

## Public Services and Utilities

### 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.

1 Other stations that could provide fire fighting services by land to the Project site include  
 2 Fire Station 49, located approximately 3.5 miles away at 400 Yacht Street, at Berth 194,  
 3 and Fire Station 38, located at 124 East I Street in Wilmington.

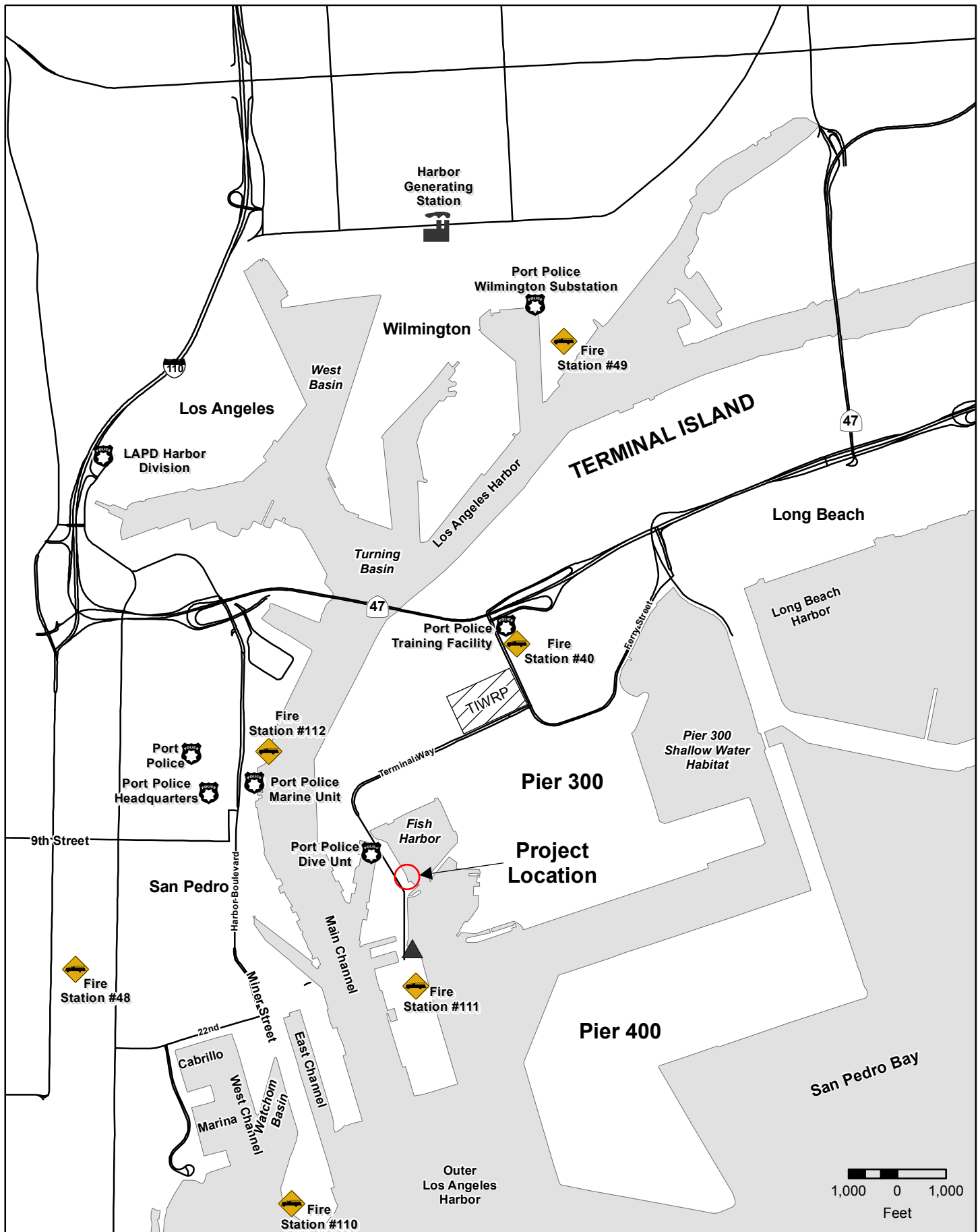
4 The fire stations listed in Table 3.11-1 could respond to an emergency at the proposed  
 5 Project site.

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



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

<sup>a</sup> The driving distance was measured from the station to the proposed Project's boundary along major routes.

6



**Legend**

-  Fire Station
-  Police Station
-  Terminal Island Water Reclamation Plant
-  US Coast Guard Station
-  Harbor Generating Station

**Port of Los Angeles  
Al Larson Boat Shop  
Improvement Project  
Public Service Facilities**

**Figure 3.11-1**

1 Fire protection also depends on the required fire flow (water quantity and pressure  
2 necessary for fire protection). Typical urban fire flow requirements vary from  
3 2,000 gallons per minute (gpm) in low-density areas to 12,000 gpm in high-density  
4 commercial and industrial areas. Water for domestic use and firefighting purposes is  
5 supplied to the proposed Project area by a network of main lines maintained by the  
6 Los Angeles Department of Water and Power (LADWP). Main lines are located in  
7 Seaside Avenue (12-inch-diameter line) and Earle Street (24-inch and 20-inch) easements  
8 (NavigateLA, 2010). Distribution lines are located throughout the Project site. Fire  
9 hydrants in the Project area are located along S. Seaside Avenue adjacent to the Project  
10 site, as well as along the streets surrounding the Fish Harbor Area (i.e., Wharf Street,  
11 Cannery Street, and Terminal Way). In addition, fireboats can pump water from the  
12 Harbor and utilize that water to combat fires on watercraft and waterfront areas.  
13 Therefore, current fire flow is considered adequate in the Project area and nearby Port  
14 facilities. As mentioned above, the fire and EMS response time to the proposed Project  
15 vicinity is 5 minutes or less by land and in the 7-minute range by water, which is less  
16 than the citywide average response time; therefore, existing fire response times, fire  
17 protection services and facilities are considered adequate.

### 18 3.11.2.1.2 Police Protection

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

34 Dive Unit facility boats and offices/lockers are located at 954 South Seaside Avenue  
35 adjacent to the Southern California Marine Institute (0.3 miles north of the Project site).  
36 The Dive Unit also responds to waterside incidents and emergencies. Marine Unit boats  
37 and a small office are located at Berth 84 (2.4 boating miles from the site), with  
38 additional offices in the Crowley Building nearby. There is also a Wilmington substation  
39 located at 300 Water Street (2.3 miles from the Project site), around Berth 195, and a Port  
40 Police training facility located at 300 Ferry Street (1.4 driving miles from the Project  
41 site). Since September 11, 2001, the number of Port Police officers has increased  
42 30 percent. Currently, the approximately 125 sworn Port Police officers maintain  
43 24-hour land and water patrols at the Port (Twardy, 2011).

1 The 2007 Strategic Plan for Safety and Security outlines 19 key initiatives in the areas of  
2 public safety, homeland security and emergency preparedness that will allow the Port  
3 Police to focus their efforts in those areas where they can achieve maximum  
4 effectiveness. The following public safety initiatives have been implemented: expand  
5 Port Police personnel and operations by establishing a 24-hour two-vessel presence,  
6 establishing a vehicle and cargo inspection team, establishing a Port Police substation in  
7 Wilmington; and, implement a “Green Marina” Program. In addition, the Port is in  
8 progress of expanding Port Police communications capabilities to include addition of  
9 dedicated tactical frequencies and enhancing security at Port facilities.

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

23 The LAPD’s performance standard for police services is a 7-minute response time for  
24 priority calls (such as crimes in progress and violent crimes). Actual response time in the  
25 Harbor Division Area for 2009 averaged 6.5 minutes, which is considered adequate and  
26 is lower than the preferred time of 7 minutes (Parnell, 2010). In addition to LAPD and  
27 Port Police protection, the ALBS facility uses a security guard service from 4:00 pm to  
28 7:00 am on weekdays and full time during weekends. Therefore, law enforcement level  
29 of service is considered adequate at the proposed Project site and in the area.

### 30 **3.11.2.1.3 U.S. Coast Guard**

31 The primary responsibility of the U.S. Coast Guard (USCG) is to ensure the safety of  
32 vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District  
33 provides USCG support to the Port and the coast that extends from Dana Point to Point  
34 Dume, including Catalina Island. The USCG station, officially known as Station Los  
35 Angeles Long Beach, is located at 1001 South Seaside Avenue, just south of the proposed  
36 Project site. The station’s primary missions are Search and Rescue, Maritime Law  
37 Enforcement, and Homeland Security. The USCG determines emergency response time  
38 based on the distance the USCG must travel to reach a given facility. An increase in  
39 vessel calls does not necessarily correlate to an increase in response times because  
40 adequate staffing levels will be maintained and although the vessel calls will increase  
41 annually, daily calls are expected to remain the same. Although the services of the  
42 USCG would be available (if needed), the ALBS is not a facility required to submit a  
43 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).<sup>1</sup> 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"

<sup>1</sup> Chapter 11.4 Water Supply Assessments of the UWMP is incorporated by reference and is available at LAHD, Environmental Management Division 222 W. 6<sup>th</sup> Street, Suite 1080, San Pedro, California, and online at: <http://www.ladwp.com/ladwp/cms/ladwp014334.pdf>

1 within its service area that is subject to CEQA. If the provider determines that water  
2 supplies are, or will be, insufficient, plans must be submitted for acquiring additional  
3 water supplies. Additionally, the Bill requires the lead agency to include the WSA and  
4 other pertinent information in the environmental document prepared (i.e., EIR) for any  
5 project pursuant to the act. Similarly, SB 221 (Government Code Sections 65867.5 and  
6 66473.7), a companion bill to SB 610, modifies state law to focus on the link between  
7 water supply and land use planning, particularly for new large projects in non-urban  
8 areas. The LADWP has incorporated the provisions of SB 610 and SB 221 into its water  
9 supply planning process. The WSA for individual projects, such as the proposed Project,  
10 in conformance with the UWMP, evaluates the quality and reliability of existing and  
11 projected water supplies, as well as alternative sources of water supply and how they  
12 would be secured if needed. The types of projects subject to the requirements of SB 610  
13 and SB 221 tend to be larger projects that may, or may not have, been included within the  
14 growth projections of the UWMP. The WSA for such projects, in conformance with the  
15 UWMP, evaluates the quality and reliability of existing and projected water supplies, as  
16 well as alternative sources of water supply and how they would be secured if needed.

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

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

### 25 **3.11.2.2.2 Wastewater**

26 The City of Los Angeles Department of Public Works, Bureau of Sanitation provides  
27 wastewater treatment and conveyance service for most of the City and numerous  
28 jurisdictions or agencies that contract with the City for wastewater conveyance and  
29 treatment. The City thus serves as a regional wastewater provider. The Bureau of  
30 Sanitation maintains sewer lines, force mains, and pump stations throughout the proposed  
31 Project area. Wastewater is conveyed from the Project area to the Terminal Island Water  
32 Reclamation Plant (TIWRP), an advanced water treatment facility located at 445 Ferry  
33 Street just north of the Project site (refer to Figure 3.11-1). The facility treats industrial  
34 wastewater generated on Terminal Island in addition to wastewater generated in the  
35 communities of Wilmington, San Pedro, and areas of Harbor City. The current capacity  
36 of the TIWRP is 30 million gallons per day (mgd), but it currently operates at  
37 approximately 58 percent capacity, treating 17.5 mgd in 2008/09 (Bureau of Sanitation,  
38 2009b). The TIWRP's treatment processes include tertiary treatment and microfiltration  
39 (MF)/reverse osmosis (RO), and produces biosolids and biogas for beneficial reuse  
40 (Bureau of Sanitation, 1999). The majority of TIWRP's liquid effluent (tertiary  
41 treatment<sup>2</sup>) flows to the Los Angeles Outer Harbor (in the vicinity of Pier 400) to a point  
42 approximately 3,000 feet offshore via a 60- to 72-inch-diameter outfall (NavigateLA,

---

<sup>2</sup> 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](http://www.lasewers.org/treatment_plants/terminal_island/flowchart/flowchart.htm).



1 2010). Some tertiary-treated effluent is further treated using advanced treatment  
2 technologies for reuse (irrigation and industrial water supplies) in the Harbor area.<sup>3</sup> The  
3 MF/RO facilities at the TIWRP are capable of producing approximately 5 mgd.

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

### 11 **3.11.2.2.3 Storm Drainage**

12 Storm drains are located throughout the proposed Project area and maintained by the  
13 LAHD, City, and Los Angeles County. Storm drainage on Terminal Island consists of  
14 surface runoff catch basins along Seaside Avenue near Navy Way and a 96-inch-diameter  
15 outfall line. This system collects the water and discharges it in the East Basin Channel.  
16 An additional system runs parallel to Ferry Street near Seaside Avenue and consists of a  
17 78-inch-diameter outfall line. This outfall also terminates at the East Basin Channel.  
18 Storm drains within the proposed Project vicinity sufficiently accommodates current  
19 demands.

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

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

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

---

<sup>3</sup> 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.

1 97-079 (NPDES No. CA0061051) adopted by the Los Angeles RWQCB on June 16,  
2 1997, CI-6920. Low-pressure water blasting is used on the marine ways and dry dock to  
3 remove marine life from the vessel exterior. Contaminants generated during these ship  
4 repair and maintenance operations ultimately are discharged to the Harbor through an on-  
5 site storm drain. In addition, stormwater runoff at the ALBS facility and from Seaside  
6 Avenue is directed through a man-made trough located on a concrete platform about 30 ft  
7 from the machine shop and is discharged to Fish Harbor.

#### 8 **3.11.2.2.4 Solid Waste**

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

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

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

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

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

- 34 • Duplex Printing and Photocopying
- 35 • Wood Waste Diversion Program
- 36 • Green Waste Recycling Program
- 37 • Administrative Office Recycling Program
- 38 • Toner Cartridge Recycling
- 39 • Ferrous Metals Recovery Program
- 40 • Inert Recycling Program
- 41 • Motor Oil Recycling Program

- 1 • Tire Recycling Program
- 2 • Office Paper Recycling
- 3 • Cardboard Recycling Program
- 4 • Scrap Metal Reuse
- 5 • Beverage Container Recycling
- 6 • Fish Sludge Recovery
- 7 • Wood Waste Collection Program
- 8 • Nonfood Donation
- 9 • Office Furniture Source Reduction

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

16 There are three types of disposal facilities within the state, including: Class I facilities,  
17 which may accept hazardous and nonhazardous wastes; Class II facilities, which may  
18 accept “designated” and nonhazardous wastes; and Class III facilities (Municipal Solid  
19 Waste Landfills), which may accept nonhazardous wastes.<sup>4</sup> Currently, nonhazardous  
20 solid waste generated at the existing ALBS site is disposed of at the Sunshine Canyon  
21 Landfill or Chiquita Canyon Sanitary Landfill, depending on daily capacities and hours  
22 of operation. Hazardous waste or contaminated soil may be disposed of at the Clean  
23 Harbor Buttonwillow Landfill or the Kettleman Hills facility. These and other solid  
24 waste disposal facilities that could be used during construction and/or operation of the  
25 proposed Project are described below.

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

34 Chiquita Canyon Sanitary Landfill (hereafter referred to as Chiquita Canyon) is located at  
35 29201 Henry Mayo Drive Castaic, CA, approximately 63 miles from the Project site.  
36 This facility is owned and operated by Chiquita Canyon, Inc., and has a maximum  
37 permitted throughput of 6,000 tons per day. The remaining capacity was approximately  
38 29,300,000 cy as of November 23, 2006, and has an estimated closure date of 2019. The

---

<sup>4</sup> Additional information regarding disposal facility classification is available from the SWRCB here:  
[http://www.waterboards.ca.gov/water\\_issues/programs/land\\_disposal/walist.shtml](http://www.waterboards.ca.gov/water_issues/programs/land_disposal/walist.shtml)

1 waste types accepted at this facility include mixed municipal, green materials,  
2 construction and demolition debris, industrial, and inert (CIWMB/CalRecycle, 2010b).

3 Solid waste generated by Port facilities and transported to Sunshine Canyon or Chiquita  
4 Canyon is determined by using a generation factor of 0.372 ton per year per acre of land  
5 under the proposed Project or alternative (POLA, 2008). In addition to the Sunshine  
6 Canyon and Chiquita Canyon facilities, the City diverts approximately 600 tons per day  
7 of solid waste to the El Sobrante Landfill in Riverside County. The El Sobrante Landfill  
8 (hereafter referred to as El Sobrante) is located at 10910 Dawson Canyon Road in  
9 Corona, CA, approximately 61 miles from the Project site. This facility has a maximum  
10 permitted throughput of 16,054 tons per day with a remaining capacity of 145,530,000 cy  
11 (as of April 6, 2009), and has an estimated closure date of 2045 (CIWMB/CalRecycle,  
12 2010c). Approximately 4,000 tons per day of capacity is reserved for refuse generated in  
13 Riverside County (Riverside County Waste Management Department, 2009).

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

25 The closest Class I disposal facility is the Clean Harbors Buttonwillow Landfill (hereafter  
26 referred to as Buttonwillow), which is located at 2500 West Lokern Road, approximately  
27 163 miles from the Project site (located approximately 36 miles west of Bakersfield).  
28 This facility has a maximum permitted throughput of 10,482 tons per day with a  
29 maximum capacity of 14,293,760 cy (CIWMB/CalRecycle, 2009), a current constructed  
30 capacity of 950,000 cy, and has an estimated closure date of 2040 (Clean Harbors, 2008).  
31 The waste types accepted at this facility (classified as Class I) includes contaminated soil,  
32 industrial, other designated, and other hazardous. Another Class I facility that could be  
33 used for disposal of hazardous waste is the Kettleman Hills facility. Kettleman Hills is a  
34 Class I and II facility located at 35251 Old Skyline Roads in Kettleman City, California,  
35 approximately 200 miles from the Project site. This facility has a maximum permitted  
36 throughput of 10,700,000 cy with 1.5 million cy of capacity remaining (California  
37 Integrated Waste Management Board (CIWMB)/CalRecycle, 2007). The facility does  
38 not have an estimated closure date. The waste types accepted at this facility (classified as  
39 Class I) includes contaminated soils and industrial (California Integrated Waste  
40 Management Board (CIWMB/CalRecycle, 2009).

1 Several other hazardous waste disposal sites are located in California and neighboring  
2 states. For ACM, Azusa Land Reclamation Company is the only facility in Los Angeles  
3 County that accepts this type of waste. Azusa Land Reclamation Company Landfill is  
4 located at 1211 West Gladstone Street, Azusa, California, approximately 40 miles from  
5 the Project site. This facility has a maximum permitted throughput of 6,500 tons per day  
6 with a remaining capacity of 42,930,251 cy (as of August 31, 2009, as indicated in the  
7 facility's permit review application dated February 3, 2011), and has an estimated closure  
8 date of 2055. The waste types accepted at Unit 1 of this facility include asbestos, friable,  
9 inert, and tires (CIWMB/CalRecycle, 2010d).

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

#### 21 **3.11.2.2.5 Energy (Electricity and Natural Gas)**

22 The LADWP provides electrical services within the City and the proposed Project area.  
23 The LADWP power system serves approximately 4 million people and is the largest  
24 municipal utility in the nation. The all-time peak load that LADWP provided was  
25 5,708 megawatts, which occurred in July 2005. LADWP has an installed generation  
26 capacity of 7,338 megawatts. The LADWP participates in the wholesale electric market  
27 but does not rely on it to serve the electricity needs of its customers.

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

41 The Southern California Gas Company (Gas Company) provides natural gas in the  
42 proposed Project area. There is a medium pressure gas distribution line (3-inch-diameter)  
43 along Seaside Avenue that supplies gas to the Project site and adjacent commercial and  
44 industrial operations.

1 As a public utility, the Gas Company is under the jurisdiction of the state Public Utilities  
2 Commission (PUC) and can be affected by actions of federal regulatory agencies.  
3 California natural gas demand is expected to grow at a modest rate of 0.07 percent per  
4 year from 2010 to 2030. Residential gas demand is expected to increase at an annual  
5 average rate of 0.05 percent. Demand in the core commercial market is expected to grow  
6 at an annual rate of only 0.22 percent; whereas demand in the industrial sector is expected  
7 to decline by 0.58 percent annually as California continues its transition from a  
8 manufacturing-based to a service-based economy (California Gas and Electric Utilities,  
9 2010). Building and appliance energy efficiency standards have reduced the need for gas  
10 heating and water heating for each business in the state (California Energy Commission,  
11 2010).

12 California's existing gas supply is regionally diverse (the southwestern U.S., the Rocky  
13 Mountains, and Canada) and includes supplies from onshore and offshore sources.  
14 Southern California currently operates in an environment where interstate pipeline  
15 capacity is in excess of anticipated demand. The interstate pipeline systems, along with  
16 local California gas supplies, deliver gas to Los Angeles area customers through the Gas  
17 Company. The 2010 California Gas Report forecasts a 20-year period, through the year  
18 2030. The report projects the gas demand to increase from 6,128 MMcf/day in 2010 to  
19 6,223 MMcf/day by 2030, which represents a cumulative growth of just 1.55 percent over  
20 the 20-year period (California Gas and Electric Utilities, 2010).

### 21 **3.11.2.2.6 Other Utilities**

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

## 31 **3.11.3 Applicable Regulations**

### 32 **3.11.3.1 Public Services**

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

#### 35 **3.11.3.1.1 California State Fire Code**

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

1 Fire Marshal. This encompasses the actual administrative processing of regulations from  
2 concept to promulgation in the California Code of Regulations.

### 3 **3.11.3.1.2 City of Los Angeles Municipal Code**

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

### 14 **3.11.3.1.3 City of Los Angeles General Plan – Safety Element**

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

### 18 **3.11.3.1.4 Port of Los Angeles Plan**

19 The Port of Los Angeles Plan is a part of the General Plan of the City of Los Angeles.  
20 The proposed Project occurs within the boundaries of the Port of Los Angeles Plan,  
21 which was adopted on September 28, 1982. The Plan has subsequently been amended in  
22 1988, 1991, 1992, and 1994.

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

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

37 In addition, the standards and criteria for port area circulation calls for consideration of  
38 the development of an efficient rail transportation system with appropriate transfer  
39 facilities near the Port to reduce adverse impacts of Port development projects upon local  
40 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 efficiency 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

1 years (LADWP, 2010). A new LADWP IRP will be issued in 2012, and every two years  
2 following. Under the Los Angeles City Charter (Sections 220 and 673), LADWP has the  
3 power and duty to construct, operate, maintain, extend, manage, and control water and  
4 electric works and property for the benefit of the City and its habitats. As a consequence,  
5 LADWP is charged with maintaining sufficient capability to provide its customers with a  
6 reliable supply of power.

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

12 Subsequent to the 2006 IRP, LADWP prepared a Load Forecast predicting that electricity  
13 consumption will increase at an average rate of 1.1 percent per year, and that peak  
14 demand will increase an average of 70 megawatts per year for the foreseeable future. For  
15 2025, LADWP predicts that peak demand will reach 7,370 megawatts and that total  
16 resources will amount to 8,516 megawatts (including a reserve margin).

### 17 ***Wastewater Facilities Plan***

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

22 The Los Angeles Bureau of Sanitation and LADWP prepared the IRP for the wastewater  
23 program. Flows generated in the Port are conveyed to the TIWRP. The IRP projects that  
24 by the Year 2020, wastewater flows within the TIWRP service area will grow to 19.9  
25 mgd from its current flows of approximately 17.5 mgd (City of Los Angeles, 2006).  
26 With the capacity of the TIWRP at 30 mgd, approximately 10 mgd in daily capacity at  
27 TIWRP would remain unused by 2020. The projected wastewater flow level increase  
28 from 16.2 mgd to 19.9 mgd over a 14-year period (2006 to 2020) is equivalent to an  
29 annual increase in wastewater generation in the TISA of approximately 0.264 mgd.  
30 Applying this growth percentage to project future flows in the service area beyond the  
31 2020 planning horizon in the IRP shows that, in 2042, service area wastewater flows  
32 could reach 21.8 mgd, which is below TIWRP capacity.

### ***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.

### ***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.<sup>5</sup>

---

<sup>5</sup> 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**

Land Area Only	Area (acre)	Conversion (mi <sup>2</sup> /acre)	Area (mi <sup>2</sup> )	Service Ratio (officer/mi <sup>2</sup> )	Total Officer Demand
Baseline	2.35	0.0015625	0.0037	0.72	0.0027
Proposed Project	4.1	0.0015625	0.0064	0.72	0.0046

Source: Twardy, 2011.

Acreage includes land area only; mi<sup>2</sup> = square mile

1

2

## Public Utilities

3

4

5

6

7

8

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.

9

10

11

12

13

14

15

16

17

18

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<sup>6</sup> 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).

19

20

21

22

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.

23

24

25

26

27

28

29

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.

30

<sup>6</sup> 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**

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

Source: UWMP, LADWP 2010.

<sup>a</sup> Buildings H1 and H2 are excluded in the square footage of the commercial/industrial area due to no water consumption.

<sup>b</sup> City's Bureau of Sanitation's wastewater generation factor was used (24 gallons per capita per day [gpcpd]) for employees.

<sup>c</sup> The FY2005-10 Average was used for the baseline AFY.

<sup>d</sup> 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.

<sup>e</sup> FY2035 water demand and supply projection was used for the proposed Project.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13

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).

1

**Table 3.11-4: ALBS Wastewater Generation**

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

\* 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.

2

3

4

5

6

7

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.

8

9

10

11

12

13

14

15

16

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).

17

**Table 3.11-5: ALBS Solid Waste Generation<sup>7</sup>**

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

Source: POLA, 2010.

<sup>a</sup> Solid waste generation factors for office/commercial/industrial uses obtained from <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/>

<sup>b</sup> Daily landfill capacity that is not allocated to Riverside County.

kSF - kips per square foot

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13

### **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.<sup>8</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> 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**

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

1

2

3

4

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).

5

### Energy Conservation

6

7

8

9

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.

10

### Demand for New Schools, Parks or Library Services

11

12

13

14

15

16

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.

17

### 3.11.4.2 Thresholds of Significance

18

19

20

21

22

23

24

25

26

27

28

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:

29



- 1           **PS-1**       Burden existing USCG, LAPD, or Port Police staff levels and facilities such  
2                           that the USCG, LAPD, or Port Police would not be able to maintain an  
3                           adequate level of service without additional facilities, the construction of  
4                           which could cause significant environmental effects
- 5           **PS-2**       Require the addition of a new fire station or the expansion, consolidation, or  
6                           relocation of an existing facility to maintain service
- 7           The proposed Project would have a significant impact on public utilities if it would:
- 8           **PS-3**       Require or result in the construction or expansion of water, wastewater,  
9                           storm drains, solid waste infrastructure or facilities, which would result in  
10                          significant environmental effects
- 11          **PS-4**       Exceed existing water supply, wastewater treatment facilities, or landfill  
12                          capacities
- 13          **PS-5**       Require new, off-site energy supply and distribution infrastructure, or  
14                          capacity-enhancing alterations to existing facilities that are not anticipated by  
15                          adopted plans or programs

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

### 21   **3.11.4.3   Impact Determination**

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

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

38           The proposed Project would increase operational activities, including vessel traffic,  
39           within Fish Harbor; however, the related increases in demands for law enforcement  
40           would not be substantial because the Project site already includes existing basic security  
41           infrastructure. This security infrastructure includes: surveillance and access control

1 systems that enhance perimeter security; water and shoreside surveillance; physical  
2 security (e.g., fencing, gates, lighting, signage, etc.); an Intrusion Detection System (a  
3 system to detect intruders); access control (a system/procedure for controlling who has  
4 physical access to the facility); surveillance systems (e.g., cameras); and communication  
5 systems (e.g., two-way radios, phones, Internet access). Improvements to the existing  
6 security infrastructure would occur on an as needed basis. In addition to City and Port  
7 Police protection, additional security service would be provided at the Project site by the  
8 ALBS' internal security staff, on an as needed basis. The proposed Project would not  
9 increase the demand for law enforcement services because operational changes to the  
10 ALBS would be unsubstantial.

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

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

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

39 As previously described in Section 3.11.2.1.2, existing response times provided by the  
40 USCG, LAPD, and Port Police are considered adequate. During Project construction  
41 utility connections within the public right-of-way could result in the minor temporary  
42 interruption and/or delays in law enforcement responses. However, construction  
43 contractors would be required pursuant to the contract specifications to coordinate with  
44 LAPD and Port Police during construction of all utility connections in roadways to  
45 establish alternative response routes, ensuring continuous law enforcement access to  
46 surrounding areas.

1 Although boat shop operations could result in a minimal increase in calls to the Port  
2 Police and/or LAPD, provisions for security features (including boat shop security  
3 personnel, gated entrances, perimeter fencing, boat shop and backlands lighting, camera  
4 systems, and additional security features mandated by the MTSA) would reduce the  
5 demand for law enforcement. As shown in Table 3.11-1, operation of the proposed  
6 Project would require 0.0046 officers, or 0.0019 more officers than the 0.0027 officers  
7 required under baseline conditions. The proposed Project would be located within the  
8 same operating distance as the existing ALBS and on-site facilities served by the USCG  
9 and, therefore, would not increase emergency response times. Additionally, the increase  
10 of 174 vessel calls per year over baseline levels would not affect available USCG  
11 resources or staffing levels. Accordingly, the proposed Project would not increase the  
12 demand for additional law enforcement officers and/or facilities such that the USCG,  
13 LAPD, or Port Police would not be able to maintain an adequate level of service without  
14 additional facilities, the construction of which could cause significant environmental  
15 effects. Consequently, impacts to law enforcement services would be less than  
16 significant.

#### 17 *Mitigation Measures*

18 No mitigation is required.

#### 19 *Residual Impacts*

20 Impacts would be less than significant.

### 21 **Impact PS-2: Development of the proposed Project would not** 22 **require the addition of a new fire station or the expansion,** 23 **consolidation, or relocation of an existing facility to maintain service.**

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

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

41 During proposed Project construction, utility connections within the public right-of-way  
42 could result in the minor temporary interruption and/or delays in the event of a land-  
43 based fire response. However, prior to construction activities the contractor would be  
44 required to coordinate with LAFD to establish alternative fire and emergency response  
45 access routes, pursuant to the contract specifications.

1 LAFD emergency response times during Project operations would be affected only by  
2 changes to land use and accessibility to the site (USACE and LAHD, 2007). Land use  
3 designations would remain the same under the proposed Project. In addition, fire lanes or  
4 hydrants would only be relocated or expanded. Furthermore, Fire Station 40 (land based)  
5 is located less than 0.15 mile north of the Project site on Ferry Street, and Fire Stations  
6 110, 111, and 112 are located between 0.25 and 2.5 miles of the Project site. All of these  
7 facilities could respond to dispatches from the Project site quickly.

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

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

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

#### 35 *Mitigation Measures*

36 No mitigation is required.

#### 37 *Residual Impacts*

38 Impacts would be less than significant.

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

43 Construction of additional land area (i.e., CDF) would require additional infrastructure  
44 such as lighting and utility facilities/infrastructure to ensure optimum vessel maintenance

1 and repair and safe disposal and confinement of contaminated sediment. New on-site  
2 utility lines (water, wastewater, and storm drains) would be constructed to serve  
3 increasing boat shop operations; the relocation and/or extension of some existing utility  
4 lines would also occur. This new infrastructure would tie into the existing utility lines  
5 that currently serve the Project site. Provisions for water and wastewater service to the  
6 proposed Project site could require some minor off-site construction to connect new on-  
7 site utilities with existing infrastructure. All infrastructure improvements and  
8 connections that occur within City streets would comply with the LAMC, and would be  
9 performed under permit by the City Bureau of Engineering and/or LADWP.

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

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

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

<sup>9</sup> 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.

1 operation would not exceed the daily capacity of the TIWRP or conveyance system (e.g.,  
2 sewer trunk lines in the proposed Project area or other off-site infrastructure or facilities)  
3 over the long term.

4 The proposed Project would result in increased runoff associated with the development of  
5 1.75 acres of newly paved area. The total acreage would be 7.3 acres (4.1 acres of land  
6 and 3.2 acres of water), which amounts to slightly more land area over the baseline of  
7 2.35 acres, but less water area. The proposed Project would be designed to accommodate  
8 increases in runoff rates without substantially affecting off-site storm drain systems. The  
9 Project site is adjacent to the Harbor. Project site runoff would be conveyed to the  
10 Harbor (discharges in the vicinity of the wharf) after treatment through a SUSMP device.  
11 Furthermore, because the proposed Project is located adjacent to the Harbor and TIWRP,  
12 construction and/or expansion of off-site stormwater drainage or wastewater conveyance  
13 facilities would not be required.

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

23 The proposed Project would generate approximately 0.004 mgd of wastewater by year  
24 2042. This represents 0.0003 percent of existing treatment flow and 0.0002 percent of  
25 daily capacity at TIWRP. Although the amount of wastewater generated by the proposed  
26 Project would exceed that of the baseline (3,553 gpd, or 0.0002 percent of LADWP  
27 capacity), it would not significantly affect existing or future capacity at TIWRP due to  
28 the substantial remaining capacity beyond 2020, which is estimated to adequately handle  
29 2042 wastewater flow demands. Therefore, the proposed Project would result in less  
30 than significant impacts to utility systems.

#### 31 *Mitigation Measures*

32 No mitigation is required.

#### 33 *Residual Impacts*

34 Impacts would be less than significant.

### 35 **Impact PS-4: The proposed Project would not generate substantial** 36 **solid waste, water, and/or wastewater demands that would exceed** 37 **the capacity of existing facilities in the proposed Project area.**

38 As stated under Impact PS-3, new on-site utility lines/infrastructure (water, wastewater,  
39 and storm drains) would be constructed to serve expanded boat shop operations, and  
40 would be designed to accommodate water and wastewater demands. Because the  
41 proposed Project would be completed prior to 2014, the Port would not be required to file  
42 an SAR with LADWP, as described in Section 3.11.2.2.1, to assess whether the current  
43 infrastructure would be able to accommodate the increased water demands. However, the  
44 proposed Project could include additional on-site water lines to provide adequate fire

1 flow to the newly developed areas, and other areas subject to improvement. Furthermore,  
2 the Project design plan would be reviewed by LAFD as part of the standard permitting  
3 process to ensure that adequate fire flow will be included in the proposed Project.

4 Based on the water demand factors provided (Section 3.11.2.2.1), operation of the  
5 proposed Project would generate a maximum water demand of approximately 5.01 AFY,  
6 which represents 0.0007 percent of the anticipated LADWP water demand (710,800 acre-  
7 ft). The proposed Project is expected to operate at full capacity after the construction of  
8 Phase 3 is completed in 2014 and is expected to continue until the lease on the property  
9 ends in 2042. Water demand would temporarily increase slightly during the construction  
10 period by up to approximately 2,400 gpd. The UWMP estimates that LADWP demand in  
11 2035 will be 710,800 acre-feet, for which LADWP forecasts sufficient water supplies  
12 (LADWP, 2010).<sup>10</sup> The UWMP is required to be updated every 5 years, thus future water  
13 demand and supply planning for the City, including the Port of Los Angeles, would occur  
14 at regular intervals.

15 Based on the wastewater generation factor of 24 gallons per capita per day (gpcd),  
16 construction and operation of the proposed Project would result in 0.004 mgd of  
17 wastewater, which represents 0.0003 percent of the existing flow of 17.5 mgd and  
18 0.0001 percent of the TIWRP capacity of 30 mgd. The City projects that by 2020,  
19 wastewater flows in the TIWRP service area will grow from the current 17.5 mgd (about  
20 58 percent of TIWRP capacity) to 19.9 mgd; therefore, approximately 10 mgd in daily  
21 capacity at TIWRP would remain unused and available for future years (beyond 2020).  
22 The amount of wastewater generated by the Project would not significantly affect  
23 existing or future capacity at TIWRP considering the limited construction and operational  
24 flows and the substantial remaining capacity at the plant beyond 2020. As described  
25 above, at projected growth rates of wastewater flow, TIWRP will have adequate capacity  
26 to serve Project flows in 2042. The minor increase in wastewater flow generated by the  
27 proposed Project from an increase in employees and hydroblasting would not exceed the  
28 capacity of the sewer lines in the proposed Project area.

29 In addition, the Port Leasing Policy requires all new leases to include applicable Port  
30 environmental requirements including, but not limited to: water, stormwater and sediment  
31 quality; trash management and recycling. The City's Green Building Standards Code  
32 (LA Green Code) also requires materials reuse, and water/energy efficiency design and  
33 material use. Water conservation devices and systems would be incorporated into the  
34 proposed Project designs such as those required by the State of California Department of  
35 Water Resources and the water efficiency requirements per the LAMC<sup>11</sup>, including  
36 pursuing reclaimed/recycled water from the TIWRP for use in boat shop operations and  
37 for seawater for fire suppression, if determined feasible and appropriate.

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

---

<sup>10</sup> 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.

<sup>11</sup> City of Los Angeles Municipal Code, Chapter VII, Article V, Section 125 (*Water Efficiency Requirements for New Development and Renovation of Existing Buildings*). Added by Ordinance No. 180,822, effective September 04, 2009. Available at [http://clkrep.lacity.org/online/docs/2009/09-0510\\_ord\\_180822.pdf](http://clkrep.lacity.org/online/docs/2009/09-0510_ord_180822.pdf).

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

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

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

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

34 Although construction wastes would be generated, construction debris is generally reused  
35 or recycled where economically feasible. Although hazardous materials could be  
36 encountered and require disposal during construction activities, several contaminated soil  
37 treatment and disposal options and Class I landfills are available for off-site disposal. As  
38 described in Section 3.11.2.2.4, several Class I landfills in California are available for  
39 off-site disposal and have adequate capacity. The Buttonwillow Landfill is located in  
40 Kern County has a maximum permitted capacity of 14,293,706 cy with a current  
41 constructed capacity of 950,000 cy. Kettleman Hills Facility is located further to the  
42 north in Kings County and has a maximum permitted capacity of 10,700,000 cy with a  
43 remaining capacity of 6 million cy. In the event that the material would still require  
44 disposal after treatment, Buttonwillow, Kettleman Hills Landfill, or another Class I  
45 landfill in the United States would be utilized, based on facility and hazardous material  
46 requirements. The amount of contaminated soil from ALBS represents 0.05 percent of  
47 the maximum permitted capacity at Buttonwillow and 0.07 percent of maximum



1 permitted capacity at Kettleman Hills. The Class I landfills would be able to  
2 accommodate the hazardous waste disposal generated by the off-site disposal of  
3 contaminated soils associated with the construction/remediation of the proposed Project.  
4 Therefore, impacts related to exceeding the capacity of a Class I landfill would be less  
5 than significant.

6 Project operations would result in a negligible increase in the generation of solid waste.  
7 In addition, Mitigation Measure **MM AQ-9** (described in Section 3.2, Air Quality,  
8 Meteorology and Greenhouse Gas) would ensure a minimum of 40 percent of all waste  
9 generated in all on-site buildings is recycled by 2014 and 60 percent of all waste  
10 generated in all on-site buildings is recycled by 2016. The proposed Project operations  
11 would primarily consist of boat repair and building activities; minimal administrative  
12 facilities would be required to support proposed operations. Additionally, operation of  
13 the proposed Project would be required to comply with applicable waste diversion  
14 requirements, as well as all existing hazardous waste laws and regulations, including the  
15 federal Resource Conservation and Recovery Act (RCRA) and Comprehensive  
16 Environmental Response, Compensation, and Liability Act (CERCLA), and CCR Title  
17 22 and Title 26. Based on the solid waste generation factor of 10.53 pounds of waste per  
18 employee per day for commercial uses (City of Los Angeles, 2006), the proposed Project  
19 would generate approximately 192.2 tons of solid waste per year (0.53 tons per day) that  
20 would require transportation to Chiquita Canyon Landfill, Sunshine Canyon Landfill, or  
21 other disposal facility (refer to Table 3.11-5). This amount represents 0.00004 percent of  
22 the permitted daily capacity of 6,000 tons at Chiquita Canyon Landfill, 0.00004 percent  
23 of the permitted daily capacity of 5,500 at the Sunshine Canyon Landfill, or 0.00002  
24 percent of the available permitted daily capacity at the El Sobrante Landfill. The landfills  
25 would be able to accommodate the negligible increase in solid waste generated by Project  
26 operations through their respective closure dates, estimated to be approximately 2030.  
27 Solid waste generated from Project operations after closure of the Chiquita Canyon  
28 Landfill, the Sunshine Canyon Landfill, and the El Sobrante Landfill (2030 and after)  
29 would represent a significant impact to landfill capacity. However, if additional adequate  
30 landfill capacity is permitted and made available, if more distant landfill capacity is  
31 utilized for solid waste generated in the City, and/or if the achievement of Zero-Waste  
32 solutions in the City occurs over an extended time period, then the solid waste generated  
33 by the Project likely would not represent a significant impact to landfill capacity.

#### 34 *Mitigation Measures*

35 No mitigation is required.

#### 36 *Residual Impacts*

37 Impacts would be less than significant.

### 38 **Impact PS-5: Implementation of the proposed Project would** 39 **generate minor increases in energy demands; however, construction** 40 **of new off-site energy supply facilities and distribution infrastructure** 41 **would not be required to support proposed Project activities.**

42 Energy (diesel fuel and electricity) would be used during construction of the proposed  
43 Project. Energy expenditures during construction activities would be short term in  
44 duration, occurring periodically during each of the proposed Project construction phases.  
45 Construction would not result in substantial waste or inefficient use of energy because

1 construction would be competitively bid, which would facilitate efficiency in all  
2 construction stages. Current LAHD bid specifications include provisions to reduce  
3 energy consumption, such as staging work during nonpeak hours when appropriate.  
4 Additionally, construction of modern buildings and structures incorporates energy-  
5 efficient designs that are mandated by current building codes.

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

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

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

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

42 The proposed Project would generate minimal demands for natural gas associated with  
43 space and water heating. Because administrative offices represent a minor component of  
44 boat shop operations, the increased demand for natural gas would be accommodated by  
45 Gas Company existing supplies via the existing infrastructure (3-inch pipeline) located  
46 along the old Seaside Avenue alignment and within the proposed Project site. Therefore,

1 the proposed improvements would not require capacity enhancing alterations to existing  
2 gas line infrastructure; impacts would be less than significant.

3 *Mitigation Measures*

4 No mitigation is required.

5 *Residual Impacts*

6 Impacts would be less than significant.

7 **3.11.4.4 Summary of Impact Determinations**

8 Table 3.11-7 summarizes the impact determinations of the proposed Project related to  
9 Public Services and Utilities, as described in the detailed discussion in Section 3.11.4.3.  
10 Identified potential impacts are based on federal, state, or City of Los Angeles  
11 significance criteria, Port criteria, and the scientific judgment of the report preparers, as  
12 applicable.

13

**Table 3.11-7: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services and Utilities Associated with the Proposed Project**

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
<b>PS-1:</b> 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.	Less than significant	No mitigation is required	Less than significant
<b>PS-2:</b> 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.	Less than significant	No mitigation is required	Less than significant
<b>PS-3:</b> 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.	Less than significant	No mitigation is required	Less than significant
<b>PS-4:</b> 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	Less than significant	No mitigation is required	Less than significant
<b>PS-5:</b> 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.	Less than significant	No mitigation is required	Less than significant

1 **3.11.4.5 Mitigation Monitoring**

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

3 **3.11.5 Significant Unavoidable Impacts**

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

1 *This page left intentionally blank*