

Chapter 3.12

Public Services and Utilities

3.12.1 Introduction

This chapter addresses impacts of the proposed project construction and operation on public services (fire protection, medical and rescue response, law enforcement services) and utilities (electric, natural gas, water, wastewater), and fossil fuel demand. Fire and police access, response times, available equipment, and station locations are addressed. For each of the utilities included in this section, existing infrastructure and levels of service are described, as well as possible improvements that would be required to accommodate the proposed project.

3.12.2 Setting

3.12.2.1 Regional Setting

Fire, Police, and Coast Guard Protective Services and Rescue Response

City of Los Angeles Fire Department

The LAFD currently provides fire protection and emergency services for the West Channel and project areas. The project site is within the Harbor Industrial Service District. The LAFD has a required minimum response time of 9 minutes. The LAFD facilities include land-based fire stations and fireboat companies located in the vicinity of the project site. Figure 3.12-1 depicts the locations of the LAFD facilities in the project vicinity. These facilities include Station 110 (Fireboat 5, San Pedro), which is adjacent to the project boundaries; Station 111 (Fireboat 1, Terminal Island); Station 112 (Fireboat 2, San Pedro); and Station 49 (Fireboats 3 and 4, Wilmington) (McEleney pers. comm.).

Landside fire facilities in the Port area include Station 48 (located at 1601 S. Grand Avenue, San Pedro), Station 101 (located at 1414 25th Street, San Pedro), Station 38 (located at 124 "I" Street, Wilmington), and Station 112 (located at

444 South Harbor Boulevard, Berth 86). Station 48, a task force station with a staff of 14, maintains a truck and engine company and a hazardous materials unit. Located 0.4 miles from the project site, it is the closest landside fire protection facility. Station 101 is located 2.1 miles from the project and is manned by four firefighters and two paramedics. This station has an engine company and paramedic ambulance. Station 38, a task force station, has a staff of 12 and maintains a truck and engine company and paramedic ambulance. Station 112, located 1.1 miles from the site, has a staff of 15, including an Emergency Medical Services (EMS) Supervisor. This station has a single engine company and a paramedic rescue ambulance. Fire services response time is based on fire station distance from the project site and likely travel time to the site in an emergency situation (McEleney pers. comm.).

Fire protection capabilities are also dependent on the required fire flow (i.e., water quantity necessary for fire protection). Fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 9,000–12,000 gpm in commercial/industrial and commercial areas and 12,000 gpm in high-density commercial and industrial areas. The LAFD will make the determination regarding the fire flow requirements for the proposed project during the design and review process. To fulfill fire flow requirements, the proposed project would potentially use the following existing water mains:

- the 16-inch water main north of 22nd Street along Miner Street.
- the 12-inch water main south of 22nd Street along Miner Street, and
- the 12-inch water main along 22nd Street (McEleney pers. comm.).

Police Protection

Police services to the Port are provided by both the LAHD Port Police (Port Police) and the Los Angeles Police Department (LAPD). The Port Police is the primary response agency in the Port by jurisdictional responsibility and is responsible for operations within the Port's property boundaries. The Port Police maintains a staff of 55 sworn officers who enforce municipal, state, and federal laws, as well as Port tariff regulations. Port Police officers are located in the Harbor Administration Building and maintain a 24-hour land and water patrol with a fleet of 24 vehicles, three police boats, and a single skiff used to transport police divers. Figure 3.12-1 depicts the locations of the Port Police facilities in the project vicinity. Each berth facility also maintains its own internal security personnel. Emergency response time by boat (from Berth 84) is estimated at 5–7 minutes or less. Response time by patrol vehicles is less than 3 minutes (Webb pers. comm.).

The LAPD Harbor Division facility is located at 2175 John S. Gibson Boulevard, San Pedro, and has a staff of 240 officers. Patrols are divided into five watches, two of which overlap, and both radio-dispatched cars and traffic control motorcycles are used to patrol the vicinity. Emergency response time to the

proposed project would be approximately 4 minutes, which is consistent with the station average (Erickson pers. comm.).

U.S. Coast Guard

The USCG is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. The USCG maintains a post within the Port that is located on Terminal Island. Figure 3.12-1 depicts the locations of the Coast Guard facilities in the project vicinity. Within the Port area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District would provide USCG support to the Port area and the proposed project. The USCG, in cooperation with the Marine Exchange, also operates VTIS. This voluntary service is intended to enhance vessel safety in the main approaches to the Port (USCG 2002).

3.12.2.2 Water Resources, Utility Services, and Sanitation

Water Services

Potable water would be provided to the project area by the City of Los Angeles Department of Water and Power (LADWP). LADWP is responsible for supplying, conserving, treating and distributing water for domestic, industrial, agricultural and firefighting purposes within the City of Los Angeles. Water sources utilized by the LADWP include local sources, such as wells and recycled water (for non-potable uses), and imported sources, including the Los Angeles Aqueducts and purchases from the Metropolitan Water District of Southern California (MWD). Water supply and conveyance infrastructure comprises a series of reservoirs and a network of pipes, including reservoir outlets, major trunk lines, and other delivery lines, into which LADWP has built sufficient capacity to ensure adequate accommodation of increased future growth and demand through at least 2015.

Existing onsite uses are presently served by the LADWP. LADWP utilizes existing distribution mains that are located throughout the project area. The locations of major water mains located onsite and in the immediate vicinity are provided within the fire services section above. The proposed project would utilize these existing water lines and expand them on site when required.

Wastewater

The City of Los Angeles Department of Public Works, Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the project site. Adequacy of wastewater disposal service is evaluated based on conveyance capacity (typically via a gravity-driven underground pipeline network) and treatment capacity prior to discharge. The Bureau of Sanitation maintains sewer lines in the project area as well as a wastewater treatment plant on Terminal Island.

The Terminal Island Treatment Plant is located at 455 Ferry Street on Terminal Island, within the Port. The facility is located on 20 acres and has the capability to treat up to 30 million gallons per day (mgd). The plant presently operates at approximately 60% of capacity, treating between 17 and 19 mgd (Montgomery pers. comm.) The plant treats all flow received to at least first stage tertiary levels, discharging treated effluent into the harbor in the vicinity of Pier 400. Some wastewater is further treated for reuse (e.g., for irrigation and industrial water supplies).

Solid Waste

The City of Los Angeles Bureau of Sanitation and private waste management services provide solid waste collection and disposal services within the project area. Non-hazardous solid waste is transported to an approved Class III (non-hazardous waste) landfill. Hazardous materials are hauled to an appropriate Class I landfill. The closest Class I landfill is the Kettleman Hills facility in Kings County, which has capacity limitations since it is currently the only such facility operating in southern California.

Electrical Service

The project site is located within the service area of the LADWP. Under the Los Angeles City Charter, LADWP has an obligation to serve its customers within the City of Los Angeles; therefore, the project would receive electrical power from the LADWP. LADWP maintains various generating and distributing substations throughout the greater Los Angeles area, including generating and distribution centers near the Port that would be used to serve the proposed project. The LADWP would serve the project via either a 4.8-kilo Volt (kV) or a 34.5-kV distribution line. Both lines are near the project site and could be used to provide electric service for the project (Holloway pers. comm.).

Natural Gas Service

California's existing gas supply portfolio is regionally diverse and includes supplies from onshore and offshore sources including the southwestern U.S., the

Rocky Mountains, and Canada. Gas pipelines from these supply areas that serve the southern California region include, among others, the El Paso Natural Gas Company, Kern River Transmission Company, and Pacific Gas and Electric Company (PG&E) Gas Transmission Northwest (California Gas Utilities 2002).

More specifically, the project would receive natural gas service from the Southern California Gas Company (The Gas Company). The availability of natural gas service is based upon regulatory policies. As a public utility, The Gas Company is under the jurisdiction of the state Public Utilities Commission and can also be affected by actions of federal regulatory agencies. While regulatory actions may affect the regional and local supply and pricing of gas, substantial changes in this utility supply are not anticipated at this time, based on current supply and demand projections (California Gas Utilities 2002).

The Gas Company's 2002 forecasted supply of natural gas for available to all of California in 2002 is 5,497 million cubic feet per day (Mcf/d). This supply correlates with an expected total demand of 5,474 Mcf/d for 2002. Currently, The Gas Company is forecasting a total capacity that will range from 5,122 Mcf/d in 2003 to 6,982 Mcf/d in 2022. Demand in 2003 is expected to be 5,101Mcf/yr and 2022 demand is projected at 6,946 Mcf/yr. The only year that demand is projected to surpass supply is in 2007. The 2007 shortfall would be approximately 21 Mcf/d (California Gas Utilities 2002). This shortfall; however, would likely be remedied by a series of pipeline projects that have been proposed; several are under construction, others are in the permitting phase, and others are being developed.

Specific to the project site, The Gas Company maintains a 6-inch gas line through 22nd Street and an abandoned 6-5/8-inch line located under the proposed location of the boat mall. Additional gas lines form a loop through the project site and consist of a 3-inch line and a 1/4-inch line. An inactive line is located along the western boundary of the site.

Fossil Fuel Uses

The California Energy Commission (CEC) maintains a database that lists the approximate fuel consumption of counties within the state. The information in the database was obtained from local and state agencies and then compiled on the CEC website. Although the CEC uses its best efforts to verify the accuracy of the information, the CEC cannot guarantee that the information is 100% accurate. This information does provide, however, the best estimate available for analyzing gasoline and diesel fuel consumption as it pertains to California and the proposed project. The CEC estimates that the 1998 consumption of fossil fuels for the State of California was 13,496,210,000 gallons of gasoline, of which the County of Los Angeles consumed approximately 3,660,156,000 gallons (CEC 2002). Diesel fuel consumption rates for 2002 were not available; however, diesel use rates for 1989 were available. In 1989, the State of California used approximately 96,789,000 gallons of distillates, of which approximately 95% was diesel fuel. This amount would represent a diesel fuel consumption of

91,949,550 gallons in 1989 (CEC 2002). The consumption of diesel fuel in the years after 1989 would likely have increased from those levels; however, the increase is expected to be minimal to lightly moderate.

3.12.2.3 Regulatory Setting

Each agency charged with protecting the public (the LAFD, LAPD, Port Police, and USCG) maintains specific standards, such as response times and levels of service, that must be adhered to during construction and operation of a project. Each public utility and public services agency, including the LADWP, The Gas Company, and the County Sanitation District, are guided by internal standards and policies that guide the provision of service to their customers. Specific to the LADWP and The Gas Company, the CEC regulates the provision of natural gas and electricity within the State. The CEC is the state's primary energy policy and planning agency. The CEC was created in 1974 and has five major responsibilities:

- forecasting future energy needs and keeping historical energy data,
- licensing thermal power plants 50 megawatts or larger,
- promoting energy efficiency through appliance and building standards,
- developing energy technologies and supporting renewable energy, and
- planning for and directing the state response to energy emergencies (CEC 2002).

Energy Conservation

Appendix F of the State CEQA Guidelines requires specific consideration of potentially significant energy implications of a project. EIRs must also address avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The impact analysis may include

- description of the project's energy requirements by amount and type for construction, operation, and maintenance of projects;
- project effects on local and regional energy supplies and on requirements for additional capacity;
- project effects on peak and base period demands;
- degree to which the project complies with existing energy standards;
- effects of the project on energy resources; and
- projected transportation energy use requirements and use of efficient transportation alternatives.

Features may be incorporated into project design that would reduce energy used for heating and cooling of onsite structures. These measures could include the following:

- potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, and maintenance;
- use of siting, orientation, and design to minimize energy consumption;
- potential for reducing peak demand;
- use of alternative fuels; and
- energy conservation that could result from recycling efforts.

The proposed project was analyzed to determine whether the development would result in inefficient, wasteful, and unnecessary consumption of energy.

3.12.3 Impacts and Mitigation

3.12.3.1 Methodology

The proposed project was evaluated to determine if fire and police facilities were adequately staffed and located so that they could respond to an emergency situation in an appropriate length of time. The proposed project was evaluated based on the thresholds of significance listed below. All agencies were contacted to obtain information regarding their existing and projected service capacity as well as the projected impacts that could result upon implementation of the proposed project.

The proposed project also was evaluated to determine if the LADWP and The Gas Company were adequately staffed and maintained adequate capacity to serve the project. Both agencies were contacted to obtain information regarding their existing and projected service capacity, existing service lines, and projected impacts that could result upon implementation of the proposed project.

Impacts involving electrical, natural gas, and petroleum product services were estimated for the proposed project based on similar uses and similar projects. Estimated energy usage was compared to estimated current service levels to determine whether implementation of the proposed project generates a total demand that contributed to an exceedance of the expected future gas supply available to the utility. The project was also analyzed to determine whether implementation of the proposed project would adversely affect existing energy-related infrastructure in the project vicinity.

3.12.3.2 Thresholds of Significance

According to the *Draft Los Angeles CEQA Thresholds Guide* (City of Los Angeles 1998), the determination of significance for fire protection and law enforcement services shall be made on a case-by-case basis, considering the following factors:

- the population increase resulting from the proposed project based on the net increase of residential units or square footage of non-residential floor area;
- the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, schedule improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to demand;
- whether the project includes security and/or design features that would reduce demand for police services; and
- if the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service is required.

Therefore, based on the *Draft Los Angeles CEQA Thresholds Guide* document the thresholds of significance listed below, are applicable to the proposed project. The *Draft Los Angeles CEQA Thresholds*, however, do not address thresholds of significance in regards to the Port Police and the USCG. Because those law enforcement entities would serve the project they could potentially be affected by the proposed project. Accordingly, the LAHD has included the USCG and Port Police in this discussion. Based on these factors, the following significance thresholds are used in this SEIR to determine whether a project would have a significant fire protection and law enforcement services impact.

- PS-1** A project would have a significant impact if it would exceed the service capacity and would require the construction of new facilities or hiring of new personnel within the LAPD or Port Police.
- PS-2** A project would have a significant impact if it would exceed the service capacity and would require the construction of new facilities or hiring of new personnel within the LAFD.
- PS-3** A project have a significant impact if it would exceed the service capacity and require the construction of new facilities or the hiring of new personnel within the USCG

In addition to thresholds of significance for law enforcement and fire services, the *Draft Los Angeles CEQA Thresholds Guide* sets forth guidelines to judge potential impacts on water resources, wastewater treatment, solid waste, and natural gas and electricity. The Draft Los Angeles Thresholds of Significance are

- the total estimated water demand for the project;

- whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion;
- the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts;
- the project would cause a measurable increase in wastewater flows at a point where, and at time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained;
- the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements;
- the amount of project waste generation, diversion, and disposal during demolition, construction and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- the need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste;
- whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, City of Los Angeles Solid Waste Management Policy Plan, Framework Element, or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.¹
- the extent to which the project would require extensive new (offsite) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- whether and when the needed infrastructure was anticipated by adopted plans; and
- the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Therefore, in regards to water resources, wastewater treatment capacity, solid waste, and natural gas and electrical supply, the proposed project would have a significant impact on these resources and services if the project would result in any of the following.

PS-4 A project would have a significant impact if it would create a demand for water resources that would exceed the existing capacity of the LADWP to serve the proposed project.

¹ Waste diversion goals have been identified for a limited number of targeted waste generators and materials. Future updates of the SRRE may expand the land uses and materials covered, or modify the current waste diversion goals.

- PS-5** A project would have a significant impact if it would require the construction and installation of new water infrastructure such as water purification plants or large pump stations needed to serve the project.
- PS-6** A project would have a significant impact if it would result in the production of wastewater flows that would exceed the capacity of any wastewater treatment plant that would serve the proposed project.
- PS-7** A project would have a significant impact if it would result in the production of solid waste in volumes that would exceed the protected capacity of any landfills, dump truck route, or recycling facility that would serve the proposed project.
- PS-8** A project would have a significant impact if it would not comply with any applicable policy or regulation pertaining to solid waste set forth in any pertinent document.
- PS-9** A project would have a significant impact if it would result in a demand for natural gas, electrical services, or fossil fuels that is greater than existing supply, or require the construction of new off-site facilities.
- PS-10** A project would have a significant impact if it would result in the construction of needed infrastructure not anticipated by adopted plan.
- PS-11** A project would have a significant impact if it would not incorporate energy efficiency measures set forth by Code of California Regulations Title 24 or any more stringent City standard.

3.12.3.3 Project Impacts

Direct and Indirect Impacts

Energy Conservation Considerations

Appendix F of the State CEQA Guidelines requires an evaluation of the energy implications of a project. Because no specific significance thresholds are provided in the Guidelines, a qualitative analysis is provided in this section.

Energy would be expended during construction of this project and by the commercial and recreational uses that would occur after the site is developed. Energy expenditures during construction would be short-term in duration, occurring periodically during each of the project construction phases over a period of approximately 2 years, and would not likely result in significant waste or inefficient use of energy. The potential for wasteful energy usage during construction is low.

The construction of modern buildings and structures incorporates energy-efficient designs that are mandated by current building codes. Onsite structures would be sited and constructed to maximize the natural heating and cooling patterns of the sub-region. These designs would help minimize the need for heating and cooling of built structures. Future businesses would participate in area recycling programs that would help reduce waste and additional energy used to produce products required by site operations. These strategies would reduce impacts to less-than-significant levels.

Impact PS-1: The Project Would Not Exceed the Service Capacity and Require the Construction of New Facilities or the Hiring of New Personnel Within the LAPD or Port Police

The existing level of protection provided by the LAPD and Port Police is considered adequate (Webb pers. comm.). Although there would be an increase in demand for public services due to the increased intensity of land uses compared to the existing conditions, the increase would not exceed the capacity for which the Port Police would be able to provide service. Additionally, response time would be less than 3 minutes, which is within the allowable limits (Webb pers. comm.). Therefore impacts would be considered less than significant.

A combination of contract security forces and increased marina personnel, dockhands, and other workers would likely reduce criminal activity in the project vicinity. The increased presence of people in the area, in addition to secondary marina security (private security guards), and local law enforcement (LAPD and Port Police) would further reduce impacts to less-than-significant levels.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-2: The Project Would Not Exceed the Service Capacity and Require the Construction of New Facilities or the Hiring of New Personnel Within the LAFD

Response time by the LAFD will be evaluated in conjunction with fire flow requirements. Requirements to ensure adequate fire protection would be established by the LAFD based on its own review of the project. The typical fire flow for a commercial center is usually a minimum of 6,000 gpm; however, during the design review process, the LAFD will make a determination regarding the required fire flow for the project.

The facilities that would be developed on the project site are new commercial/retail facilities that are consistent with other land uses within the harbor. The 6-story dry stack storage warehouse, however, represents a new, unique, use in the harbor. Through consultation with the LAFD, this structure would be designed and constructed to meet all applicable requirements to ensure adequate fire protection. Therefore, because the project would be located within a response distance consistent with the LAFD's requirements, impacts would be considered less than significant.

LAFD confirmed that fire protection response times would be adequate to serve the proposed project. Fire Station 112 could respond to the project site (intersection of 22nd Street and Harbor Boulevard) during a fire emergency within 2 minutes. Additional landside fire support could be provided by Stations 48 and 110, which could respond to the site within 3 and 4 minutes, respectively. Additional fireboat support could be provided by Stations 111 and 112, which could respond within 12 and 21 minutes, respectively (McEleney pers. comm.).

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-3: The Project Would Not Exceed the Service Capacity and Require the Construction of New Facilities or the Hiring of New Personnel Within the USCG

The USCG would respond to emergency calls within Port waters, which includes those associated with the proposed project. Additionally, the USCG does have sufficient resources and personnel to respond to any emergency calls from the proposed project (Butler pers. comm.). Impacts would be considered less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-4: The Project Demand for Water Resources Would Be Met by the Existing Capacity of the LADWP

The demand for water associated with the proposed project is expected to be minimal. The majority (approximately 95%) of the project area consists of uses such as boat storage, boat slips, commercial/retail, and boat sales. These uses do not require significant quantities of potable water. The proposed project does

incorporate two restaurants, a delicatessen, and a marina club facility that would require greater amounts of water. However, in consideration with the other proposed uses, the project would not result in substantial water demand. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-5: The Project Will Not Require the Construction and Installation of New Water Infrastructure (Such as Water Purification Plants or Large Pump Stations)

The proposed project would be served by existing infrastructure within the project site. Because the existing land uses are similar to those of the proposed project, it is expected that existing water services infrastructure, such as pump stations and water purification plants, would be adequate. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-6: The Project Will Not Result in the Production of Wastewater Flows that Would Exceed the Capacity of any Wastewater Treatment Plant

The wastewater generated by the proposed project would be treated by the Terminal Island Treatment Plant. The Terminal Island Plant receives 17–19 mgd, which is 60% of its capacity. In comparison to total daily flow, the community of San Pedro contributes approximately 5–7 mgd to the plant (Montgomery pers. comm.). Wastewater generation rates that would be produced by the project are based on sewage generation factors from the *Draft Los Angeles CEQA Thresholds Guide*. Table 3.12-1 below lists the expected wastewater generation factors of each proposed use.

Table 3.12-1 Sewage Generation Rates

Land Use	Average Daily Flow (Gpd/unit)	Units	Estimated Sewage Volume (Gpd)
Dry Stack Boat Storage	20/1000 gsf	200,000 sf	4,000
Marine Retail	80/1000 gsf	42,000 sf	3,360
Yacht Brokers	80/1000gsf	25,000 sf	2,000
Restaurant (1)	30/seat	385 seats	11,550
Restaurant (2)	30/seat	770 seats	23,100
Marina Club/Activity Center	800/1000 gsf	10,000 sf	8,000
Boat Mall	80/1000 gsf	20,000 sf	1,600
Market/Delicatessen	30/seat	385 seats	11,550
Boat Storage	20/1000 gsf	20,000	4,000
Yacht Club and storage area	800/1000 gsf	10,000	8,000
Total			77,160 Gpd

Notes:

Gpd/unit = Gallons per day (gpd) per unit as indicated

gsf = Gross square feet; the area included within the exterior of the surrounding walls of a building, excluding courts.

Source: Bureau of Sanitation. Sewerage Facilities Charge, Sewage Generation Factors for Residential and Commercial Categories. Effective June 6, 1996. As discussed in the *Draft Los Angeles CEQA Thresholds Guide* (City of Los Angeles 1998).

Based on data provided in Table 3.12-1, the project is expected to generate 77,160 gpd. This would account for approximately 0.0026 % of the Terminal Island Plant's daily capacity. Therefore, because the proposed project would contribute a minimal volume of wastewater, impacts on the Terminal Island Plant would be considered less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-7: The Project Will Not Result in the Production of Solid Waste in Volumes that Would Exceed the Protected Capacity of any Landfill, Dump Truck Route, or Recycling Facility

The City of Los Angeles Bureau of Sanitation provides waste removal and disposal service to single-family residents within the City of Los Angeles. Private waste disposal companies provide service to businesses and apartment complexes. Los Angeles County Ordinance prohibits solid waste from the City of Los Angeles from being handled by or disposed of in facilities and landfill operated by the Los Angeles County Sanitation District. Therefore, solid waste from the project will be handled through and disposed of in facilities either within the City of Los Angeles or other non-Los Angeles County Sanitation District facilities. Solid waste would be disposed of at various facilities, depending on daily capacities and hours of operation. Impact on existing facilities would be considered less than significant.

Upon completion of the project, solid waste generated by the proposed project would be transported by a private haul company utilizing dump trucks via existing roadways and existing service routes. Haul services and pick-ups would be expanded to incorporate larger portions of the proposed project as it was built to completion. Impacts on dump truck routes would be considered less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

This impact would be less than significant.

Impact PS-8: The Project Would Comply with Any Applicable Policy or Regulation Pertaining to Solid Waste Set Forth in Any Pertinent Document

The proposed project would comply with all applicable policies and regulations pertaining to the disposal of solid waste.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-9: The Project Will Not Result in a Demand for Natural Gas, Electrical Services, or Fossil Fuels that Is Greater Than Existing Supply, or Require the Construction of New Offsite Facilities

Electrical Services

The proposed project would result in a demand for electrical service of approximately 8.92 megawatt hours (MWh) per day, as shown in Table 3.12-2 below. This new demand would be serviced by the LADWP. LADWP, under the Los Angeles City Charter, has an obligation to serve its customers within the City of Los Angeles. LADWP has ample generation capacity to meet the needs of its customers and will continue to do so with proper planning and development of facilities in accordance with the City Charter. LADWP's load is projected to grow at a 1.1% per year over the next 20 years. Annual peak demand is projected to grow at a slightly slower 1.0% per annum (Holloway pers. comm.). Therefore, LADWP would be able to provide the proposed project with enough electricity to satisfy demand.

The LAHD is proposing to serve the project site with electricity through existing transmission lines located along area roadways and throughout the project site. Electrical service to the proposed project would be provided by either a 4.8-kV or a 34.5-kV distribution line near the site (Holloway pers. comm.). Although some additional onsite and offsite infrastructure would be constructed as part of the overall development of the site, no substantial modifications would be required. Therefore, because adequate power exists to serve the proposed project, and only limited offsite improvements would be required, impacts would be considered less than significant.

Table 3.12-2. Estimated Demand for Electricity

Land Use	Area (sf)	Electrical Demand (KW/sf/yr) ^a	Total Usage (KWh/yr)	MWh/Day
Dry Stack Boat Storage	200,000	4.35	870,000	2.38
Marine Retail	42,000	13.55	569,100	1.55
— Yacht Brokers	25,000	12.95	323,750	0.88
— Restaurant	5,000	47.45	237,250	0.65
Restaurant	10,000	47.45	474,500	1.3
Marina Club/Activity Center	10,000	10.5	105,000	0.28
Boat Mall	20,000	10.5	210,000	0.57
Market Delicatessen	5,000	53.5	267,500	0.73
Storage Building	20,000	4.35	87,000	0.23
Yacht Club and Storage Area	10,000	12.95	129,500	0.35
Total New Electrical Demand			3,273,600	8.92

Notes:

sf = square feet

KW = kilowatt

KWh = kilowatt hours

Natural Gas Services

The proposed project would require The Gas Company to provide natural gas service of in the quantity of approximately 11.2 Mcf/yr or 947,800 cf/mo, as shown in Table 3.12-3 below. This demand is 0.000000002% of the 5,122 Mcf/d year 2003 daily supply, as estimated in the 2002 California Gas Report (California Gas Utilities 2002). Additionally, the increased demand for natural gas would be provided by The Gas Company via the existing infrastructure that is located adjacent to and within the project site. No substantial offsite infrastructure modifications would be required to serve the proposed project. Therefore, impacts associated with natural gas supply and the capacity of The Gas Company to provide service via existing infrastructure would be considered less than significant.

Table 3.12-3. Estimated Demand for Natural Gas

Land Use	Area (sf)	Natural Gas Usage Rate (cf/sf/yr)	Cubic Feet per Day (cf/day)	Million Cubic Feet per Year (Mcf/yr)
Dry Stack Boat Storage	200,000	2.9	18,709.7	6.83
Marine Retail	42,000	2.9	3,929.0	1.43
— Yacht Brokers	25,000	2.0	1,612.9	0.59
— Restaurant	5,000	2.9	467.7	0.17
Restaurant	10,000	2.9	935.5	0.34
Marina Club/Activity Center	10,000	2.0	645.2	0.24
Boat Mall	20,000	2.9	1,871.0	0.68
Market Delicatessen	5,000	2.9	467.7	0.17
Storage Building	20,000	2.0	1,290.3	0.47
Yacht Club and Storage Area	10,000	2.0	645.2	0.24
Total New Natural Gas Demand			30,574.20	11.2

Petroleum Fuel Services

The proposed project would require the use of diesel fuel predominately during construction of the project, and gasoline after completion of the project. Heavy equipment such as loaders, cranes, scrapers, bulldozers, tugboats, workboats, and crew boats would require diesel fuel to operate during site construction. The daily consumption of diesel fuel for construction of Phase I of the proposed project is approximately 4,579 gpd. Estimates of gasoline consumption during construction would be significantly less than those associated with the diesel fuel demand. Project construction is expected to require approximately 48 gallons of gasoline per day. The majority of gasoline would be consumed by personal vehicles used for transportation and by smaller pieces of equipment such as generators, which would be used on site. The projected consumption of diesel and gasoline, as a percentage of the total amount of fuel consumed within the Los Angeles region, would be approximately 0.42%, and less than 0.0001%, respectively. Additionally, the supply of diesel and gasoline would be considered adequate, and impacts would be considered less than significant.

Upon completion, the proposed project would be staffed by workers and storeowners who would be likely to drive or take public transportation to the project site. Also, persons using the marina facilities (such as recreational boaters) would likely gain access to the project via automobile. Persons traveling to the completed project and persons utilizing recreational watercraft would require the use of gasoline to fuel their respective vehicles. An adequate supply

of gasoline within the greater Los Angeles region does exist, such that it would satisfy the needs of all user groups. Additionally, the increased demand for fossil fuels would not be significant compared the existing supply. Impacts would be considered less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-10: The Project Will Not Result in the Construction of Needed Infrastructure Not Anticipated by the Adopted Plan

The provision of electrical and gas service to the project would require some offsite construction to connect with existing infrastructure. All infrastructure improvements would be made in accordance with local ordinances, would comply with local community plans, and would conform to all policies set forth by the relevant utility company. Therefore, the required offsite infrastructure improvements would be consistent with all adopted plans. Impacts would be considered less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PS-11: The Project Will Result in a Project Design That Incorporates Energy Conservation Measures that Meet or Exceed City Requirements

As part of the project design, all proposed onsite uses would incorporate required energy conservation measures within Code of California Regulations Title 24 set forth by the State of California. This portion of the California Building Code establishes building energy efficiency standards for new construction (including requirements for entire new buildings, additions, alterations, and, in nonresidential buildings, repairs). Incorporation of these design standards, as required by state law, would reduce wasteful energy consumption to less than significant levels.

Mitigation Measures

No mitigation is required.

Residual Impacts

This impact would be less than significant.

Cumulative Impacts

Fire and Law Enforcement Services

The project would not create a demand for additional police or fire facilities to be constructed or personnel to be hired. Future projects in the area would be evaluated on a project-by-project basis and would incorporate measures to reduce any potential impacts on emergency services. Additionally, the proposed project has been evaluated in conjunction with other projects that are likely to be constructed in the vicinity of the Cabrillo Way Marina. Consultation with the affected agencies and later analysis of the project concluded that the cumulative nature of these projects would not negatively impact the ability of the Port Police, LAPD, LAFD, or USCG to adequately serve the project site. Therefore, the project would not make a considerable contribution to the cumulative impacts related to fire and law enforcement services.

Public Services and Utilities

The project would create a demand for additional water services, and would result in additional production of wastewater and solid waste. In conjunction with future projects proposed in the area, which would be evaluated on a project-by-project basis, the Cabrillo Way Marina is not expected to exceed the capacity of any treatment or disposal facility that would serve the project. Additionally, any other future project in the area would be expected to incorporate measures to reduce any potential impacts on these services. Examination of existing service capacity and projected future capacity analysis concluded that the cumulative nature of these projects would not negatively impact the ability of solid waste hauling companies, LADWP, and the City of Los Angeles to adequately serve the project in regards to solid waste, water services, and wastewater disposal, respectively. Therefore, the project would not make a considerable contribution to the cumulative impacts related to these services.

The proposed project would not result in any land uses that could not be served by existing supplies of natural gas, electricity, or other fuels. The required infrastructure, such as natural gas pipelines and power lines, is present within the vicinity of the project. Additionally, under the Los Angeles City Charter, LADWP has an obligation to serve its customers within the City of Los Angeles. Accordingly, future projects near the project area would also be served by LADWP. The Gas Company would also provide future projects in the area with a sufficient volume of natural gas. According to the CEC, a sufficient volume and supply would be available to the project, as well as for future projects in the vicinity. Finally, the existing gas station infrastructure would be considered adequate to serve future projects and users of those projects. Additionally, it is expected that gas stations would be constructed in the area at a rate that would

satisfy future demand. Therefore, the project would not make a considerable contribution to the cumulative impacts of these utilities.

3.12.3.4 Mitigation Monitoring Plan Summary

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