

4.10 PUBLIC SERVICES AND UTILITIES

INTRODUCTION

The following section provides an analysis of utilities, public services, and public facilities for the proposed Alamitos Bay Marina Rehabilitation project in the City of Long Beach (City). Utilities associated with the Marina include the provision or disposition of water, wastewater, and solid waste disposal services. Public services include law enforcement and fire protection services. Public facilities included in this discussion address public schools and public libraries.

4.10.1 EXISTING ENVIRONMENTAL SETTING

4.10.1.1 Police Protection

The Long Beach Police Department (LBPd) provides a full range of law enforcement services throughout the City of Long Beach. The LBPd operates a helicopter program; a canine unit; a full-service, 24-hour jail facility; a communications/dispatching center; an investigation bureau; and a police academy including a firing range. Community-oriented police activities include community relations, traffic and parking enforcement, a Neighborhood Watch Program, crime prevention, bicycle patrol, Marine Patrol Unit, Port Police Unit (on the water), SWAT team, and a DARE Program.

There are currently 1,020 budgeted sworn officers within the LBPd service area. This provides an officer-to-population ratio of approximately 2 officers per 1,000 residents. It is the goal of the LBPd to strengthen that ratio to 2.5 officers per 1,000 residents. The average citywide response time to Priority 1 calls (life or property in imminent danger) for service is 4.5 minutes. The LBPd goal for average police response times for Priority 1 calls is 5 minutes or less.

The Patrol Bureau of the LBPd is divided into four geographic divisions (North, South, East, and West). The project site is located within the East Patrol Division and is served by the eastern substation. The eastern substation full-service police station, which opened in January 1994, has a maximum capacity of 145 employees. It currently operates at approximately 88 percent capacity (128 employees). In addition, the Marine Patrol provides services the Marina and Alamitos Bay and is located in the Marina adjacent to Basin 1. The Police Department facilities located in proximity to the project location are listed below, and shown on Figure 4.10.1.

- Marine Patrol Headquarters: 205 Marina Drive, located adjacent to Basin 1
- East Patrol Division Substation: 4800 Los Coyotes Diagonal, approximately 4.11 mi from the Marina
- Community Police Center: 1206 East Anaheim Street, approximately 5.69 mi from the Marina
- Community Police Center: 1004 East 7th Street, approximately 5.71 mi from the Marina

The LBPD is part of the Los Angeles County Law Enforcement Mutual Aid Organization, which is overseen by the Los Angeles County Sheriff's Department. In the event that mutual aid is needed, the Emergency Operations Bureau of the Sheriff's Department would be notified, and in turn they would notify appropriate response agencies. The City also has mutual aid relationships with the City of Signal Hill Police Department, California State University Long Beach Police Department, Veteran's Hospital Police, and the United States Coast Guard.

4.10.1.2 Fire Protection

The City of Long Beach Fire Department (Fire Department) provides fire and emergency medical response, marine safety and lifeguards, fire prevention, hazardous materials spill response, and hazardous materials regulatory enforcement services to the project area. The Fire Department consists of four bureaus (Administration, Operations, Fire Prevention, and Support Services) and maintains a staff of approximately 450 fire personnel. The Operations Bureau includes the Emergency Medical Services Division (EMS) and the Marine Safety Division. The Marine Safety Division is responsible for management of the lifeguards and other emergency personnel that service the City's beaches, waterways, and marinas. This includes the services currently provided within Alamitos Bay.

The Fire Department maintains the following facilities and equipment: 23 fire stations, a Fire Training Center, 22 engines, 4 trucks, 9 paramedic rescue vehicles, 1 foam apparatus, 3 airport firefighting and rescue vehicles, two harbor fireboats, and one technical rescue vehicle. Several fire stations serve the project area. Fire Station No. 21 and Fire Station No. 8 are the two closest stations to the project site. Table 4.10.A lists the fire stations located in proximity to the project site, all of which are shown on Figure 4.10.1.

Table 4.10.A: Fire Stations in Proximity to the Project Site

Station	Location	Distance from Project Site¹	Response Time Approximately	Equipment
Fire Station 14	5200 East Eliot Street	2.29 miles	4 minutes	Engine company with a paramedic rescue
Fire Station 4	411 Loma Avenue	3.23 miles	6 minutes	Engine
Fire Station 8	5365 East 2nd Street	2.17 miles	2 minutes	Engine
Fire Station 21	225 Marina Drive	In Marina	-	Engine, Truck and Vessel
Beach Operations	2101 East Ocean Boulevard	4.21 miles	9 minutes	

Source: www.longbeach.gov/fire/station_locations.asp. Downloaded 12/07.

¹ Distances of facilities from the site are measured from the nearest Marina Basin.

The average citywide emergency response time from dispatch to arrival is less than 5 minutes. The Fire Department goal for emergency response times is to have the first engine arrive within 4 minutes of dispatch and for the first Paramedic Rescue to arrive within 8 minutes. Six personnel are dispatched for life-threatening medical responses, and a minimum of 19 personnel are dispatched for initial response to structure fires.

The Fire Department maintains mutual aid agreements with the Los Angeles County Fire Department, City of Los Angeles Fire Department, and Orange County Fire Department. The Fire Department is also part of the California Office of Emergency Services Master Mutual Aid system.

4.10.1.3 Public Schools

The Long Beach Unified School District (LBUSD) provides public school services to the project area. Of the 96 schools in the LBUSD, Lowell Elementary School, Rogers Middle School, and Naples Bayside Academy are located less than 2 miles (mi) from the nearest Basin in the project area as illustrated on Figure 4.10.1. Enrollment in the LBUSD in 2006–2007 totaled 90,663 students in grades Kindergarten through Grade 12. For the past 3 years the student population within LBUSD has decreased (1.3 percent decrease in 2004–2005, 2.8 percent decrease in 2005–2006, 3.1 percent decrease in 2006–2007, and 2.7 percent decrease in 2007–2008).

4.10.1.4 Libraries

The project area is served by the Long Beach Public Library System, which is composed of one main library and 11 neighborhood branch libraries. The main library, which serves as a State and federal depository, is located at 101 Pacific Avenue in downtown Long Beach, adjacent to City Hall. This library includes a Family Learning Center that provides homework assistance for students in grades Kindergarten through Grade 8, and facilities for Family and Preschool Storytime Programs and a Children’s Film Program.

While the main library serves the entire City, neighborhood libraries serve smaller areas, generally located within a 1 mi radius of the library. There are several neighborhood libraries located near the project site, as listed in Table 4.10.B and illustrated in Figure 4.10.1. All of these libraries offer computers with Internet access, the library catalog, a community resource file, and various online reference resources.

Table 4.10.B: Public Libraries in the Project Area

Library	Location	Distance to Project Site¹
Bay Shore Library	195 Bay Shore Avenue	1.14 miles
Los Altos Library	5614 Britton Drive	2.80 miles
Brewitt Library	4036 East Anaheim Street	2.90 miles
Alamitos Library	1836 East 3rd Street	4.50 miles
Mark Twain Library	1401 East Anaheim Street	4.56 miles

Source: www.lbpl.org. Downloaded 12/07.

¹ Distances of facilities from the site are measured from the nearest Marina Basin.

4.10.1.5 Water

The Long Beach Water Department (LBWD) provides water service to the entire city through a system of underground pipelines. The City provides both potable and reclaimed water. Reclaimed water is wastewater that has been treated to a sufficient degree to be used for specific nonpotable uses, such as irrigation. Reclaimed water is conveyed in a separate system to maintain the quality of the potable water.

The LBWD obtains its water supply from LBWD-operated wells and imported water from the Metropolitan Water District (MWD). The LBWD satisfies almost 42 percent of its demand by pumping its own wells and about 50 percent by importing water from the MWD. The remaining 8 percent of the water supply is tertiary treated reclaimed water from the Sanitation Districts of Los Angeles County (LACSD) Long Beach Water Reclamation Plant

(WRP) that is used for nondrinking purposes. The Long Beach WRP provides approximately 21 million gallons per day (mgd) of reclaimed water. As shown in Figure 4.10.2, LBWD's potable water lines are located in the streets surrounding the Marina basins and currently provide water supply to the Marina.

4.10.1.6 Sewer

The City of Long Beach is a member of the Los Angeles County Sanitation Districts (LACSD), a confederation of independent special districts that provide wastewater and solid waste services in Los Angeles County. The LACSD serves about 5.4 million people in the County. The LACSD service area covers approximately 800 square miles and encompasses 78 cities and unincorporated territory within the County.

The proposed project is located within the jurisdictional boundaries of the LACSD District 3. The existing wastewater flowing from the project area is generated from boat pumpouts and flows from the existing restrooms. The 13 existing restrooms are dispersed throughout the Marina and discharge to the City's existing sewer system, as shown in Figure 3.11, Section 3.0, Project Description.

The wastewater generated by the project site is treated at the Joint Water Pollution Control Plant (JWPCP) located at 24501 South Figueroa Street in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 310.9 mgd. The JWPCP provides full secondary treatment to all wastewater received.

4.10.1.7 Storm Water Drainage

Surface water runoff within the project area occurs as overland runoff into curb inlets and catch basins, and as sheet flow. As shown, on Figure 4.10.2, there are many storm drain lines running through and surrounding the project site. Several of the lines run under the parking lot and discharge directly into Alamitos Bay.

4.10.1.8 Solid Waste

As previously stated, the City is a member of the LACSD. Within Long Beach and at the project site, solid waste collection services are provided by the City's Environmental Services Bureau. In 2008, residents and businesses in Long Beach disposed of 511,046 tons of solid waste. This disposal amount reflects a diversion rate of approximately 69 percent. A large majority of Long Beach's solid waste is disposed of at two LACSD facilities: Puente Hills Landfill and the Southeast Resource Recovery Facility (SERRF).

The Puente Hills Landfill is the closest Class III landfill operated by LACSD that could be used to dispose of waste generated at the project site. The Conditional Use Permit (CUP) for the Puente Hills Landfill authorizes the disposal of a maximum of 13,200 tons per day. Typically, the landfill closes early due to this permit-imposed tonnage restriction. The facility has an estimated remaining capacity of 49,348,500 cubic yards (cy). Disposal operations will continue under the CUP until October 31, 2013, at which time the site will stop accepting waste for disposal. As indicated in Table 4.10.C, 175,685 tons, or 29 percent of the solid waste disposed of by Long Beach residents and businesses, were disposed of at the Puente Hills Landfill.

Table 4.10.C: City of Long Beach Solid Waste Disposal by Facility, 2005

Facility Name (County)	Disposal Amount (tons)	Percent of Total
CWMI-B18 Nonhazardous Codisposal (Kings Waste and Recycling Authority)	1,413	0.23%
Antelope Valley Public Landfill (Los Angeles)	2,740	0.44%
Azusa Land Reclamation Co., Inc. (Los Angeles)	4,213	0.69%
Waste Management of Lancaster Sanitary Landfill (Los Angeles)	1,507	0.25%
Chiquita Canyon Sanitary Landfill (Los Angeles)	21,613	3.54%
Puente Hills Landfill #6 (Los Angeles)	175,685	28.77%
Commerce Refuse to Energy Facility (Los Angeles)	577	0.09%
Sunshine Canyon Sanitary Landfill County Extension (Los Angeles)	18,966	3.10%
Southeast Resource Recovery Facility (Los Angeles)	241,242	39.49%
Bradley Landfill West and West Extension (Los Angeles)	1,450	0.24%
Prima Deshecha Sanitary Landfill (Orange)	38,298	6.27%
Olinda Alpha Sanitary Landfill (Orange)	50,154	8.21%
Frank R. Bowerman Sanitary Landfill (Orange)	4,810	0.78%
El Sobrante Sanitary Landfill (Riverside)	35,127	5.75%
Simi Valley Landfill-Recycling Center (Ventura)	2,167	0.35%
Total	610,838	100.00%

Source: CIWMB, Disposal Reporting System, Jurisdiction Disposal and Alternative Daily Cover Tons by Facility for the City of Long Beach, 2005. Downloaded 12/07.

The Puente Hills Materials Recovery Facility (PHMRF), which is located next to the Puente Hills Landfill, is also owned and operated by LACSD. The purpose of the PHMRF is to recover recyclable materials from commercial waste and to provide efficient transfer of

residual waste to permitted landfills for proper disposal. The facility is permitted to accept 4,400 tons per day or 24,000 tons per week of municipal solid waste.

The City of Long Beach and the LACSD have a Joint Powers Agreement to operate SERRF, which is located at 120 Pier S Avenue in Long Beach. SERRF is a refuse-to-energy transformation facility that is permitted to accept 2,240 tons of refuse per day. The facility reduces the volume of solid waste by approximately 80 percent while creating electrical energy. The SERRF produces 36 megawatts of electricity for Southern California Edison (SCE), which is enough to supply 35,000 homes with electrical power. In 2005, approximately 241,242 tons of the solid waste (39.5 percent) disposed of by Long Beach residents and businesses were disposed of at SERRF. Table 4.10.C lists all of the solid waste disposal sites that may be used to dispose of waste generated at the proposed project site.

In addition to the facilities discussed above, the United States Environmental Protection Agency (EPA) designated offshore disposal site, known as LA-2, is utilized by agencies such as the City to discharge dredge materials that meet specific environmental standards. This site is located approximately 5.8 miles south-southwest of the entrance to Los Angeles Harbor on the outer continental shelf margin. The depth of this site ranges from approximately -360 ft MLLW to -1,115 ft MLLW. Up to 1.4 mcy of dredge material may be disposed of at this site annually (Port of Los Angeles Channel Deepening Project Draft EIR/EIS, July 2008).

Los Angeles County faces a potentially large landfill capacity shortfall. As detailed in the Final Municipal Service Review for the LACSD (May 2005, prepared by the Los Angeles County Local Agency Formation Commission [LAFCO]), the amount of solid waste in need of disposal is forecasted to exceed the combined daily capacity of all Class III landfills and refuse-to-energy facilities in 2013. Due to this, the LACSD has expanded recycling, secured additional disposal capacity, researched additional solid waste conversion technologies, and implemented a remote waste-by-rail landfill system. The waste-by-rail system will consist of transfer stations and intermodal railyards that will transfer solid waste to new landfills in Riverside and Imperial Counties for disposal.

Eagle Mountain Landfill in Riverside County is currently planned, but not yet operational. Mesquite Regional Landfill in Imperial County is permitted to receive up to 20,000 tons per day of municipal solid waste. Mesquite Regional Landfill, which is owned and will be operated by the LACSD, is under construction and expected to be ready for landfill operations in 2009. Construction of the rail spur and railyard necessary to receive waste by rail is expected to be complete in 2011/12. With implementation of the waste-by-rail landfill system, Los Angeles County would be able to meet the projected landfill needs.

State legislation (Assembly Bill 939 [AB 939]) requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost solid

waste in order to achieve a 50 percent reduction in solid waste disposed of at landfills. AB 939 also requires that all cities conduct a Solid Waste Generation Study (SWGS) and prepare a Source Reduction Recycling Element (SRRE). In accordance with AB 939, local agencies must submit an annual report to the California Integrated Waste Management Board (CIWMB) summarizing its progress in diverting solid waste disposal.

Senate Bill 1374 (SB 1374) also requires that the annual report submitted to CIWMB include a summary of the progress made in diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency that requires 50 to 75 percent diversion of construction and demolition waste materials from landfills by March 1, 2004. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt the CIWMB's model by default. However, adoption of such an ordinance may be considered by the CIWMB when determining whether to impose a fine on a jurisdiction that has failed to implement its SRRE.

Waste haulers are expected to contribute by recycling residential and commercial waste they collect, and project developers are expected to employ measures to reduce the amount of construction-generated waste by 50 percent or more. During reporting year 2006, which is the most recent data posted by the CIWMB, the City was in full compliance with waste diversion goals set by the State of California and had a diversion rate of 69 percent. The CIWMB has not approved or accepted diversion rates reported by the City since the 2004 report. However, a biennial review indicates that the City's diversion rate for 2005 was approximately 53 percent. The City also receives a 10 percent waste diversion credit through use of the SERRF, thereby further raising the City's waste diversion rate.

To ensure that the City maintains compliance with solid waste regulations, the City provides recycling services such as residential curbside recycling and commercial pickup service through a private contractor. In addition, each of the 21 permitted private waste haulers operating in Long Beach are required to have a City-approved recycling program in order to meet applicable waste diversion requirements. In order to maintain compliance goals, contractors will be required to reuse construction supplies where practicable or applicable, reuse soils on site, and reuse landscape containers to the extent feasible.

4.10.2 METHODOLOGY

This EIR section includes information concerning current levels of service to the project site and information on possible constraints or impacts to services during construction and at project build out. The impact analyses are based on the project description, information available on agency websites, and through phone and email conversations with City staff.

4.10.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds for impacts to public services and utilities are based on Appendix G of the State CEQA Guidelines. The effects of the proposed project on public services and utilities may be considered significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public services including fire protection, police protection, schools, libraries, or other public facilities;
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB);
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require new or expanded water entitlements to have sufficient water supplies available to serve the project;
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve projected demand in addition to the provider's existing commitments;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Not be in compliance with federal, State, and local statutes and regulations related to solid waste.

4.10.4 IMPACTS AND MITIGATION MEASURES

4.10.4.1 Less Than Significant Impacts

The following impacts that could result from implementation of the proposed project were evaluated and are considered less than significant.

Police Protection. The proposed project would renovate the existing Marina facilities and would not expand or increase any existing uses on the project site. The proposed project would result in a loss of approximately 321 boat slips; no increase in marina capacity would result from the proposed project. The proposed project would enhance the safety and useful life of the facilities and would retain the existing recreation and open space uses of the project site. The project also does not incorporate new active uses that would attract a greater number of Marina users on a regular basis. In addition, the proposed project would not create additional jobs nor would it include the construction of new residential units that would generate additional population in the area. As a result of the reduction of total boat slips, the proposed project is not anticipated to increase Marina attendance and/or patterns of use. Therefore, police resources are not anticipated to increase with implementation of the proposed project. The project would not result in the need for additional officers or law enforcement equipment or facilities to maintain adequate and appropriate response capabilities.

As described, the proposed project is not anticipated to result in an increase in calls for police services or require additional personnel to maintain acceptable service ratios, response times, or other performance objectives. Similarly, the project will not require new or expanded police facilities. Therefore, impacts related to police protection services are considered less than significant, and no mitigation is required.

Fire Protection. The proposed project would implement improvements to the existing Marina facilities. As described above the proposed project would not result in an increased capacity to the Marina, expand active uses, or add additional jobs. The proposed project would retain the existing recreation and open space uses of the project site. Therefore, the on-site population and/or recreation users that could be endangered by possible fire or emergency medical events would not be increased. The project does not include residential units, public facility buildings, or other structures that would increase the existing fire hazards on site. Therefore, the project is not anticipated to result in an increase in calls for emergency fire services. As a result, the proposed project would not create a need to expand or construct new facilities to maintain acceptable service ratios, response times, or other performance objectives. Hence, impacts to fire protection would be less than significant, and no mitigation is required.

Schools. Generally, analysis of potential impacts to school facilities focuses on impacts associated with demand for new or expanded public education facilities resulting from construction of new housing units. The proposed project would implement renovations and improvements to the existing Marina facilities and does not involve the construction of residential units or include components that would create additional jobs in the project area. As such, the proposed project will not increase demand or negatively impact capacity in the

LBUSD. Specifically, the available capacity of the schools in the vicinity of the proposed project will not be affected by the project. Therefore, the proposed project would not create a need to expand or construct new school facilities to maintain acceptable service levels, and no mitigation is required .

Libraries. Impacts to libraries are typically associated with development projects that include the construction of residential units because new residential units generate a permanent increase in residential population. Conversely, nonresidential projects are typically viewed as having relatively limited impacts attributable to occasional and incidental use of area library facilities.

The proposed project would implement renovations and improvements to the existing Marina facilities and would retain the existing recreation and open space uses of the project site. The proposed project does not involve the construction of residential units or include components that would create additional jobs in the project area. As such, the proposed project will not result in an increase of population in the project area that would result in increased demands on the existing library facilities. Therefore, the proposed project is not expected to have a significant impact on library services in Long Beach or to create a need for the expansion of library facilities or staffing levels. No mitigation is required.

Water – Short-Term Construction Impacts. Construction of the proposed project improvements largely involves dredging and construction in the Marina waters. Because a large portion of the dredge and excavation materials will be wet, there will be limited need for additional water for fugitive dust control during a large portion of the construction activities. However, during demolition and reconstruction of the restrooms and parking lots, additional water for construction activities, including fugitive dust control, would be required. In order to accommodate the Marina operations, no more than 1 ac of parking lot pavement area would be replaced at any one time. This would result in a lower daily demand for construction water than if the project components were being implemented simultaneously. Overall, the project's demolition and construction activities are not expected to have any adverse impacts on the existing water system or availability of water supplies. In addition, water required during land side construction activities would be limited to the construction phase associated with these improvements. Therefore, impacts associated with short-term construction activities will be less than significant, and no mitigation is required.

Solid Waste – Long-Term Operational Impacts. The proposed project would implement facility improvements to the existing Marina and would not result in an increase in capacity or provide a new use that would generate additional solid waste. Conversely, the proposed project would result in the loss of approximately 321 boat slips, which may result in less

solid waste generated on site. For example, the Puente Hills Landfill, which is the closest Class III landfill and currently accepts solid waste from the project area, has an estimated remaining capacity of 49,348,500 cubic yards (cy). Therefore, because the existing land use will not change, and because implementation of the proposed project is not anticipated to increase the amount of solid waste generated, solid waste impacts due to operation of the proposed project will be less than significant, and no mitigation is required.

Storm Water Drainage. Storm water runoff on the docks will continue to discharge directly into the Marina, similar to existing conditions. There is no significant change in the impervious area within the project site since the proposed project involves repaving of existing surfaces and no increase in the landscaped areas. Because the surface areas of the parking lots are not increasing, no increase in storm water runoff is expected. The proposed project includes the replacement of existing storm drain catch basins within the parking areas, but does not create additional demands for storm water drainage. In addition, the project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts related to new or expanded storm water facilities are considered less than significant, and no mitigation is required. Water quality related to storm water runoff is discussed further in Section 4.8, Hydrology and Water Quality.

4.10.4.2 Potentially Significant Impacts

Water – Long-Term Operational Impacts. The LBWD currently provides water services to the proposed project site. Water supply lines are in place and do not need to be extended in order to serve the project. The proposed project would implement improvements to the existing Marina facility, resulting in a reduction of approximately 321 boat slips and thereby reducing the number of boats requiring water service/supply. No additional facilities or capacities are being created by the proposed project, and demand for water from recreational users is not anticipated to increase.

The proposed project also includes replacing and/or renovating the 13 restrooms buildings within the Marina. The existing water and sewer lines will also be replaced due to age. Three restroom buildings would be remodeled and renovated in place, and 10 will be demolished and replaced in nearby locations with similar structures containing toilet, shower, and laundry facilities. The changes to the restroom facilities will add additional restroom fixtures such as showers and toilets to several restroom structures in the Marina. All of the restrooms will be equipped with low-flow faucets, showers, toilets, and laundry facilities (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures. Mitigation Measure 4.10-1 has been included to ensure that water conservation measures such as low-flow and low-flush restroom fixtures are incorporated into the project design.

As a result of the reduction of total boat slips, the proposed project is not anticipated to increase Marina attendance and/or patterns of use. In addition, due to the use of low-flow restroom facilities (Mitigation Measure 4.10-1), the restroom component of the project would not result in a significant increase in water use. The project will not necessitate new or expanded water entitlements or infrastructure as significant increases in water demands would not result from the proposed project. Therefore, project impacts associated with an increase in water demand or an extension of supply infrastructure are less than significant.

Sewer. Wastewater generated by the project site is treated at the LACSD JWPCP located in the City of Carson. The proposed project would implement renovations and improvements to the existing Marina facilities. The project would result in an overall loss of slips and would not result in an increase in capacity or the addition of new uses or additional facilities in the Marina. The proposed project would not change or intensify the existing recreation uses of the project site or increase Marina attendance and/or patterns of use.

As described previously, the proposed project includes replacing and/or renovating the restrooms in the Marina. The existing water and sewer lines will also be replaced due to age and capacity. The new 6 in diameter sewer laterals will connect from the restrooms to the existing City sewer mains. The new sewer lines will have the capacity to accommodate the anticipated maximum wastewater demand. The changes to the restroom facilities will add additional restroom fixtures such as showers and toilets to several restroom structures in the Marina. All of the restrooms will be equipped with low-flow faucets and toilets (pursuant to Title 24 of the California Administrative Code) that would reduce the amount of water consumed by the fixtures, thereby also reducing the amount of wastewater generated per fixture. Mitigation Measure 4.10-1 has been included to ensure that water conservation measures such as low-flow and low-flush restroom fixtures are incorporated into the project design.

In summary, project-generated wastewater will not exceed the existing capacity of the sewer delivery system and will not require the construction of new sewer delivery facilities other than those to be constructed on site for the new restroom facilities. In addition, based on the anticipated flows and existing available capacity of the JWPCP, the proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB or require the construction or expansion of the JWPCP facilities. Likewise, the proposed project is not anticipated to result in a determination by the LACSD that inadequate capacity exists to serve the project in addition to existing commitments. Therefore, project impacts to wastewater infrastructure and wastewater treatment requirements is considered less than significant.

Solid Waste – Short-Term Construction Impacts. Construction of the project would result in solid waste that would need to be disposed of in off-site facilities. The types of solid waste that would be generated include: dredge material, pilings, dock materials, asphalt, concrete, demolished restroom waste, and building materials.

As part of the proposed project, the Marina would be dredged to the original design depths and/or original basin depths. The dredge quantity is approximately 287,120 cy of sediment. The dredging work would be phased by basin along with the dock and piling replacement work. Dredge materials from Marina Basins 2–7 will be barged to the EPA designated offshore disposal site, known as LA-2, with material discharged via a dump barge. However, due to high levels of mercury discovered during preliminary sampling in Basin 1, approximately 25,504 cy will need to be trucked off site from this basin and, depending on testing results, will be disposed of at an appropriate State-approved landfill facility. All of the dredge material and other construction waste will be removed by a California State licensed contractor and disposed of in accordance with applicable laws and regulations.

The amount of the project's construction-related solid waste would be spread out over the anticipated 6 years of construction and is not anticipated to result in a significant impact to the capacity of LA-2 or the land side solid waste facilities. For example, the Puente Hills Landfill, which is the closest Class III landfill, has an estimated remaining capacity of 49,348,500 cy and will be able to accommodate the solid waste generated from construction of the project site. Prior to disposal of the contaminated dredge soils from Basin 1, Mitigation Measures 4.6-1 and 4.6-3 (as outlined in Section 4.6, Hazards and Hazardous Materials) require sediment testing and review and approval of a Soils Management Workplan (including requirements for disposal of all hazardous in a Class I landfill).

As previously stated, AB 939 requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost waste to achieve a 50 percent reduction in solid waste being taken to landfills. In order to assist in meeting this goal, the proposed project will be required to incorporate the collection of recyclable materials into project design and to require contractors to reuse construction supplies where practicable or applicable to the extent feasible. Mitigation Measure 4.10-2 will assist the City in its effort to meet its waste reduction goals by facilitating recycling on site during construction and operation of the proposed project. Therefore, solid waste generated during construction of the proposed project would not result in significant impacts related to landfill capacity or prevent compliance with federal, State, and local statutes and regulations related to solid waste.

4.10.5 MITIGATION MEASURES

The proposed project will not result in significant or potentially significant impacts to public services and utilities; therefore, mitigation is not required. Precautionary mitigation measures

have been included to ensure that water conservation and recycling measures are implemented.

The following mitigation measure will ensure that impacts related to operational water use are less than significant.

- 4.10-1** Prior to the issuance of building permits, the Marine Bureau Manager shall demonstrate on the final construction plans that applicable interior and exterior water conservation measures have been incorporated into all aspects of this project. At a minimum, measures shall include low-flush toilets, low-flow faucets and shower heads, and the installation of efficient irrigation systems to minimize runoff and evaporation.

The following mitigation measure will ensure that impacts related to solid waste generated during construction activities are less than significant.

- 4.10-2** Prior to the issuance of any demolition permit, a solid waste management plan for the proposed project shall be developed by the Marine Bureau, and submitted to the Environmental Services Bureau for review and approval. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and Assembly Bill (AB) 939.

4.10.6 CUMULATIVE IMPACTS

Currently, the following projects that have been proposed or approved but are not yet fully constructed are within the cumulative study area for the proposed project:

- Colorado Lagoon Restoration Project, currently under construction
- Second+PCH Mixed Use Commercial/Hotel/Residential Project
- Proposed Home Depot Project at Loynes Drive and Studebaker Road
- Termino Drain Project, various segments terminating at the northern end of Marine Stadium

The cumulative study area for public services and utilities is generally defined as each provider's service area, as further discussed below.

4.10.6.1 Police and Fire Protection

The geographic area for cumulative analysis of police protection services is defined as the service territory for the LBPD. A net increase of up to approximately 79,702 residents and 19,740 housing units is forecast for the City by 2035.¹ These growth projections are generated by the SCAG using the latest census data, local input, and historical growth trends, and reflect reasonably foreseeable developments and growth. Similar to the cumulative analysis area for police protection services, the geographic area for cumulative analysis of fire protection (including marine safety/lifeguard) services is defined as the service territory for the Long Beach Fire Department. As stated above, a net increase of up to approximately 79,702 residents and 19,740 housing units is forecast for the City by 2035.²

As stated above, the proposed project would improve the existing marina/recreation uses on the project site, and the proposed project is not anticipated to increase Marina attendance and/or patterns of use. As a result, the project would not be anticipated to generate additional calls for police services or an increased demand for fire, lifeguard, or emergency medical services. The cumulative projects identified above are generally improvements to existing facilities, infill residential projects, or an expansion of commercial development. These future projects will likely include specific features designed to reduce impacts on police and fire protection services and may be assessed additional mitigation measures specific to the given project's impacts. The need for additional police and fire protection services associated with cumulative growth will be addressed by the City through its annual budgeting process when budget adjustments may be made to meet changes in demand for police and fire services. Therefore, the combined impact associated with the project's incremental effect and the effects of other projects in the area is considered less than cumulatively significant.

4.10.6.2 Public Schools and Libraries

The geographic boundary for the cumulative analysis for schools is the area within the LBUSD. The geographic area for the cumulative analysis of impacts to library facilities is the City of Long Beach. The proposed project would improve the existing marina/recreation uses on the project site. The proposed project does not involve the construction of residential units or include components that would result in population growth or create additional jobs in the project area. As such, the proposed project will not increase demand for the provision of

¹ The change in the number of residents and jobs was measured using the California Department of Finance 2007 population estimate for the City of Long Beach and growth forecasts from the Southern California Association of Governments, Draft 2008 RTP Baseline Growth Forecast.

² Ibid.

library services or impact capacity in the LBUSD. Therefore, the project's effects on schools and library services are considered less than cumulatively considerable.

4.10.6.3 Water/Sewer/Solid Waste

The geographic area for the cumulative analysis for the supply of potable and reclaimed water is defined as the LBWD service territory. Because the proposed project would improve an existing facility, which includes installation of low-flow facilities, the project would not increase long-term demand for potable water or impact water supplies. In addition, implementation of Mitigation Measure 4.10-1, requiring water conservation measures to be incorporated into project plans, will reduce potential impacts related to water service to a less than significant level. Therefore, impacts on water services are considered less than cumulatively significant.

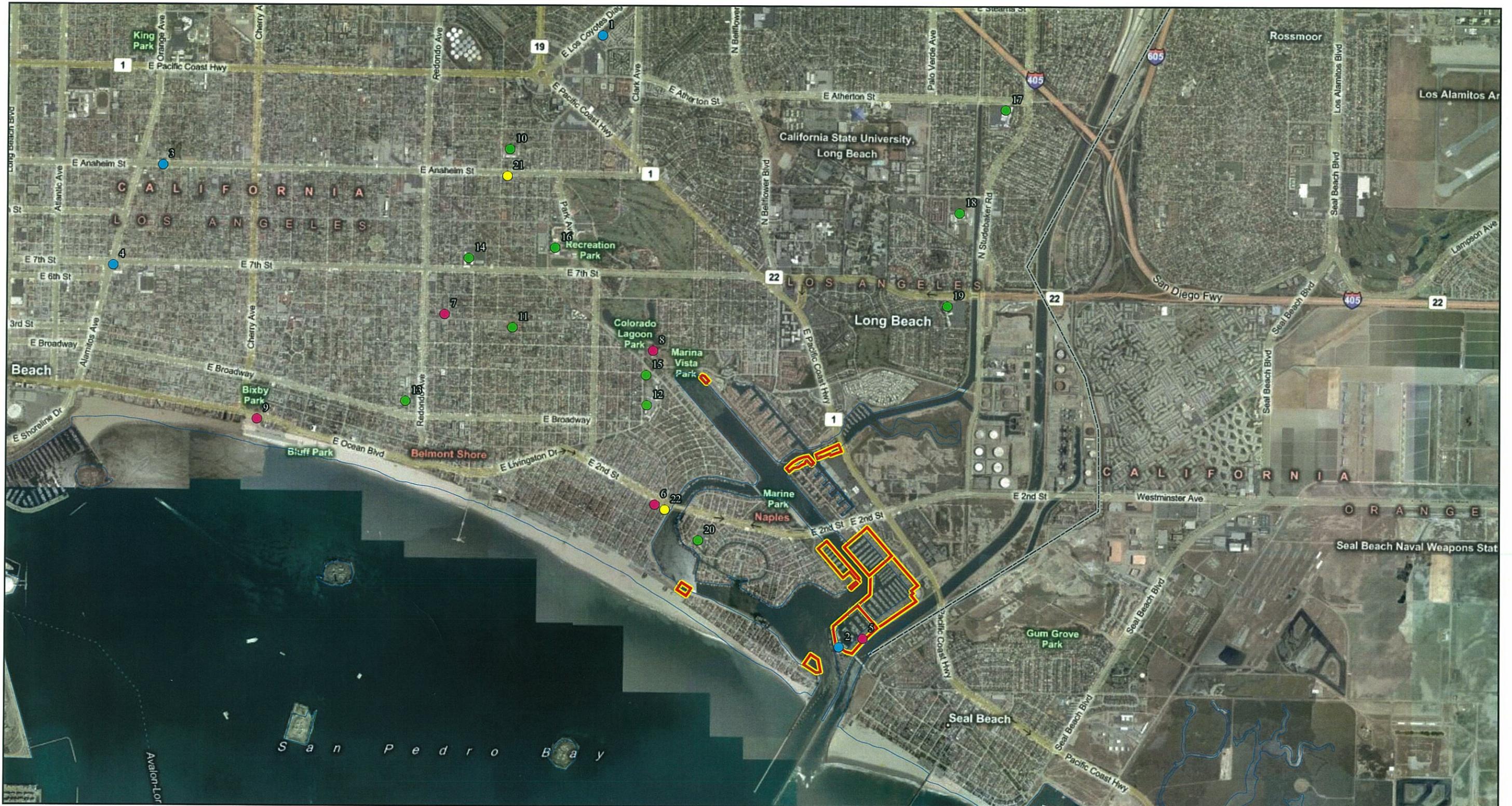
The geographic area for the cumulative analysis for sewer treatment is defined as the LACSD service territory. Within its service area, the LACSD uses SCAG forecasts for future population and employment growth to project needed capacity. Because the LACSD projects that its existing and programmed wastewater treatment capacity will be sufficient to accommodate the growth forecasted by SCAG within its service area, development that is generally consistent with this forecast can be adequately served by LACSD facilities. The proposed project does not increase capacity and is consistent with SCAG projections for the City of Long Beach and the County of Los Angeles. Therefore, impacts on wastewater/sewer services are considered less than cumulatively significant.

Development associated with future projects in the City of Long Beach will contribute to increased demand for landfill capacity for solid waste from construction activities and operations. Unclassified landfills that accept inert waste (construction debris), including waste created by the proposed project, have remaining capacity. In addition, implementation of Mitigation Measure 4.10-2, requiring a solid waste management plan (SWMP) for the proposed project, will reduce potential impacts related to solid waste to a less than significant level.

As discussed above, although there is insufficient capacity within the existing system serving Los Angeles County to provide for long-term nonhazardous solid waste disposal needs, the Mesquite Regional Landfill is under construction, and was expected to be ready for landfill operations in 2009 and waste-by-rail operations in 2011/12. With operation of the Mesquite Regional Landfill, the LACSD would be able to meet the projected landfill needs. Therefore, the project's impacts related to solid waste, when coupled with solid waste generated by planned and future projects, is considered less than cumulatively significant.

4.10.7 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Implementation of Mitigation Measures 4.10-1 and 4.10-2, described above, would reduce potential project and cumulative public service and utilities impacts to less than significant levels. Therefore, no significant unavoidable adverse impacts of the proposed project related to public services and utilities have been identified.



LSA

LEGEND

Project Locations

Police

- 1. LBPD eastern substation- 4800 Los Coyotes Diagonal
- 2. Marine Patrol Headquarters 205 Marina Drive
- 3. Community Police Center 1206 E. Anaheim Street
- 4. Community Police Center 1004 E. 7th Street

Fire Stations

- 5. Station 21- 225 Marina Drive
- 6. Station 8- 5365 E. 2nd Street
- 7. Station 4- 411 Loma Avenue
- 8. Station 14- 5200 Eliot Avenue
- 9. Beach Operations- 2101 E. Ocean Boulevard

Schools

- 10. Bryant Elementary- 4101 E. Fountain Street
- 11. Freemont Elementary- 4000 E. 4th Street
- 12. Lowell Elementary- 5201 E. Broadway
- 13. Mann Elementary- 257 Coronado Avenue
- 14. Jefferson Middle School- 750 Euclid Avenue
- 15. Rogers Middle School- 365 Monrovia Avenue
- 16. Wilson High School- 4400 E. 10th Street

Libraries

- 17. Tincher Elementary- 1701 Petaluma Avenue
- 18. Hill Classical Middle School- 1100 Iroquois Avenue
- 19. Kettering Elementary- 550 Silvera Avenue
- 20. Naples Bayside Elementary- 5537 The Toledo
- 21. Brewitt Library- 4036 E. Anaheim Street
- 22. Bay Shore Library- 195 Bay Shore Avenue



0 1250 2500
FEET

SOURCE: MSVE (2008); TBM (2008); City of Long Beach (1/09)

I:\tsy0701\GIS\Public_Services.mxd (9/24/2009)

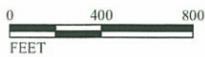
FIGURE 4.10.1



LSA

LEGEND

- Project Locations
- Potable Water Lines
- Reclaimed Water Lines
- Existing Storm Drain Pipelines
- Existing City Sewer Lines
- Storm Drain Device



SOURCE: DigitalGlobe (4/08); City of Long Beach (2008, 1/09)
 I:\TSY0701\GIS\Water_Sewer_Lines.mxd (2/3/09)

FIGURE 4.10.2