

3.13

PUBLIC SERVICES

1

2 **3.13.1 Introduction**

3 This section identifies the existing public services (fire protection and medical
4 services, police protection, and parks/recreation) within the proposed project area,
5 and addresses potential impacts on public services that could result from
6 development of the proposed Project. The section also describes the regulatory
7 setting associated with public services. No significant impacts on public services
8 would occur from the construction and operation of the proposed Project.

9 **3.13.2 Environmental Setting**

10 The proposed project area encompasses approximately 94 acres within the Port of
11 Los Angeles and the southern portion of the Wilmington community. Of these 94
12 acres, approximately 60 acres comprise the Avalon Development District and Avalon
13 Waterfront District, an area defined by Lagoon Avenue to the west, Broad Avenue to
14 the east, C Street to the north, and Bannings Landing and the waterfront to the south.
15 In addition, the proposed Project includes the Waterfront Red Car Line/California
16 Coastal Trail extension, which begins at Avalon Boulevard and runs along Harry
17 Bridges Boulevard, continuing on to John S Gibson Boulevard, and then on to Front
18 Street, before terminating at Swinford Street.

19 A boundary change to the Port Plan, Wilmington-Harbor City CP, and Port Master
20 Plan would occur as an action under the proposed Project. The jurisdictional
21 boundary change proposes to extend the Port Plan and PMP to Harry Bridges
22 Boulevard, including the Avalon Triangle Park site. The Wilmington-Harbor City
23 CP would be retracted to the north of Harry Bridges Boulevard.

24 For this EIR, the environmental setting for public services encompasses the Port of
25 Los Angeles and the community of Wilmington. The public services for this area are
26 provided by the Port Police, LAPD, LAFD, USCG, LAHD, and the City of Los
27 Angeles. Each public service has been actively growing in concert with the growth

1 experienced by the communities and region. The discussion below describes the
2 individual provisions for providing and delivering public services within the
3 particular geographic areas and the planning efforts to accommodate anticipated
4 future growth.

5 **3.13.2.1 Police Protection**

6 The proposed project site is located in the LAPD's Harbor Division, which includes a
7 27.5 square-mile area within Harbor City, Harbor Gateway, San Pedro, Wilmington,
8 and Terminal Island. Police protection for the proposed Project would be provided by
9 the LAPD and the Port Police. In addition to City and Port Police protection, each
10 tenant occupying a berth or berths in the Port maintains its own internal security staff.
11 (LAHD 2008.)

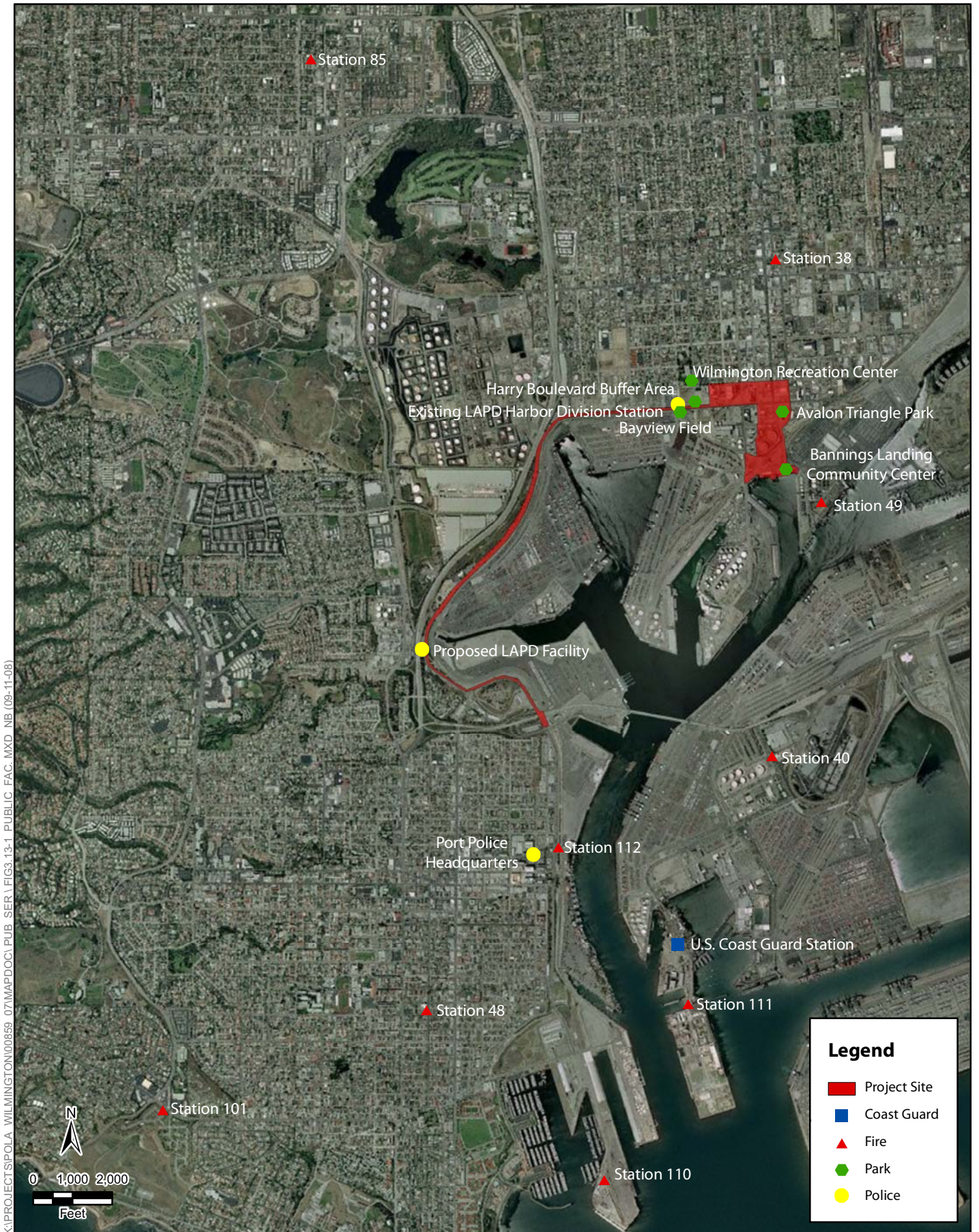
12 **3.13.2.1.1 Los Angeles Police Department**

13 The LAPD Harbor Community station is currently located at 221 N. Bayview
14 Avenue in Wilmington and includes a staff of 300 persons (including about 260
15 officers). Figure 3.13-1 shows the location of this station. Patrols are divided into
16 two watches, and both radio-dispatched cars and traffic-control motorcycles are used
17 on patrols. The harbor area utilizes a fleet of all-terrain vehicles, a mounted unit, and
18 a bicycle unit (Plows pers. comm. 2008). The harbor area has an officer-to-
19 population ration of 1 officer for every 450 people (Plows pers. comm. 2008).
20 Average emergency response time for the area is approximately 10.6 minutes (LAPD
21 2005). The department-wide response time is 7 minutes (LAPD 2007). Although
22 this response time is adequate, the department is currently working on ways to
23 decrease that time (LAPD 2007). LAPD's level of service and response times in the
24 proposed project area are considered adequate (Plows pers. comm. 2008).

25 Scheduled improvements to LAPD facilities in the Harbor Community area include
26 building a new facility for the Harbor Station at an existing LAPD property at the
27 intersection of John S. Gibson Boulevard and Channel Street in Fall 2008 (Plows
28 pers. comm. 2008). This will further reduce response times in the area because the
29 new site will consolidate all Harbor Station functions, including patrol, detectives,
30 special investigations, commanding officers' offices, community relations, records,
31 and so on. A 60-prisoner jail will also be constructed at the new station. Scheduled
32 occupancy for the new station is October 2008. (LAPD 2008)

33 **3.13.2.1.2 Port Police**

34 The Port Police are responsible for patrol and surveillance of Port property including
35 12 square miles of landside property and 43 miles of waterfront. The Port Police do
36 not have jurisdiction over the Wilmington community (Provinchain pers. comm.
37 2008). However, the Port Police do patrol and maintain the security of Port-owned
38 properties within the communities of Wilmington, San Pedro, and Harbor City



SOURCE: ESRI Streetmap USA (2007)

**Figure 3.13-1
Public Services
Wilmington Waterfront Development Project**

(Brown pers. comm. 2008). The Port Police enforce federal, state, and local public safety statutes as well as environmental and maritime safety regulations. Their primary goal is to protect the Port against all criminal activity to ensure free flow and protection of commerce, and to identify, apprehend, and prosecute persons who would participate in criminal activity on LAHD properties, Port customers and visitors, or Port industrial and commercial tenants (LAHD 2008). Emergency response to the Wilmington Marinas is primarily provided via water by Port Police patrol boats.

Port Police offices are located in the Harbor Administration Building at 425 South Palos Verdes Street in San Pedro. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue on Terminal Island. Marine Unit boats and a small office are located at Berth 84, with additional offices in the Crowley Building nearby. An Interagency Task Force Unit is located at 239 North Avalon Boulevard in Wilmington, and there is a Port Police training facility located at 300 Ferry Street. (Provinchain pers. comm. 2008)

Port Police are authorized for a total of 223 positions in the 2007–2008 fiscal year. The amount of total sworn staff is 142; however, the Board of Harbor Commissioners has approved the growth of sworn staff to 212 (Provinchain pers. comm. 2008). The Port Police do not estimate the number of employed officers based on proposed development or anticipated population for a given area. Their staff/sworn officer totals are based on current Homeland Security data and levels of security at other ports of corresponding size and activity (Provinchain pers. comm. 2008). Port Police are not a police agency driven by calls for service. Their mission is the safety of the Port and the protection of economic assets that LAHD owns and operates. Therefore, response times are not used by the Port Police as a metric or measure of services (Provinchain pers. comm. 2008).

A new Wilmington substation has been established at 300 Water Street around Berth 195, which opened on January 2, 2008. There are 30 civilian personnel occupying the substation, and the number is expected to reach 100 overall personnel by December 31, 2008. The Port police have two beat/patrol areas in Wilmington, and are in the process of building a new station at 330 S. Centre Street (between 3rd and 5th Streets). The new station is expected to be completed in 2010.

Other improvements include expanding facilities to house mobile incident command vehicles, bicycle unit equipment, security officer equipment and vehicles, hazardous material response vehicles, an expanded marine unit facility, a marine mammal facility, K-9 kennel and K-9 training centers, and a Port Police dive and in-water training center (Provinchain pers. comm. 2008). Port Police service levels in the Port areas adjacent to the proposed project site are considered adequate (Provinchain pers. comm. 2008).

3.13.2.2 Fire Protection

LAFD provides fire protection and emergency services for the proposed project site. Fire protection capabilities are based on the distance from the emergency to the

1 nearest fire station and the number of simultaneous emergency or fire-related calls.
2 (Roupoli pers. comm. 2008)

3 LAFD has 106 fire stations spread throughout the City of Los Angeles. Of these, 51
4 are single-engine houses, while the remainder are task force houses. A single-engine
5 house normally has one engine company, while a task force house has a truck
6 company and two engines. Paramedic and emergency medical technician (EMT)
7 ambulances, battalion chiefs, division chiefs, and special apparatus are also assigned
8 to the various stations. An engine company is the basic “put water on the fire” unit
9 and is typically staffed by a captain, an engineer, and two firefighters. The fire
10 engine carries up to 500 gallons of water and can pump up to 1,500 gallons per
11 minute (gpm). A task force consists of three pieces of apparatus: an aerial truck, an
12 engine company, and a single pump apparatus. A captain, an apparatus operator, and
13 three firefighters work on the truck (LAFD 2004).

14 LAFD facilities in the vicinity of the proposed project site include land-based fire
15 stations and fireboat companies. In the Harbor area, Battalion 6 is responsible for all
16 of Wilmington and its waterfronts, Terminal Island and all of the surrounding water,
17 San Pedro, Harbor City, and Harbor Gateway. All of these areas are occupied and
18 controlled by Battalion 6. There are 10 fire stations within these geographical areas,
19 and they include fire boats, hazardous material squads, paramedic and rescue
20 vehicles, three truck companies, an urban search and rescue unit, and a foam tender
21 apparatus (Roupoli pers. comm. 2008). Figure 3.13-1 illustrates the location of the
22 10 fire stations (City of Los Angeles 2006: K.2-6 through K.2-12).

23 The 10 fire stations in the Port area include:

- 24 ■ Station 49 at 400 Yacht Street, Berth 194 in Wilmington has a single engine
25 company, two boats, a rescue ambulance, and is Battalion 6 Headquarters. There
26 are 13 staff members at this station. This would be the primary responding fire
27 station to the proposed Project. (Roupoli pers. comm. 2008)
- 28 ■ Station 38 at 124 East I Street, Wilmington, is a task force station with a staff of
29 nine that maintains a truck and engine company and paramedic ambulance. This
30 would be the secondary responding fire station to the proposed project. (Roupoli
31 pers. comm. 2008)
- 32 ■ Station 110 at 2945 Miner Street, San Pedro, has one fireboat and a staff of three.
- 33 ■ Station 111 at 1444 S. Seaside Avenue on Terminal Island has one fireboat and
34 three staff members.
- 35 ■ Station 40 at 330 Ferry Street on Terminal Island is equipped with a fire engine
36 and two ambulances and has four firefighters and two paramedics on staff.
- 37 ■ Station 112 at 444 S. Harbor Boulevard, Berth 86, San Pedro, has a staff of 15,
38 including an emergency medical services supervisor. It is a single engine
39 company with a paramedic rescue ambulance and one fireboat.
- 40 ■ Station 36 will be located at 1005 N. Gaffey Street, San Pedro. This fire station
41 is currently under construction.

- 1 ■ Station 48 at 1601 S. Grand Avenue, San Pedro, is a task force house with a staff
2 of 16. It maintains a truck and engine company and a hazardous materials unit.
- 3 ■ Station 101 at 1414 25th Street, San Pedro, is staffed by six firefighters and two
4 paramedics. This station has an engine company and paramedic ambulance.
- 5 ■ Station 85, at 1331 W. 253rd Street, Harbor City, is a task force station and has a
6 paramedic ambulance, urban search and rescue unit, a medical supply trailer, and
7 an emergency lighting trailer.

8 LAFD response time is 5 minutes or less by land and up to 10 minutes by water. The
9 citywide average response time is approximately 6 to 8 minutes. This response time
10 is considered adequate. (Roupoli pers. comm. 2008)

11 The amount of fire flow necessary for site-specific fire protection varies and is based
12 on land use type, size, occupancy, type of construction, and degree of fire hazard
13 present. Required fire flow is defined as the rate of water flow, measured in gallons
14 per minute and duration, needed for firefighters to contain a major fire to the
15 buildings within a surrounding block (City of Los Angeles 2001a). City of Los Angeles
16 Fire Code standards require that a minimum residual water pressure of 20 psi remain in
17 the water system in excess of the required fire flow. Typical urban fire flow requirements
18 vary from 2,000 gpm in low-density areas to 12,000 gpm in high-density commercial and
19 industrial areas.

20 **3.13.2.3 U.S. Coast Guard**

21 The mission of the USCG is maritime safety, maritime law enforcement, protection
22 of natural resources, maritime mobility, national defense, and homeland security.
23 The USCG maintains a post within the Port on Terminal Island. Within the Port area,
24 USCG's primary responsibility is to ensure the safety of vessel traffic in Port
25 channels and coastal waters. The 11th USCG District provides support to the Port,
26 including the proposed project area. In cooperation with the Marine Exchange,
27 USCG also operates the Vessel Traffic Service (VTS).

28 The USCG visits Slip No. 5 of the Port for the facilities under its regulation via land
29 and water to ensure compliance with federal regulations. In addition, Station Los
30 Angeles is responsible for providing waterside search and rescue to the area of Slip
31 No. 5. USCG Sector Los Angeles–Long Beach is responsible for overseeing
32 pollution response in the proposed project area (Gooding pers. comm. 2008.).

33 It should be noted, however, that the proposed Project and its components are public
34 access facilities and would not be subject to any Coast Guard regulations or require
35 new personnel (Gooding pers. comm. 2008).

3.13.2.4 Parks

The area around the proposed Project has primarily been developed with industrial uses and is generally not used for parks and recreational purposes. Recreation and park facilities in the vicinity of the proposed project site include the 7½-acre Wilmington Recreation Center, the 10,000-square-foot Banning’s Landing Community Center, and the 3-acre temporary grass field called the Bay View Field (see Figure 3.13-1 for location). These recreational facilities are operated and maintained by LAHD and the City of Los Angeles. Additionally, the area contains a Class II bike lane that runs parallel to John S. Gibson Boulevard and Pacific Avenue just east of the Harbor Belt Line tracks (Class II bike lanes are narrow lanes set aside in city streets exclusively for bicycle use). The bike lane then parallels Front Street and, after crossing under the Seaside Freeway, runs south along Harbor Boulevard, east of the railroad tracks.

Avalon Triangle Park, at the intersection of Harry Bridges and Avalon Boulevards (see Figure 3.13-1 for location), is currently in the planning stage and is expected to be completed within the next few years. The development of Avalon Triangle Park is not part of the proposed Project and has independent utility; however, the proposed Project could include an expansion of the jurisdictional boundary of the Port. If this jurisdictional boundary change occurs, the area that would comprise Avalon Triangle Park would be included in the boundary change.

Furthermore, the Harry Bridges Boulevard Buffer is a project element of the Berths 136–147 Container Terminal (TraPac) project. The EIS/EIR for that project was approved and certified in 2008. The Harry Bridges Boulevard Buffer will provide public open space between Port operations and adjacent residences, and will offer a 30-acre, largely contiguous, open space immediately to the west of the proposed project site (see Figure 3.13-1 for location). There will be public places for informal play, gatherings, community events, and seating, as well as a promenade. While part of the overall conceptual Wilmington Waterfront Development Program planning documents, the development of the Harry Bridges Boulevard Buffer is not part of the proposed Project and has progressed separately under the TraPac development project and associated EIS/EIR due to its immediate adjacency to the TraPac project.

3.13.3 Applicable Regulations

LAHD is directed by internal standards and policies that guide the provision of service to its customers. Each agency charged with protecting the public (LAFD, LAPD, Port Police, and USCG) maintains specific standards, such as response times and levels of service that must be adhered to during construction and operation of a project.

3.13.3.1 State Regulations

3.13.3.1.1 California Building Code CCR, Title 24, Part 9

Title 24, Part 6 of the California's Building Code contains fire-safety-related building standards referenced in other parts of Title 24. This Code is preassembled with the 2006 International Fire Code by the International Code Council. Title 24 requires building according to fire safety standards for all new construction, including new buildings, additions, alterations, and, in nonresidential buildings, repairs.

3.13.3.2 Local Regulations

3.13.3.2.1 Fire Protection and Prevention Plan

Fire prevention, fire protection, and emergency medical services within the City of Los Angeles operate under the Fire Protection and Prevention Plan, an Element of the General Plan, and the Fire Code section of the Los Angeles Municipal Code. The Fire Protection and Prevention Plan serves as a guide for the construction, maintenance, and operation of fire protection facilities in the City (City of Los Angeles 2001a). The plan sets forth policies and standards for fire station distribution and location, fire suppression water-flow (or fire flow), fire hydrant standards and locations, firefighting equipment access, emergency ambulance services, and fire prevention activities. LAFD also considers population, density, nature of onsite land uses, and traffic flow in evaluating the adequacy of fire protection services for a specific area or land use.

3.13.3.2.2 Special Event Regulations and Permits

Both the City of Los Angeles and the Port have regulations and permitting in place for a variety of special events. The City (2008) defines a special event as:

...any activity which occurs upon public or private property that will affect the standard ordinary use of public streets, rights-of way, or sidewalks, and/or which requires extraordinary levels of City services. This includes, but is not limited to: fairs, festivals, carnivals, sporting events, foot races, run/walk/bike-a-thons, markets, parades, street fairs, exhibitions, auctions, dances, and motion picture filming.

The Port identifies a special event as being a "Temporary Entry and Use of Port Property, in which an applicant is seeking short term use or right of entry to the Port" (Port of Los Angeles 2008).

Depending on the nature of the special event, the City requires permits to be obtained from the Police Commission (parade permits), Board of Public Works (street closure permits), and/or the City Council (motions declaring gatherings as special events).

1 Most special events typically require the deployment of LAPD and LADOT
2 resources, and in some cases other City departments such as LAFD may be required.
3 Working with event sponsors, LAPD develops plans for security, crowd control, and
4 critical asset protection. (City of Los Angeles 2008)LAPD operates the Special
5 Events Permit Unit (SEPU) within the emergency Operations Division of the
6 Department. SEPU accepts a Special Event Permit Application for processing and
7 helps the event sponsor hold the event, while ensuring the resources of the City are
8 expended for the greatest good and the rights of all people are respected. In assessing
9 an event, the SEPU determines the effect the event will have on:

- 10 ■ location,
- 11 ■ area traffic,
- 12 ■ residential and business access in the area,
- 13 ■ activity levels and noise in residential and business areas,
- 14 ■ Police Department personnel resources, and
- 15 ■ Department of Transportation (traffic and parking control) resources.

16 The Los Angeles Board of Police Commissioners has the ultimate authority to
17 approve or deny a permit (LAPD 2008).

18 The Port requires all applicants of a temporary use (including special event
19 applicants) to submit an application of Temporary Entry and Use of Port Property to
20 the Real Estate Division. The application must include a description of the number
21 of daily attendance and daily work force, a parking plan, and a waste management
22 plan. (Port of Los Angeles 2008).

23 Furthermore, an application must include the following information so that the Port
24 can evaluate the permit and grant temporary access:

- 25 ■ Site layout plan, with parking and circulation,
- 26 ■ City of Los Angeles Business License (Business Tax Certificate),
- 27 ■ City of Los Angeles General/Auto Liability,
- 28 ■ Los Angeles County Public Health Operating License (for food/beverage
29 handlers),
- 30 ■ State of California Seller's permit, and
- 31 ■ Alcoholic Beverage Control License/Permit.

3.13.4 Impact Analysis

3.13.4.1 Methodology

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

In addition to emergency services, Parks were also evaluated to ensure that an increased demand due to the proposed Project would not require additional facilities on- or off-site that could result in additional significant environmental impacts.

The following impact assessment and significance determinations are based on regulatory controls and on the assumptions that the proposed Project would include the following:

- LAHD would prepare a manual in compliance with the Work Area Traffic Control Handbook (WATCH) to coordinate with LAFD, LAPD, and Port Police prior to commencement of construction activities. This manual will identify alternative response routes, ensuring continuous adequate emergency vehicular access.
- Water mains would be updated and resized, including ensuring that locations of fire hydrants conform with Los Angeles Fire Code, Division 9.

The public services impact analysis presented below addresses those impacts that the IS/NOP determined to be potentially significant, or that were identified by reviewing agencies, organizations, or individuals commenting on the IS/NOP, and that made a reasonable argument that an issue was potentially significant (see Appendix A).

The IS/NOP determined that the proposed Project would have less-than-significant impacts on the following public service issues; therefore, they will not be discussed in the impact analysis below:

- Schools, and
- Other Public Facilities, specifically the USCG.

3.13.4.2 Thresholds of Significance

The following significance criteria are based on the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) and other criteria applicable to LAHD projects.

1 According to the *L.A. CEQA Thresholds Guide*, a project would potentially have a
2 significant impact on fire protection and law enforcement services if it would require
3 additional infrastructure to maintain emergency public services to the proposed
4 project site or surrounding area. Although the Guide does not address thresholds of
5 significance in regards to the Port Police and the USCG, these law enforcement
6 agencies serve the proposed Project and would potentially be affected by proposed
7 project activities. Accordingly, LAHD has included the USCG and Port Police in the
8 analysis.

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

- 10 ■ **PS-1:** Substantially reduce public services such as law enforcement, emergency
11 services, and park services during construction of the proposed Project.
- 12 ■ **PS-2:** Burden existing LAPD or Port Police staff levels and facilities such that
13 the LAPD or Port Police would not be able to maintain an adequate level of
14 service without constructing additional facilities that could cause significant
15 environmental effects.
- 16 ■ **PS-3:** Require the addition of a new fire station or the expansion, consolidation,
17 or relocation of an existing facility to maintain service.
- 18 ■ **PS-4:** Increase the demand for recreation and park services and facilities
19 resulting in the physical deterioration of these facilities.

20 **3.13.4.3 Impacts and Mitigation**

21 **3.13.4.3.1 Construction Impacts**

22 **Impact PS-1: Construction of the proposed Project would** 23 **not substantially reduce public services such as law** 24 **enforcement, emergency services, and park services.**

25 Construction and implementation of the proposed Project would not substantially
26 affect response times for LAFD, LAPD, or the Port Police. As identified above,
27 LAHD would be required pursuant to the WATCH Manual to coordinate with the
28 law enforcement agencies (LAPD and Port Police) and emergency response
29 providers (LAFD) during construction of all improvements, ensuring continuous law
30 enforcement and emergency access to surrounding areas. The WATCH Manual
31 would include temporary traffic controls such as alternate response routes and
32 maintain emergency vehicular access through tapers, diversions and detours, hand
33 signaling controls, barricades, lighting devices, and sign placement to ensure
34 minimum response times during utility construction. Proposed project construction
35 and demolition activities would be subject to emergency response systems
36 implemented by the Port Police and LAFD. During construction and/or demolition
37 activities, LAFD would require that adequate vehicular access to the proposed project
38 area be provided and maintained. This would be ensured and enforced via the
39 construction traffic control plan required for the proposed Project. Additionally,

1 LAFD would be responsible for waterside first response in the event of an
2 emergency, deploying their fireboats if need be. The Port Police would also support
3 LAFD in the event of a waterside emergency. For further discussion of the
4 construction traffic control plan, refer to Section 3.11, “Transportation and
5 Circulation—Ground and Marine.” Any disruptions to emergency access due to the
6 construction of the proposed Project would be temporary and accounted for in the
7 traffic control plan.

8 Access to the proposed park and recreational space, such as the land bridge and
9 waterfront promenade, once Phase I is operational would not be affected for extended
10 periods by Phase II construction activities, nor would construction interfere with park
11 services or increase demand on park services.

12 **Impact Determination**

13 Implementation of a traffic control plan and compliance with the Watch Manual
14 during construction activities would ensure that construction of the proposed Project
15 would not substantially reduce public services such as law enforcement, emergency
16 services, and park services. Impacts from construction would be less than significant.

17 Mitigation Measures

18 No mitigation is required.

19 Residual Impact

20 Impacts would be less than significant.

21 **3.13.4.3.2 Operational Impacts**

22 **Impact PS-2: The proposed Project would not burden**
23 **existing LAPD or Port Police staff levels and facilities such**
24 **that the LAPD or Port Police would not be able to maintain**
25 **an adequate level of service without constructing additional**
26 **facilities that could cause significant environmental effects.**

27 **Los Angeles Police Department**

28 The Port Police is the primary police service provider in the Port area. However,
29 LAPD does have jurisdiction over the privately owned properties in the proposed
30 project area. The proposed Project does not involve any development that would
31 directly increase the local residential population. However, the proposed Project
32 would result in overall increases in the daytime population in the proposed project
33 area. The inclusion of light industrial uses, commercial uses such as a Mercado, and
34 retail development would add new employees to the area during the workday. In
35 addition, the public amenities (e.g., observation tower, waterfront promenade, and

1 land bridge) would bring the visiting public and recreators to the area throughout the
2 day. These types of visitors may be more highly concentrated on the weekends.
3 Furthermore, the proposed Project could support a variety of public events within the
4 open space areas that would increase the daytime population over a certain period of
5 time (e.g., weekends).

6 The increased daytime population associated with the proposed project development
7 and the public amenities would not burden LAPD, and they would maintain an
8 adequate level of service (e.g. sufficient police officers to respond to emergencies)
9 (Plows pers. comm. 2008). LAPD would not require additional officers to serve the
10 proposed Project (Plows pers. comm. 2008). The proposed Project (and individual
11 elements on privately owned land) would support crime prevention through
12 environmental design approaches such as adequate security lighting and highly
13 visible open space areas. Furthermore, any special event which would take place
14 within City and LAPD jurisdiction would require a special event permit from LAPD
15 SEPU. These permits would ensure that appropriate City resources (LAPD, LAFD,
16 LADOT, etc.) could adequately support each special event, and that LAPD resources
17 would not be burdened by such special events.

18 Therefore, new or expanded LAPD police protection services would not be required
19 to serve the operation of the proposed Project. Also, no new or expanded facilities
20 would be constructed that could result in significant environmental effects.

21 **Port Police**

22 Port Police do not base staff levels on the amount of development or anticipated
23 population of a given area. Their staff totals are based on current Homeland Security
24 data and levels of security at other ports of corresponding size and activity. Port
25 Police are not a police agency driven by calls for service. Their mission is the safety
26 of the Port and the protection of the economic assets LAHD owns and operates.
27 Therefore, response times are not estimated as a ratio of measurement and are also
28 not estimated for the proposed Project. The Port Police have an estimated 223
29 positions authorized for fiscal year 2007–2008, which includes 142 total sworn
30 officers (recently approved to grow to 212). A needs assessment is conducted by the
31 Intelligence/Information Coordination unit of the Port Police when necessary to
32 determine the adequacy of its service levels (Provinchain pers. comm. 2008).

33 The Port Police maintains 24-hour land and water patrols. The proposed Project
34 would not burden the Port Police such that they would not be able to maintain an
35 adequate level of service. Although the proposed Project would result in increased
36 daytime population (i.e., new employees and visitors), due to constant patrol of land
37 and water and the Port Police's expanding and constantly updated resources, the
38 proposed project area can be adequately served (Provinchain pers. comm. 2008). The
39 Port Police are adequately staffed with 260 sworn officers to provide for the activities
40 of the Port, and there are no projected changes in their ability to serve the Port due to
41 the operation of the proposed Project.

42 The potential exists for the proposed Project to generate a temporary increase in
43 demand for Port police services during events in open spaces. Any special event

1 taking place within Port jurisdiction would require a special event permit from the
2 LAHD Real Estate Division. These permits would ensure that appropriate Port
3 security would adequately support each special event, and would also ensure that Port
4 Police resources are not burdened by such special events. In addition, the demand
5 created from such events would be temporary and short-term.

6 Therefore, new or expanded Port Police protection services would not be required to
7 serve the operation of the proposed Project. Also, no new or expanded facilities
8 would be constructed that could result in significant environmental effects.

9 **Impact Determination**

10 The proposed Project would not increase demand for additional law enforcement
11 services. LAPD and Port Police would maintain an adequate level of service and
12 would not need to construct additional facilities. Impacts would be less than
13 significant.

14 Mitigation Measures

15 No mitigation is required.

16 Residual Impact

17 Impacts would be less than significant.

18 **Impact PS-3: The proposed Project would not require the** 19 **addition of a new fire station or the expansion,** 20 **consolidation, or relocation of an existing facility to maintain** 21 **service.**

22 The proposed Project would be designed and constructed to meet all applicable state
23 and local codes and ordinances to ensure adequate fire protection. Although the
24 proposed Project would result in increased daytime population, the increase and other
25 elements would not require more firefighting personnel or equipment to respond to
26 fire or health emergencies (Roupoli pers. comm. 2008). The proposed Project would
27 be required to update and resize water mains, including ensuring that the locations of
28 fire hydrants conform with requirements (Roupoli pers. comm. 2008). Additionally,
29 all the industrial and commercial development would be required to comply with the
30 fire code. All buildings plans would be subject to review by LAFD prior to approval,
31 and all buildings would be subject to fire inspections after they are built and in
32 operation

33 Occasional large-scale events in the proposed project area have a potential to create
34 temporary demand for firefighting and emergency medical services. Any special
35 event taking place within LAFD jurisdiction would require a special event permit
36 from LAPD SEPU. These permits would ensure appropriate City resources (LAPD,
37 LAFD, LADOT, etc.) could adequately support each special event and would also
38 ensure that LAFD resources are not burdened by such special events.

1 Therefore, the operation of the proposed Project, including the waterfront promenade,
2 the commercial and industrial development, and the open space, starting in 2013
3 would not result in an increase in average emergency response times. The LAFD
4 would be able to accommodate proposed project-related fire protection demands
5 (Roupoli pers. comm. 2008). Therefore, the proposed Project would not result in a
6 significant impact on fire protection staffing and facilities.

7 **Impact Determination**

8 The proposed Project would not increase the demand for fire services. Therefore, the
9 proposed Project would not require the addition of a new fire station or the
10 expansion, consolidation, or relocation of an existing facility to maintain service.
11 Impacts would be less than significant.

12 Mitigation Measures

13 No mitigation is required.

14 Residual Impact

15 Impacts would be less than significant.

16 **Impact PS-4: The proposed Project would not increase the** 17 **demand for recreation and park services and facilities** 18 **resulting in the physical deterioration of these facilities.**

19 The proposed Project would develop recreational facilities and open spaces such as
20 parks, promenades, bike and pedestrian trails, and plazas. These new recreational
21 amenities would relieve the burden on existing recreation facilities and open spaces.
22 LAHD would be responsible for ongoing maintenance and operation of the open
23 spaces and recreational facilities for the proposed Project.

24 Operation of park facilities would require active maintenance, security, marketing,
25 event master planning, and administration. LAHD would adequately provide
26 resources for the maintenance and operation of the proposed Project and the proposed
27 Project would not rely on the City of Los Angeles Department of Recreation and
28 Parks for financial or maintenance services. Financing of the operations and ongoing
29 maintenance activities would be funded by LAHD investment and through publicly
30 available resources such as the Port Harbor Revenue Fund, state, local, and federal
31 grants, state bond financing, Infrastructure Facilities Districts, and Tax Increment
32 Districts (Wilmington Waterfront Master Program 2007).

33 **Impact Determination**

34 The proposed Project would increase available park and recreational uses in the
35 proposed project area; therefore, impacts on existing park and recreational services
36 and facilities would be less than significant.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impact

4 Impacts would be less than significant.

5 **3.13.4.3.3 Summary of Impact Determinations**

6 Table 3.13-1 summarizes the impact determinations of the proposed Project related to
 7 Public Services, as described in the detailed discussion in Sections 3.13.4.3.1 and
 8 3.13.4.3.2. Identified potential impacts are based on federal, state, and City of Los
 9 Angeles significance criteria, LAHD criteria, and the scientific judgment of the report
 10 preparers.

11 For each type of potential impact, the table describes the impact, notes the impact
 12 determination, describes any applicable mitigation measures, and notes the residual
 13 impacts (i.e., the impact remaining after mitigation). All impacts, whether significant
 14 or not, are included in this table.

15 **Table 3.13-1.** Summary Matrix of Potential Impacts and Mitigation Measures for Public Services
 16 Associated with the Proposed Project

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.13 Public Services			
PS-1: Construction of the proposed Project would not substantially reduce public services such as law enforcement, emergency services, and park services.	Less than significant	No mitigation is required.	Less than significant
PS-2: The proposed Project would not burden existing LAPD or Port Police staff levels and facilities such that the LAPD or Port Police would not be able to maintain an adequate level of service without constructing additional facilities that could cause significant environmental effects.	Less than significant	No mitigation is required.	Less than significant

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
PS-3: The proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required.	Less than significant
PS-4: The proposed Project would not increase the demand for recreation and park services and facilities resulting in the physical deterioration of these facilities	Less than significant	No mitigation is required.	Less than significant

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2 **3.13.4.4 Mitigation Monitoring**

3 No mitigation is required for Public Services for the proposed Project.

4 **3.13.5 Significant Unavoidable Impacts**

5 The proposed Project would not result in any significant and unavoidable impacts on
6 public services.

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