintains water consumption factors of 150 gpd per 1,000 sf for office uses and 80 gpd per 1,000 sf for commercial/industrial use space (City of Los Angeles, 2006). The office and industrial areas were determined using the total square footage of the various buildings on the Project site shown in Figure 2-2. Table 3.11-3 shows the water demand and the percentage of water supply this demand represents under baseline and proposed Project conditions. The projected demand was determined using the applicable LADWP factors and the proposed Project (i.e., additional employees and a new building).

The proposed Project does not explicitly fall within any of the definitions of “project” associated with a WSA. In addition, the proposed Project would not generate water demand greater than that of a 500-dwelling unit project; therefore, it has been determined that a WSA is not required for the proposed Project.

The operation of the existing ALBS facility generates wastewater from employees, as well as “process water” from various boat shop activities (i.e., hydroblasting), which is discharged to the sewer. The proposed Project would generate additional wastewater from an increase in employees and hydroblasting and an increase in stormwater from the increase in impervious surface area from creation of the CDFs. An aboveground storage tank would be installed at the northwest corner of the Project site to temporarily hold process water prior to discharge into the sewer system.

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6 Average daily water use in 2010 was higher than in 2011. Therefore, this amount, which includes such on-site activities as hydroblasting, was used as the baseline in order to project the future water use, instead of applying the LADWP generation factors. Because ALBS operational activities do not represent traditional commercial and industrial uses, the results are considered to represent a conservative projection.
Table 3.11-3: ALBS Water Demand and Supply

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Office Uses Factor (gpd/1,000 sf)</strong></td>
<td>150/1,000 sf</td>
<td></td>
</tr>
<tr>
<td>Total Office Area (sf)</td>
<td>3,767</td>
<td>2,400</td>
</tr>
<tr>
<td><strong>Office Water Demand (gpd)</strong></td>
<td>N/A c</td>
<td>360</td>
</tr>
<tr>
<td><strong>Commercial/Industrial Uses Factor (gpd/1,000 sf)</strong></td>
<td>80/1,000 sf</td>
<td></td>
</tr>
<tr>
<td>Total Commercial/Industrial Area</td>
<td>22,582 a</td>
<td>12,411</td>
</tr>
<tr>
<td><strong>Commercial/Industrial Water Demand (gpd)</strong></td>
<td>N/A c</td>
<td>992.9</td>
</tr>
<tr>
<td><strong>Other Water Factor</strong></td>
<td>24 gpcd b</td>
<td></td>
</tr>
<tr>
<td>Total Other Unit (number of employees)</td>
<td>100</td>
<td>130</td>
</tr>
<tr>
<td><strong>Other Water Demand (gpd)</strong></td>
<td>N/A c</td>
<td>3,120</td>
</tr>
<tr>
<td><strong>Total Water Demand (gpd)</strong></td>
<td>3,553 c</td>
<td>4,473</td>
</tr>
<tr>
<td>Conversion (gal/acre-feet)</td>
<td>325,851.44</td>
<td>325,851.44</td>
</tr>
<tr>
<td><strong>Total Water Demand (acre-feet/day)</strong></td>
<td>0.011</td>
<td>0.014</td>
</tr>
<tr>
<td><strong>Total LADWP Water Demand (acre-feet/year [AFY])</strong></td>
<td>3.98</td>
<td>5.01</td>
</tr>
<tr>
<td><strong>LADWP Water Supply (acre-feet)</strong></td>
<td>621,458 d</td>
<td>710,800 e</td>
</tr>
<tr>
<td><strong>% of LADWP Water Supply</strong></td>
<td>0.0006%</td>
<td>0.0007%</td>
</tr>
</tbody>
</table>

Source: UWMP, LADWP 2010.

- Buildings H1 and H2 are excluded in the square footage of the commercial/industrial area due to no water consumption.
- City’s Bureau of Sanitation’s wastewater generation factor was used (24 gallons per capita per day [gpcpd]) for employees.
- The FY2005-10 Average was used for the baseline AFY.
- Average daily water use from calendar year March 2010 was used for baseline. The results of calculating total water demand for the baseline using the area and factors above results in a total water demand of 4,772 gpd for the baseline. Therefore, use of the actual average daily water use constitutes the worst case scenario between the baseline and the proposed Project.
- FY2035 water demand and supply projection was used for the proposed Project.

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 TIWRP, 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. For purposes of this evaluation, each employee at the boat shop is assumed to generate 24 gpd of wastewater, consistent with wastewater projections developed by the LADWP for the wastewater IRP. The impact analysis projects water use based on the wastewater generation for each alternative, as well as the percent the generation amounts would contribute to the existing flow and use available TIWRP capacity (see Table 3.11-4).
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.

Impacts related to solid waste generally involve the estimation of the Project-related, land use-based, solid waste generation compared to the capacity of the landfill(s) serving the proposed Project area. The solid waste generated under baseline and proposed Project conditions were determined using the generation factors provided in the L.A. CEQA Thresholds Guide. The percent contributions to the permitted daily capacity of the Sunshine Canyon and Chiquita Canyon landfills were then determined based on the estimated solid waste generation. Assessment of impacts on solid waste capacity generally includes the comparison of the Project-related solid water generation relative to long-term solid waste capacity (see Table 3.11-5).

Table 3.11-4: ALBS Wastewater Generation

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Wastewater (gpd)*</td>
<td>3,553</td>
<td>4,473</td>
</tr>
<tr>
<td>Total Wastewater (mgd)</td>
<td>0.004</td>
<td>0.004</td>
</tr>
<tr>
<td>Existing Flow (mgd)</td>
<td>17.5</td>
<td>17.5</td>
</tr>
<tr>
<td>% of Existing Flow</td>
<td>0.0002</td>
<td>0.0003</td>
</tr>
<tr>
<td>Plant Capacity (mgd)</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>% of Plant Capacity</td>
<td>0.0001</td>
<td>0.0001</td>
</tr>
</tbody>
</table>

* Water usages projections from Table 3.11-3 are used as the proxy for wastewater generation because the amount of wastewater used is a function of the amount of water used.
Table 3.11-5: ALBS Solid Waste Generation\(^7\)

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Unit</td>
<td>100</td>
<td>130</td>
</tr>
<tr>
<td>Generation Factor (pounds/employee/day)(^a)</td>
<td>10.53</td>
<td>10.53</td>
</tr>
<tr>
<td>Total Solid Waste (tons/year)</td>
<td>192.2</td>
<td>249.8</td>
</tr>
<tr>
<td>Total Solid Waste (tons/day)</td>
<td>0.53</td>
<td>0.68</td>
</tr>
<tr>
<td>Chiquita Canyon Landfill Permitted Throughput (tons/day)</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>% Chiquita Canyon Landfill Permitted Throughput</td>
<td>0.00004%</td>
<td>0.00007%</td>
</tr>
<tr>
<td>Sunshine Canyon Landfill Permitted Throughput (tons/day)</td>
<td>5,500</td>
<td>5,500</td>
</tr>
<tr>
<td>% Sunshine Canyon Landfill Permitted Throughput</td>
<td>0.00004%</td>
<td>0.00008%</td>
</tr>
<tr>
<td>El Sobrante Landfill Permitted Throughput (tons/day)(^b)</td>
<td>12,054</td>
<td>12,054</td>
</tr>
<tr>
<td>% El Sobrante Landfill Permitted Throughput</td>
<td>0.00002%</td>
<td>0.00003%</td>
</tr>
</tbody>
</table>

\(^a\) Solid waste generation factors for office/commercial/industrial uses obtained from http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/
\(^b\) Daily landfill capacity that is not allocated to Riverside County.
ksf - kips per square foot

Electricity and Natural Gas

The ALBS facility used a daily average of 401 kilowatts (kW) or yearly average of 146,365 kilowatts-hour (kWh) for calendar year March 2010, which is slightly higher compared to the following calendar year at 140,000 kWh.\(^8\) Annually, the ALBS facility uses approximately 540 therms of natural gas for water heating purposes only. Natural gas consumption for the proposed Project is not anticipated to increase this amount; therefore it is not addressed further. The determination of impacts on electricity supplies depends on an estimation of demand generated by the proposed Project, compared to availability and capacity of existing supplies and the conveyance infrastructure. Table 3.11-6 shows the electricity consumption for the proposed Project.

\(^7\) There are no generation factors associated with contaminated soils and other hazardous materials. Refer to the analysis under Impact PS-4 for disposal of contaminated soils, and Section 3.7, Hazards and Hazardous Materials, regarding generation and disposal of hazardous materials.
\(^8\) Electricity use from calendar year March 2010 is determined as the baseline because it is within the 12-month period preceding the NOP data (September 2009 to August 2010).
Table 3.11-6: ALBS – Electricity Consumption for the Proposed Project

<table>
<thead>
<tr>
<th>Proposed Project</th>
<th>Area (square feet)</th>
<th>Electricity Consumption Factor (kWh/sf/year)</th>
<th>Electricity Consumption (kWh/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building C2</td>
<td>8,190</td>
<td>4.35</td>
<td>35,627</td>
</tr>
<tr>
<td>Building A1</td>
<td>4,221</td>
<td>4.35</td>
<td>18,361</td>
</tr>
<tr>
<td>New 2-Story Office Building</td>
<td>2,400</td>
<td>13.55</td>
<td>32,520</td>
</tr>
<tr>
<td>Total</td>
<td>30,887</td>
<td></td>
<td>86,508</td>
</tr>
</tbody>
</table>

As part of the proposed Project, an existing transformer within the Project site removed and replaced with an equivalent-sized transformer located just north of the Southwest Marine Administration Building (Building I on Figure 2-1).

Energy Conservation

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

Demand for New Schools, Parks or Library Services

As analyzed in the NOP (Appendix A), development of the proposed Project would not result in any demand for new schools, parks, or library services and, therefore, is not discussed further in this EIR. In addition, as discussed further in Chapter 7, Growth-Inducing Impacts, the proposed Project is for the redevelopment of an existing boat shop and does not include the development of new housing or population-generating uses that would place a demand on schools, parks or library services.

3.11.4.2 Thresholds of Significance

The following significance criteria are based on the *L.A. CEQA Thresholds Guide* (City of Los Angeles, 2006) and other criteria applicable to Port Projects. According to the *L.A. CEQA Thresholds Guide*, a Project would normally be considered to have a significant impact on fire protection and law enforcement services based on several underlying factors that can affect the need for additional infrastructure to maintain these public services. Although the *L.A. CEQA Thresholds Guide* does not address thresholds of significance in regards to the Port Police and the USCG, these law enforcement agencies serve the proposed Project and would potentially be affected by proposed Project activities. Accordingly, the LAHD has included the USCG and Port Police in this discussion. Therefore, the proposed Project would have a significant impact on public services if it would:
PS-1  Burden existing USCG, LAPD, or Port Police staff levels and facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.

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

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

PS-3  Require or result in the construction or expansion of water, wastewater, storm drains, solid waste infrastructure or facilities, which would result in significant environmental effects.

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

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

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

3.11.4.3 Impact Determination

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

Construction of the proposed ALBS improvements may result in the temporary interruption and/or delays for law enforcement. During construction activities, additional demands on police personnel for traffic control services may also be required if roadway operations are impacted by installation or upgrade of utility connections within the public right-of-way. However, the contractor would be required to coordinate with LAPD and the Port Police to allow for the identification of alternative response routes during all construction phases, thereby preventing the temporary interruption and/or delays for law enforcement responses. Although construction of the proposed Project would require staging equipment and materials on-site, this area would be secured from public access. Therefore, Project construction would not affect demand for law enforcement such that new facilities would be required.

The proposed Project would increase operational activities, including vessel traffic, within Fish Harbor; however, the related increases in demands for law enforcement would not be substantial because the Project site already includes existing basic security infrastructure. This security infrastructure includes: surveillance and access control.
systems that enhance perimeter security; water and shoreside surveillance; physical
security (e.g., fencing, gates, lighting, signage, etc.); an Intrusion Detection System (a
system to detect intruders); access control (a system/procedure for controlling who has
physical access to the facility); surveillance systems (e.g., cameras); and communication
systems (e.g., two-way radios, phones, Internet access). Improvements to the existing
security infrastructure would occur on an as needed basis. In addition to City and Port
Police protection, additional security service would be provided at the Project site by the
ALBS’ internal security staff, on an as needed basis. The proposed Project would not
increase the demand for law enforcement services because operational changes to the
ALBS would be unsubstantial.

Because the LAPD is not the primary police service provider in the Port of Los Angeles,
and only provides support to the Port Police under special circumstances (as described in
Section 3.11.2.1.2), the proposed Project would only affect the Port Police directly.
However, the proposed Project would result in a minimal increased likelihood that a
special circumstance situation might occur. This would result in a negligible, if any,
increase in demand on the LAPD because such situations would be rare or would not
occur at all, and because the Port Police, not LAPD, would provide first response
services.

The proposed Project would not burden the Port Police such that they would not be able
to maintain an adequate level of service. Table 3.11-1 demonstrates that proposed
development of 1.75 additional acres (0.0037 square mile) of land (over baseline
conditions) would require less than one (0.0027) new Port Police officer (as determined
by applying the Port Police service ratio of 0.72 officers per square mile of Port land to
the expansion area). This represents a negligible increase in demand for police protection
personnel. Due to the ongoing increase in Port Police staffing levels in conjunction with
Port development and Homeland Security requirements, it is anticipated that existing
service ratios would not decrease and average response times would not increase above
the baseline conditions.

The USCG determines response times based on the distance that is required to travel to
the various Port facilities. Proposed development would not affect USCG response times
because the proposed Project would be located within the same operating distance as
other existing on-site facilities and within the jurisdiction of Sector Los Angeles and
Long Beach; therefore, response times would not increase due to the proposed Project.
The existing boat shop would result in a minor increase in operations and annual vessels
serviced from approximately 130 in the baseline year to 304 by year 2042; however, this
increase (133 percent) would not diminish the resources or response times provided by
the USCG because they would not affect the distance or routes between the USCG and
the Project site.

As previously described in Section 3.11.2.1.2, existing response times provided by the
USCG, LAPD, and Port Police are considered adequate. During Project construction
utility connections within the public right-of-way could result in the minor temporary
interruption and/or delays in law enforcement responses. However, construction
contractors would be required pursuant to the contract specifications to coordinate with
LAPD and Port Police during construction of all utility connections in roadways to
establish alternative response routes, ensuring continuous law enforcement access to
surrounding areas.
Although boat shop operations could result in a minimal increase in calls to the Port Police and/or LAPD, provisions for security features (including boat shop security personnel, gated entrances, perimeter fencing, boat shop and backlands lighting, camera systems, and additional security features mandated by the MTSA) would reduce the demand for law enforcement. As shown in Table 3.11-1, operation of the proposed Project would require 0.0046 officers, or 0.0019 more officers than the 0.0027 officers required under baseline conditions. The proposed Project would be located within the same operating distance as the existing ALBS and on-site facilities served by the USCG and, therefore, would not increase emergency response times. Additionally, the increase of 174 vessel calls per year over baseline levels would not affect available USCG resources or staffing levels. Accordingly, the proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects. Consequently, impacts to law enforcement services would be less than significant.

\[ Mitigation\ Measures \]
No mitigation is required.

\[ Residual\ Impacts \]
Impacts would be less than significant.

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

Redevelopment of the existing boat shop would not require additional connections with the existing fire flow infrastructure in the Project area. Construction activity, therefore, would not temporarily interrupt fire flow water supplies when utility connections are being made in the Project area. However, utility connections are a frequent occurrence as part of Port developments, and are generally conducted with minimal, if any, disruptions in service.

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

During proposed Project construction, utility connections within the public right-of-way could result in the minor temporary interruption and/or delays in the event of a land-based fire response. However, prior to construction activities the contractor would be required to coordinate with LAFD to establish alternative fire and emergency response access routes, pursuant to the contract specifications.
LAFD emergency response times during Project operations would be affected only by changes to land use and accessibility to the site (USACE and LAHD, 2007). Land use designations would remain the same under the proposed Project. In addition, fire lanes or hydrants would only be relocated or expanded. Furthermore, Fire Station 40 (land based) is located less than 0.15 mile north of the Project site on Ferry Street, and Fire Stations 110, 111, and 112 are located between 0.25 and 2.5 miles of the Project site. All of these facilities could respond to dispatches from the Project site quickly.

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

For utility connections in the public right-of-way, the construction contractors would be required to, through standard contract specifications, coordinate with LAFD prior to commencement of construction activities to identify alternative response routes, which would ensure continuous and adequate fire and emergency vehicular access to the proposed Project area and keep impacts to a less than significant level. Any modifications to existing firefighting infrastructure (i.e., fire hydrants, water supply trunk lines, and distribution mains) in the proposed Project area would be subject to review and approval by the LAFD and LADWP. Therefore, the proposed Project would not affect fire flow or impede emergency response services in the area. Because fire protection features, such as those identified above, would be incorporated into the design process of the proposed Project, operations at Berth 258 would not substantially increase the demand for fire protection services. Furthermore, the LAFD would be notified in advance of construction activities, and as a standard practice, would review the boat shop plans to ensure adequate fire prevention measures are incorporated into the Project, including emergency access provisions.

Project operations would not affect emergency response times because the site would have the same land use and similar layout and same distances to fire stations as the existing boat shop, no existing fire lanes or hydrants would be relocated without LAFD approval, and site access would be reviewed by the LAFD (USACE and LAHD, 2007). Because the proposed Project would not increase the demand for fire services to a degree that would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, impacts would be less than significant.

Mitigation Measures
No mitigation is required.

Residual Impacts
Impacts would be less than significant.

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

Construction of additional land area (i.e., CDF) would require additional infrastructure such as lighting and utility facilities/infrastructure to ensure optimum vessel maintenance
and repair and safe disposal and confinement of contaminated sediment. New on-site utility lines (water, wastewater, and storm drains) would be constructed to serve increasing boat shop operations; the relocation and/or extension of some existing utility lines would also occur. This new infrastructure would tie into the existing utility lines that currently serve the Project site. Provisions for water and wastewater service to the proposed Project site could require some minor off-site construction to connect new on-site utilities with existing infrastructure. All infrastructure improvements and connections that occur within City streets would comply with the LAMC, and would be performed under permit by the City Bureau of Engineering and/or LADWP.

Although the site currently has water supply infrastructure, on-site water pipelines would be constructed within the Project site to supply water at needed points within the proposed expansion areas. The proposed Project includes an increase in vessels repaired, which could increase the amount of water used at the site should repair of those vessels require hydroblasting. In addition, the proposed Project includes the ability of the facility to construct new vessels, which could also increase water used at the site. Under the proposed Project the water demand would be approximately 21 percent more than the existing (baseline) and represent an increase in LADWP’s water supply of 0.0001 percent; therefore, it is anticipated that water consumption associated with construction and operation would not require substantial quantities of water that would require or result in the construction or expansion of water infrastructure or facilities, which would result in significant environmental effects. The on-site water distribution system would connect with the existing distribution lines in the proposed Project area. Existing fire hydrants in the proposed Project area have sufficient capacity to accommodate increased water demands described above, although additional fire hydrants may be incorporated in the boat shop design. In addition, water mains servicing the Project area have sufficient capacity to accommodate water demands required to support proposed Project operations.

The proposed Project would result in water demand of approximately 4,473 gpd by 2042, or 5.01 acre-feet per year (AFY). This would represent 0.0007 percent of anticipated LADWP water demand (710,800 acre-feet), for which LADWP forecasts sufficient water supplies. The baseline demands of 3,553 gpd, or 3.98 AFY, represent 0.0006 percent of the baseline LADWP water demand (621,458 acre-feet).9

The proposed Project would result in minimal increases in wastewater demands. Increased staff levels associated with proposed construction and operation, and a small increase in the amount of process water (which would be filtered prior to discharge to the sewer system) would generate minor increases in wastewater flows. Wastewater generated from the proposed Project site during construction and operation would be conveyed to, and treated by, the TIWRP, which has a capacity of 30 mgd and currently operates at 58 percent capacity. The City projects that by 2020, wastewater flows in the TIWRP service area will grow from the current 17.5 mgd to 19.9 mgd (City of Los Angeles Department of Public Works, Bureau of Sanitation and LADWP, 2006); therefore, approximately 10 mgd in daily capacity at TIWRP would remain unused and available for future years. As described above, at current growth rates of wastewater flow levels, TIWRP will have adequate capacity to serve proposed Project flows in 2042. The negligible increase in wastewater flows from the proposed Project construction and

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9 Impacts associated with the proposed Project were determined based on estimates included in the 2010 UWMP. The 2010 UWMP projects a 15 percent lower citywide water demand trend than what was projected in the 2005 UWMP. The proposed Project would not result in a significant demand on water resources or facilities under the 2010 UWMP.
operation would not exceed the daily capacity of the TIWRP or conveyance system (e.g., sewer trunk lines in the proposed Project area or other off-site infrastructure or facilities) over the long term.

The proposed Project would result in increased runoff associated with the development of 1.75 acres of newly paved area. The total acreage would be 7.3 acres (4.1 acres of land and 3.2 acres of water), which amounts to slightly more land area over the baseline of 2.35 acres, but less water area. The proposed Project would be designed to accommodate increases in runoff rates without substantially affecting off-site storm drain systems. The Project site is adjacent to the Harbor. Project site runoff would be conveyed to the Harbor (discharges in the vicinity of the wharf) after treatment through a SUSMP device. Furthermore, because the proposed Project is located adjacent to the Harbor and TIWRP, construction and/or expansion of off-site stormwater drainage or wastewater conveyance facilities would not be required.

Although construction and/or expansion of on-site water or wastewater lines would be required to support new boat shop development and site-specific water and wastewater location needs, the increases in water demand and wastewater generation from the Project would be considered negligible, as shown in Tables 3.11-3 and 3.11-4. The water mains serving the Project area and LADWP supplies will have sufficient capacity to accommodate the proposed Project operations. As discussed above, the proposed Project is not included in the 2010 UWMP estimates. However, future water demand and supply planning for the City, including the Port, would occur every 5 years, and would include the proposed Project in future updates/estimates.

The proposed Project would generate approximately 0.004 mgd of wastewater by year 2042. This represents 0.0003 percent of existing treatment flow and 0.0002 percent of daily capacity at TIWRP. Although the amount of wastewater generated by the proposed Project would exceed that of the baseline (3,553 gpd, or 0.0002 percent of LADWP capacity), it would not significantly affect existing or future capacity at TIWRP due to the substantial remaining capacity beyond 2020, which is estimated to adequately handle 2042 wastewater flow demands. Therefore, the proposed Project would result in less than significant impacts to utility systems.

**Mitigation Measures**

No mitigation is required.

**Residual Impacts**

Impacts would be less than significant.

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

As stated under Impact PS-3, new on-site utility lines/infrastructure (water, wastewater, and storm drains) would be constructed to serve expanded boat shop operations, and would be designed to accommodate water and wastewater demands. Because the proposed Project would be completed prior to 2014, the Port would not be required to file an SAR with LADWP, as described in Section 3.11.2.2.1, to assess whether the current infrastructure would be able to accommodate the increased water demands. However, the proposed Project could include additional on-site water lines to provide adequate fire...
flow to the newly developed areas, and other areas subject to improvement. Furthermore, the Project design plan would be reviewed by LAFD as part of the standard permitting process to ensure that adequate fire flow will be included in the proposed Project.

Based on the water demand factors provided (Section 3.11.2.2.1), operation of the proposed Project would generate a maximum water demand of approximately 5.01 AFY, which represents 0.0007 percent of the anticipated LADWP water demand (710,800 acre-ft). The proposed Project is expected to operate at full capacity after the construction of Phase 3 is completed in 2014 and is expected to continue until the lease on the property ends in 2042. Water demand would temporarily increase slightly during the construction period by up to approximately 2,400 gpd. The UWMP estimates that LADWP demand in 2035 will be 710,800 acre-feet, for which LADWP forecasts sufficient water supplies (LADWP, 2010). The UWMP is required to be updated every 5 years, thus future water demand and supply planning for the City, including the Port or Los Angeles, would occur at regular intervals.

Based on the wastewater generation factor of 24 gallons per capita per day (gpcd), construction and operation of the proposed Project would result in 0.004 mgd of wastewater, which represents 0.0003 percent of the existing flow of 17.5 mgd and 0.0001 percent of the TIWRP capacity of 30 mgd. The City projects that by 2020, wastewater flows in the TIWRP service area will grow from the current 17.5 mgd (about 58 percent of TIWRP capacity) to 19.9 mgd; therefore, approximately 10 mgd in daily capacity at TIWRP would remain unused and available for future years (beyond 2020). The amount of wastewater generated by the Project would not significantly affect existing or future capacity at TIWRP considering the limited construction and operational flows and the substantial remaining capacity at the plant beyond 2020. As described above, at projected growth rates of wastewater flow, TIWRP will have adequate capacity to serve Project flows in 2042. The minor increase in wastewater flow generated by the proposed Project from an increase in employees and hydroblasting would not exceed the capacity of the sewer lines in the proposed Project area.

In addition, the Port Leasing Policy requires all new leases to include applicable Port environmental requirements including, but not limited to: water, stormwater and sediment quality; trash management and recycling. The City’s Green Building Standards Code (LA Green Code) also requires materials reuse, and water/energy efficiency design and material use. Water conservation devices and systems would be incorporated into the proposed Project designs such as those required by the State of California Department of Water Resources and the water efficiency requirements per the LAMC11, including pursuing reclaimed/recycled water from the TIWRP for use in boat shop operations and for seawater for fire suppression, if determined feasible and appropriate.

Construction and demolition activities could generate debris that would require disposal in a landfill. Construction debris is one of the greatest individual contributors to solid waste capacity, making up approximately 22 percent of the State of California's waste

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10 Impacts associated with the proposed Project were determined based on estimates included in the 2010 UWMP. The 2010 UWMP projects a 15 percent lower citywide water demand trend than what was projected in the 2005 UWMP. The proposed Project would not result in a significant demand on water resources or facilities under the 2010 UWMP.

disposal demand (CIWMB, 2004b). Proposed construction activities would generate some construction and demolition materials including asphalt, concrete, building materials, and solids. Due to lower disposal costs or tipping fees, asphalt and concrete are typically recycled for aggregate base or disposed of at inert landfills instead of sanitary landfills.

The proposed Project would generate approximately 19,000 cy of potentially contaminated bottom sediment during dredging of the Fish Harbor at Berth 258. The dredged material would be treated using a cement slurry and reused for the creation of two CDFs. By reusing and confining the contaminated sediment in the CDF’s, the dredged material would not affect landfill capacity and would therefore not affect solid waste disposal facilities.

In addition to contaminated sediment in Fish Harbor at Berth 258, implementation of the proposed Project has the potential to encounter unidentified contaminated soils at the Project site during construction, which could require the treatment, removal, and/or disposal of the material. Pretreatment of contaminated material is usually required in order to meet land disposal restrictions. As described in Section 3.6, Groundwater and Soils, based on the information and data contained and cited in the RAP, the historical sampling and data analysis indicated the best action would be excavation and off-site disposal of approximately 7,571 cy of contaminated soil. The contaminated soil would be removed for disposal into a landfill equipped and permitted to receive such soil. This recommended remedial alternative – excavation and off-site disposal - would meet the objectives of the Port’s effort to address environmental issues, including: protecting public health and the environment as well as providing liability-free land use and site development (EPCI, 2001).

In addition, ACM material may be encountered, as the existing boat shop buildings were constructed before asbestos-containing materials were no longer used in the building trade. An ACM and LBP survey on all structures to be demolished would be completed prior to beginning construction activity. ACM would be abated in accordance with SCAQMD’s Rule 1403 and the LAHD’s project specifications, prior to demolition of the buildings. Compliance with CalOSHA’s Lead in Construction Standard (8CCR 1532.1) is also required for disturbances to paints with any measurable lead. Loose and peeling paints and glazed ceramic tiles would be removed under controlled procedures, prior to demolition, or as required by the LAHD’s project specifications.

Although construction wastes would be generated, construction debris is generally reused or recycled where economically feasible. Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for off-site disposal. As described in Section 3.11.2.2.4, several Class I landfills in California are available for off-site disposal and have adequate capacity. The Buttonwillow Landfill is located in Kern County has a maximum permitted capacity of 14,293,706 cy with a current constructed capacity of 950,000 cy. Kettleman Hills Facility is located further to the north in Kings County and has a maximum permitted capacity of 10,700,000 cy with a remaining capacity of 6 million cy. In the event that the material would still require disposal after treatment, Buttonwillow, Kettleman Hills Landfill, or another Class I landfill in the United States would be utilized, based on facility and hazardous material requirements. The amount of contaminated soil from ALBS represents 0.05 percent of the maximum permitted capacity at Buttonwillow and 0.07 percent of maximum
permitted capacity at Kettleman Hills. The Class I landfills would be able to accommodate the hazardous waste disposal generated by the off-site disposal of contaminated soils associated with the construction/remediation of the proposed Project. Therefore, impacts related to exceeding the capacity of a Class I landfill would be less than significant.

Project operations would result in a negligible increase in the generation of solid waste. In addition, Mitigation Measure MM AQ-9 (described in Section 3.2, Air Quality, Meteorology and Greenhouse Gas) would ensure a minimum of 40 percent of all waste generated in all on-site buildings is recycled by 2014 and 60 percent of all waste generated in all on-site buildings is recycled by 2016. The proposed Project operations would primarily consist of boat repair and building activities; minimal administrative facilities would be required to support proposed operations. Additionally, operation of the proposed Project would be required to comply with applicable waste diversion requirements, as well as all existing hazardous waste laws and regulations, including the federal Resource Conservation and Recovery Act (RCRA) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), and CCR Title 22 and Title 26. Based on the solid waste generation factor of 10.53 pounds of waste per employee per day for commercial uses (City of Los Angeles, 2006), the proposed Project would generate approximately 192.2 tons of solid waste per year (0.53 tons per day) that would require transportation to Chiquita Canyon Landfill, Sunshine Canyon Landfill, or other disposal facility (refer to Table 3.11-5). This amount represents 0.00004 percent of the permitted daily capacity of 6,000 tons at Chiquita Canyon Landfill, 0.00004 percent of the permitted daily capacity of 5,500 at the Sunshine Canyon Landfill, or 0.00002 percent of the available permitted daily capacity at the El Sobrante Landfill. The landfills would be able to accommodate the negligible increase in solid waste generated by Project operations through their respective closure dates, estimated to be approximately 2030. Solid waste generated from Project operations after closure of the Chiquita Canyon Landfill, the Sunshine Canyon Landfill, and the El Sobrante Landfill (2030 and after) would represent a significant impact to landfill capacity. However, if additional adequate landfill capacity is 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.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

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

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

Electricity demands at the proposed Project site would be related to boat shop operations, site and security lighting, and general site maintenance. Using the *CEQA Air Quality Handbook*, electricity use is estimated by the total square footage. The electric power consumption for the proposed Project would be 86,508 kWh per year, which would not exceed existing supplies of 146,365 kWh from calendar year 2010 (South Coast Air Quality Management District (SCAQMD), 1993).

Electricity for the proposed Project would be provided by the LADWP. The LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. In 2010, the demand was estimated at 23.491 million megawatts (MW) and this is expected to grow by 11.472 million MW to 34.963 million MW in 2040 (LADWP, Nov. 2010).

Project electricity demand is expected to peak by 2042. Based on the Power IRP, electricity resources and reserves at LADWP will adequately provide electricity for the Project. The Power IRP does not provide load demand forecasts or supply resources because the IRP planning horizon extends only to 2040 (LADWP, 2010). However, because LADWP is required by the Charter to provide a reliable supply of electricity for its customers and because LADWP is moving toward increasing renewable energy supplies in its resource portfolio, the electricity demand of the proposed Project, by itself, would not result in the need to construct a new off-site power station or facility. The LADWP would have enough power capacity for the proposed Project. For a discussion of cumulative impacts related to electricity demand, see Chapter 5, Cumulative Analysis.

The proposed Project would provide new energy distribution infrastructure on-site required to support improved operations, including a new transformer would be installed on-site to replace the existing one. The new transformer would be the same size and in the same location. The proposed Project would incorporate all applicable energy conservation measures in compliance with California’s Building Code CCR Title 24 that requires building energy-efficient standards for new construction (including requirements for new buildings, additions, alterations, and, in nonresidential buildings, repairs). All light fixtures used at the Project site would meet the latest efficiency standards and would not waste input energy by producing unusable light in the form of glare. Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption. In addition, the Port Leasing Policy requires all new leases to include applicable Port environmental requirements (such as trash management and recycling) and the City’s Green Building Standards Code (LA Green Code) requires new standards in materials reuse. As a result, impacts would be less than significant.

The proposed Project would generate minimal demands for natural gas associated with space and water heating. Because administrative offices represent a minor component of boat shop operations, the increased demand for natural gas would be accommodated by Gas Company existing supplies via the existing infrastructure (3-inch pipeline) located along the old Seaside Avenue alignment and within the proposed Project site. Therefore,
the proposed improvements would not require capacity enhancing alterations to existing
gas line infrastructure; impacts would be less than significant.

Mitigation Measures
No mitigation is required.

Residual Impacts
Impacts would be less than significant.

3.11.4.4 Summary of Impact Determinations
Table 3.11-7 summarizes the impact determinations of the proposed Project related to
Public Services and Utilities, as described in the detailed discussion in Section 3.11.4.3.
Identified potential impacts are based on federal, state, or City of Los Angeles
significance criteria, Port criteria, and the scientific judgment of the report preparers, as
applicable.
Table 3.11-7: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services and Utilities Associated with the Proposed Project

<table>
<thead>
<tr>
<th>Environmental Impacts</th>
<th>Impact Determination</th>
<th>Mitigation Measures</th>
<th>Impacts after Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td>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.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td>PS-3: The proposed Project would not result in a substantial increase in utility demands; however, construction and/or expansion of on-site water, wastewater, or storm drain lines would be required to support new boat shop development.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td>PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
<tr>
<td>PS-5: Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new off-site energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.</td>
<td>Less than significant</td>
<td>No mitigation is required</td>
<td>Less than significant</td>
</tr>
</tbody>
</table>
3.11.4.5 Mitigation Monitoring

No significant impacts would occur; therefore, no mitigation is required.

3.11.5 Significant Unavoidable Impacts

No significant unavoidable impacts on Public Services or Utilities would occur during construction or operation of the proposed Project.
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