

3.10

PUBLIC SERVICES

3.10

PUBLIC SERVICES

3.10.1 Introduction

This section identifies the existing public services (fire protection and medical services, police protection, and parks/recreation) within the proposed project area, and addresses potential impacts on public services that could result from development of the proposed Project. The section also describes the regulatory setting associated with public services.

As discussed under Section 3.10.4, “Impact Analysis,” impacts on public services were determined to be less than significant because the proposed Project would not place a substantial demand on existing services that would necessitate new or expanded construction or expedite the deterioration of existing facilities. Therefore, no mitigation is required.

3.10.2 Environmental Setting

The environmental setting discussed herein for the proposed Project is localized to the Port of Los Angeles and the community of San Pedro. Public services for these areas and communities are provided by the Port Police, LAPD, LAFD, United States Coast Guard (USGS), and City of Los Angeles Department of Parks and Recreation (LADPR). Each public service has been actively growing in concert with the growth in the communities and the region. Each service is discussed in detail below to describe current provisions for providing service within the geographic area, and individual planning efforts to accommodate anticipated future growth.

3.10.2.1 Police Protection

The proposed project site is located in the LAPD's Harbor Division, which includes a 27.5-square-mile area within the City of Los Angeles communities of Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. Police protection for the proposed Project would be provided by the LAPD and the Port Police. In addition to LAPD and Port Police protection, some tenants occupying a berth or berths in the Port maintain their own internal security staff (LAHD 2008a).

3.10.2.1.1 Port Police

The Port Police are responsible for patrol and surveillance of the Port and neighboring communities. 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 hazards through identification and elimination to ensure the free flow and protection of commerce and to identify, apprehend, and prosecute persons who would direct criminal activity toward Port properties, customers, or port users. Port Police offices are headquartered about 1 mile north of the proposed Project at 330 South Centre Street in San Pedro at the Port Police Headquarters Building. This building opened in July 2011 and would dispatch the primary responders to the proposed Project for landside emergency calls. Waterside support would be provided by the police dock at Berth 84, located on Mormon Island, about 2.5 miles northeast of the proposed project site.

The Port Police do not estimate the number of employed officers necessary for the amount of 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. Response time goals for the Port Police are presented below in Table 3.10-1. As of June 2011, the Port Police employ a total of 128 sworn officers: 95 patrol officers, 18 sergeants, 8 lieutenants, 5 captains, 2 civilian managers, 1 deputy chief, 1 civilian director, and 1 chief. The Port Police also employ 98 non-sworn personnel: 40 security guards and 58 civilian administrative staff. The Port Police maintain six patrol areas, with the proposed Project located within Area 58 (San Pedro Area), and the Marine Patrol. The number of officers assigned to these patrols varies depending on events and national security intelligence. At times, some officers could be assigned to both land and waterside patrols within the proposed project area (Grant pers. comm. 2011).

Table 3.10-1. Port Police Standard Acceptable Response Times (minutes)

<i>Activity</i>	<i>Landside Response Time</i>	<i>Waterside Response Time</i>
Emergency	2	15
Immediate	5	20
Alarm	5	20
Non-Emergency	20	30
Report Calls	20	30

Source: Port Police, Grant pers. comm. 2011.

3.10.2.1.2 Los Angeles Police Department

The LAPD Harbor Division Station located at 2175 John S. Gibson Boulevard in Wilmington, about 3 miles north of the proposed project site, would serve the City Dock No. 1 site. This station is located at the entrance to the Port of Los Angeles, and serves a population of approximately 171,000 persons, which is the largest area

1 in South Bureau. The area comprises four distinct communities: San Pedro,
2 Wilmington, Harbor City, and the Harbor Gateway (LAPD 2011). The 50,000-
3 square-foot station includes a 16,000-square-foot jail with room for up to 300
4 inmates. Staffing levels, when opened in May 2009, included 260 patrol officers,
5 detectives, and support staff (Felch 2009). During periods of statistically high crime
6 activity, the number of field officers has increased.

7 Officers employ radio-dispatched cruisers and traffic control motorcycles to patrol
8 the proposed project vicinity. LAPD provides support to the Port Police and
9 responds to Port incidents under the following special circumstances: (1) complex
10 crimes such as homicides and major traffic incidents; (2) special investigations such
11 as narcotics, organized crime, and terrorism; and (3) unusual occurrences as
12 identified by City protocol, such as events that require special resources, expertise, or
13 staffing beyond current competencies. Although LAPD does not have an established
14 goal for response times to emergency calls, as of September 2010 the department-
15 wide response time was 5.7 minutes, which is an improvement based on a September
16 2009 response time of 6.2 minutes (LAPD 2010).

17 **3.10.2.2 Fire Protection**

18 LAFD provides fire protection and emergency services for the proposed project site.
19 Fire protection capabilities are based on the distance from the emergency to the
20 nearest fire station and the number of simultaneous emergency or fire-related calls.

21 LAFD has 106 fire stations spread throughout the City of Los Angeles. Of these, 51
22 are single-engine houses, while the remainder are task force houses. A single-engine
23 house normally has one engine company, while a task force house has a truck
24 company and two engines. Paramedic and emergency medical technician (EMT)
25 ambulances, battalion chiefs, division chiefs, and special apparatus are also assigned
26 to the various stations. An engine company provides fire suppression services in the
27 event of a fire and is typically staffed by a captain, an engineer, and two firefighters.
28 The fire engine carries up to 500 gallons of water and can pump up to 1,500 gallons
29 per minute (gpm). A task force consists of three pieces of apparatus: an aerial truck,
30 an engine company, and a single pump apparatus. A captain, an apparatus operator,
31 and three firefighters work on the truck.

32 In the proposed project vicinity, LAFD facilities include land-based fire stations and
33 fireboat companies. In the Port area, Battalion 6 is responsible for all of San Pedro
34 and its water fronts, Terminal Island and all of the surrounding water, Wilmington,
35 Harbor City, and Harbor Gateway. There are 10 fire stations within these
36 geographical areas, with fire boats, hazardous material squads, paramedic and rescue
37 vehicles, three-truck companies, an urban search and rescue team, and a foam tender
38 apparatus (Roupoli pers. comm. 2007). The fire stations in the Port area are:

- 39 ■ Station 110, 2945 Miner Street, San Pedro, (located just north of Berth 44 in the
40 West Channel adjacent to the former San Pedro Boatworks and the Cabrillo Way
41 Marina) with a staff of 3 and equipped with 1 fireboat;

- 1 ■ Station 111, 1444 S. Seaside Avenue on Terminal Island, with a staff of 3 and
2 equipped with 1 fireboat; and
- 3 ■ Station 112, 444 S. Harbor Boulevard, Berth 86, San Pedro, (located along the
4 Main Channel at the foot of 5th Street) with a staff of 15, including an emergency
5 medical services supervisor. Station 112 has a single-engine company, a
6 paramedic rescue ambulance, and 1 fireboat.

7 The primary responding fire stations to the proposed project area would be Station
8 110 and Station 112.

9 The citywide LAFD average response time is approximately 6 to 8 minutes. LAFD
10 response time to the proposed project vicinity is 5 minutes or less by land and 10
11 minutes or less by water. Required response times are 9 minutes by land and 14
12 minutes by water; therefore, these response times are considered adequate. (LAHD
13 2008b)

14 **3.10.2.3 U.S. Coast Guard**

15 USCG is a federal agency responsible for a broad scope of regulatory, law-
16 enforcement, humanitarian, and emergency-response duties. The USCG mission
17 includes maritime safety, maritime law enforcement, natural resources protection,
18 maritime mobility, national defense, and homeland security. USCG maintains a post
19 in the Port on Terminal Island. USCG's primary responsibility at the Port is to
20 ensure the safety of vessel traffic in the channels of the Port and in coastal waters.

21 USCG 11th District supports the Port area and the proposed project area. The USCG
22 11th District handles marine safety issues such as inspection of U.S. and foreign
23 vessels; maritime security; vessel traffic management; search and rescue; response to
24 and planning for pollution incidents; response to vessel or Port emergencies and
25 natural disasters; inspections of waterfront facilities and hazardous material
26 containers; monitoring of oil transfers and explosive loads; licensing of mariners;
27 investigation of marine casualties; and enforcement of fisheries, drug, and other
28 maritime laws.

29 USCG 11th District's area of responsibility encompasses 300 miles of California
30 coast from the Monterey County line to Dana Point and extends out into the ocean
31 200 miles. The command uses 430 people to perform missions including operation
32 of four HH-65 helicopters, four 87-foot patrol boats, three 47-foot boats, four 41-foot
33 boats, and nine rigid hull inflatable boats. USCG field presence in the ports of Los
34 Angeles and Long Beach fluctuates daily depending on port operations and incidents
35 but typically involves between 30 to 50 people in the field who manage vessel traffic;
36 conduct boating safety checks, harbor patrols, commercial vessel inspections,
37 waterfront facility inspections, and container inspections; investigate reports of
38 hazardous material and oil spills; and conduct search and rescue efforts.

39 USCG evaluates the location of an operation to ensure that it can adequately respond
40 in a timely fashion. According to USCG policy, response time must be within 20
41 minutes. From underway time to any location, in the worst weather conditions,
42 USCG can reach the proposed project area in less than 15 minutes (10 minutes for

1 getting underway, and 5 minutes for travel time), and thus can adequately respond to
2 any call within the proposed project area. The travel time to any portion of the
3 proposed project area is within USCG policy goals (Ludwig pers. comm.).

4 **3.10.2.4 Recreational Amenities**

5 The area within and around the proposed Project is primarily developed with
6 industrial uses; however there are several recreational related facilities in the vicinity
7 of the site, including two recreation and park facilities within 0.25 mile of the
8 proposed project site: Bloch Field and 22nd Street Park. Bloch Field is located on the
9 east side of Harbor Boulevard, adjacent to 16th Street and Crescent Avenue and
10 includes a lawn area and a baseball field used by the Los Angeles YMCA to host
11 public sporting events, including baseball league tryouts in March, and baseball
12 games from April through June. 22nd Street Park is located west of the proposed
13 project site and comprises 18 acres bounded by 22nd Street, Crescent Avenue, and
14 Miner Street. The park is mostly open meadow, with about 4.5 acres of flat grassy
15 areas containing two bocce ball courts. Walking paths are provided throughout the
16 park and bike paths and trails occur along the northern and southern perimeters. The
17 nearest Class II bike lane is within Miner Street, west of the proposed project site.
18 Class II bike lanes are narrow lanes set aside in city streets exclusively for bicycle
19 use. No bike lanes currently provide direct access the proposed project site.

20 The proposed Project site is near the new Cabrillo Way Marina which provides
21 boating slips for 3,950 recreational vessels and 2 businesses related to recreational
22 vessels and small service crafts: Pacific Performance Racing and RS Marine Engine
23 Services.

24 The California Coastal Trail (CCT) is a network of public trails for hikers, bikers,
25 equestrians, and others. Assembly Concurrent Resolution 20, passed by the State
26 legislature in 2000, declared that the CCT is an official state trail. The CCT also
27 received federal recognition that year when President Clinton responded to Governor
28 Davis' nomination and declared it a Millennium Heritage Trail. In 2001, the Senate
29 passed legislation, SB 908, which directed the State Coastal Conservancy, aided by
30 other state agencies, to determine what was needed to complete the CCT (CCT
31 2003). When it is fully complete, the CCT will stretch along the California coastline
32 from Oregon to Mexico and cover 1,200 miles. The CCT is intended to make the
33 whole California coastline accessible to the public (California Coastal Trail 2012).
34 Currently, the public is able to walk the CCT across the northern boundary of the
35 proposed project site along 22nd Street.

36 Other nearby recreational facilities include the proposed extension of the public
37 promenade along the San Pedro Waterfront, the 15-acre Ports O' Call Village north
38 of the proposed project site, and the 370-acre Cabrillo Beach southwest of the
39 proposed project site.

3.10.3 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.

3.10.3.1 State Regulations

3.10.3.1.1 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.

3.10.3.2 Local Regulations

3.10.3.2.1 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 2001). 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.

3.10.4 Impact Analysis

3.10.4.1 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. In addition to emergency services, parks

1 were also evaluated to ensure that an increased demand resulting from the proposed
2 Project would not require additional facilities on- or off site that could result in
3 additional significant environmental impacts.

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

- 7 ■ LAHD would prepare a manual in compliance with the Work Area Traffic
8 Control Handbook (WATCH) to coordinate with LAFD, LAPD, and Port Police
9 prior to commencement of construction activities. This manual will identify
10 alternative response routes, ensuring continuous adequate emergency vehicular
11 access.

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

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

- 19 ■ Schools

20 3.10.4.2 Thresholds of Significance

21 The following significance criteria are based on the *L.A. CEQA Thresholds Guide*
22 (City of Los Angeles 2006) and other criteria applicable to LAHD projects.
23 According to the *L.A. CEQA Thresholds Guide*, a project would potentially have a
24 significant impact on fire protection and law enforcement services if it would require
25 additional infrastructure to maintain emergency public services to the proposed
26 project site or surrounding area. Although the Guide does not address thresholds of
27 significance in regards to Port Police and USCG, these law enforcement agencies
28 would serve the proposed Project and potentially be affected by proposed project
29 activities. Accordingly, LAHD has included USCG and Port Police in the analysis.
30 As noted in the IS/NOP for the proposed Project, the proposed project site is not
31 within a quarter-mile of an existing or planned school, and as such, potential impacts
32 on schools are not included in the following analysis. The proposed Project would
33 have a significant impact on public services if it would:

- 34 ■ **PS-1:** Substantially reduce public services such as law enforcement, emergency
35 services, and park services/recreational facilities.
- 36 ■ **PS-2:** Burden existing LAPD or Port Police staff levels and facilities such that
37 the LAPD or Port Police would not be able to maintain an adequate level of
38 service without constructing additional facilities that could cause significant
39 environmental effects.

- 1 ■ **PS-3:** Require the addition of a new fire station or the expansion, consolidation,
2 or relocation of an existing facility to maintain service.
- 3 ■ **PS-4:** Increase the demand for recreation and park services and facilities
4 resulting in the physical deterioration of these facilities.

5 **3.10.4.3 Impacts and Mitigation**

6 **3.10.4.3.1 Construction**

7 **Impact PS-1a: Construction of the proposed Project would** 8 **not substantially reduce public services such as law** 9 **enforcement, emergency services, and park services.**

10 Construction of the proposed Project, including demolition activities at Berth 260,
11 would not substantially affect response times for LAFD, LAPD, or the Port Police.
12 As identified above, LAHD would be required pursuant to the WATCH Manual to
13 coordinate with the law enforcement agencies (LAPD and Port Police) and
14 emergency response providers (LAFD) during construction of all improvements,
15 ensuring continuous law enforcement and emergency access to surrounding areas.
16 The WATCH Manual would include temporary traffic controls such as alternate
17 response routes and maintain emergency vehicular access through tapers, diversions
18 and detours, hand signaling controls, barricades, lighting devices, and sign placement
19 to ensure minimum response times during utility construction. Proposed project
20 construction and demolition activities would be subject to emergency response
21 systems implemented by the Port Police and LAFD. During construction and/or
22 demolition activities, LAFD would require that adequate vehicular access to the
23 proposed project area be provided and maintained. This would be ensured and
24 enforced via the construction traffic control plan prepared in compliance with the
25 WATCH Manual as required for the proposed Project. Additionally, LAFD would
26 be responsible for waterside first response in the event of an emergency, deploying
27 their fireboats if needed. The Port Police would also support LAFD in the event of a
28 waterside emergency. For further discussion of the construction traffic control plan,
29 refer to Section 3.11, “Transportation and Circulation—Ground and Marine.” Any
30 disruptions to emergency access that result from construction of the proposed Project
31 would be temporary and accounted for in the traffic control plan.

32 Access to the proposed park and recreational space, such as the public plaza at Berth
33 57, once Phase I is operational would not be affected for extended periods by Phase
34 II construction activities, nor would construction interfere with park services or
35 increase demand on park services.

36 **Impact Determination**

37 Implementation of a traffic control plan and compliance with the WATCH Manual
38 during construction activities would ensure that construction of the proposed Project
39 would not substantially reduce public services such as law enforcement, emergency
40 services, and park services. Impacts from construction would be less than significant.

1 **Mitigation Measures**

2 No mitigation is required.

3 **Residual Impact**

4 Impacts would be less than significant.

5 **Impact PS-2a: Construction of the proposed Project would**
6 **not burden existing LAPD or Port Police staff levels and**
7 **facilities such that the LAPD or Port Police would not be able**
8 **to maintain an adequate level of service without constructing**
9 **additional facilities that could cause significant**
10 **environmental effects.**

11 The Port Police provide primary law enforcement services to the Port area and the
12 LAPD provides support to the Port Police under special circumstances. During
13 construction there would be very little demand on police services. The construction
14 site would be fenced and access would be limited to authorized personnel. However,
15 routine patrols would continue similar to existing conditions and any persons found
16 loitering would be asked to leave. As such, Port Police and LAPD response times
17 would not be affected by construction of the proposed Project.

18 USCG's ability to respond would not be affected during construction of the proposed
19 Project because the USCG would have the ability to dock at the proposed project site
20 if necessary. Because construction of the proposed Project would not change the
21 baseline demands of how many law enforcement personnel are needed within the
22 Port area, and is it within the current USCG coverage area, USCG would not need to
23 increase personnel or equipment during construction of the proposed Project (Ludwig
24 pers. comm. 2011).

25 **Impact Determination**

26 Construction of the proposed Project would not increase demand for additional law
27 enforcement services. LAPD and Port Police would maintain an adequate level of
28 service and would not need to construct additional facilities, while USCG would have
29 access to the proposed project site. Impacts would be less than significant.

30 **Mitigation Measures**

31 No mitigation is required.

32 **Residual Impact**

33 Impacts would be less than significant.

1 **Impact PS-3a: Construction of the proposed Project would**
2 **not require the addition of a new fire station or the**
3 **expansion, consolidation, or relocation of an existing facility**
4 **to maintain service.**

5 The proposed Project would result in a temporary increase in construction workers in
6 the area; however, construction activities would comply with all applicable state and
7 local codes and ordinances to ensure adequate fire protection. As discussed above
8 under Impact PS-1a, proposed project construction and demolition activities would
9 be subject to emergency response systems implemented by the Port Police and LAFD
10 and through implementation of the WATCH Manual, traffic controls such as
11 alternate response routes and maintain emergency vehicular access through tapers,
12 diversions and detours, hand signaling controls, barricades, lighting devices, and sign
13 placement would be implemented to ensure minimum response times during utility
14 construction. Consequently, construction of the proposed Project would not result in
15 any changes to existing fire protection facilities, and LAFD would be able to
16 accommodate proposed project construction-related fire protection demands.

17 **Impact Determination**

18 Construction of the proposed Project would not increase the demand for fire services
19 to a degree that would require the addition of a new fire station or the expansion,
20 consolidation, or relocation of an existing facility to maintain service.
21 Implementation of a traffic control plan and compliance with the WATCH Manual
22 during construction activities would ensure that construction of the proposed Project
23 would not substantially reduce public services that would result in changes to
24 existing fire protection facilities and impacts from construction would be less than
25 significant.

26 **Mitigation Measures**

27 No mitigation is required.

28 **Residual Impact**

29 Impacts would be less than significant.

30 **Impact PS-4a: Construction of the proposed Project would**
31 **not increase the demand for recreation and park services**
32 **and facilities resulting in the physical deterioration of these**
33 **facilities.**

34 Recreational areas within the vicinity of the proposed project site include 22nd Street
35 Park and Bloch Field. Construction activities would be limited to the proposed
36 project site and adjacent water areas where in-water construction activities would
37 require use of marine-based construction equipment. Construction would not
38 preclude the use of these facilities or generate additional use that could result in
39 deterioration of these facilities. As such, construction of the proposed Project is not

1 expected to result in a substantial loss or diminish the quality of recreational facilities
2 and impacts would be less than significant.

3 **Impact Determination**

4 Impacts would be less than significant.

5 **Mitigation Measures**

6 No mitigation is required.

7 **Residual Impact**

8 Impacts would be less than significant.

9 **3.10.4.3.2 Operations**

10 **Impact PS-1b: Operation of the proposed Project would not** 11 **substantially reduce public services such as law** 12 **enforcement, emergency services, and park services.**

13 As discussed below under Impact PS-2b, 3b, and 4b, operational impacts on law
14 enforcement, emergency services, and park services would be less than significant
15 with implementation of the proposed Project.

16 **Impact Determination**

17 Operational impacts on public services, including law enforcement, emergency
18 services, and park services would be less than significant.

19 **Mitigation Measures**

20 No mitigation is required.

21 **Residual Impact**

22 Impacts would be less than significant.

23 **Impact PS-2b: Operation of the proposed Project would not** 24 **burden existing LAPD or Port Police staff levels and facilities** 25 **such that the LAPD or Port Police would not be able to** 26 **maintain an adequate level of service without constructing** 27 **additional facilities that could cause significant** 28 **environmental effects.**

29 The Port Police provide primary law enforcement services to the Port area and the
30 LAPD provides support to the Port Police under special circumstances. As such,

1 LAPD response times would not be affected by the proposed Project. In addition to
2 working with the LAPD, the Port Police also coordinate with the Long Beach Police
3 Department and the Los Angeles County Sheriff for landside assistance and with the
4 USCG for commercial vessel operations (pers. comm. Grant). The proposed Project
5 would not burden the Port Police such that they would not be able to maintain their
6 current level of service to the Port area. However, the Port Police continue to assess
7 the needs of the Port, including the proposed project area, and would make
8 adjustment to their operations as appropriate.

9 Operation of the proposed Project would result in the addition of visitors to the site;
10 however, it is not expected that the activities that would occur on the site would
11 require an increase in police presence compared to existing conditions. Given the
12 Port Police's existing patrol of land and water and their expanding and updating of
13 resources, the proposed Project area would be adequately served. Moreover, as
14 discussed in the paragraph above, the Port Police currently work cooperatively with
15 various agencies to provide adequate protection when additional support is needed to
16 respond to an emergency situation.

17 USCG's ability to respond would not be affected by the proposed Project because
18 there would be new vessel berthing facilities along Berths 58-60 and at Berths 70-71.
19 Thus, USCG would have the ability to dock at the proposed project site if warranted.
20 Moreover, vessels planned to be berthed at the City Dock No. 1 facility would be
21 required to comply with all USCG regulations, including vessel inspections, as
22 appropriate. Further, the USCG would respond to any vessels requiring assistance.
23 Because the proposed Project does not change the baseline demands of how many
24 law enforcement personnel are needed within the Port area, and is it within the
25 current USCG coverage area, USCG would not need to increase personnel or
26 equipment to accommodate the proposed Project (Ludwig pers. comm. 2011).

27 **Impact Determination**

28 The proposed Project would not increase demand for additional law enforcement
29 services. LAPD and Port Police would maintain an adequate level of service and
30 would not need to construct additional facilities, while USCG would have access to
31 the proposed project site. Impacts would be less than significant.

32 **Mitigation Measures**

33 No mitigation is required.

34 **Residual Impact**

35 Impacts would be less than significant.

1 **Impact PS-3b: Operation of the proposed Project would not**
2 **require the addition of a new fire station or the expansion,**
3 **consolidation, or relocation of an existing facility to maintain**
4 **service.**

5 Fire stations 110 and 112 would be the primary responders to the proposed project
6 site in the event of a fire emergency. As noted above, response times to the project
7 site are 5 minutes or less by land and 10 minutes or less by water, which do not
8 exceed department standards of 9 minutes by land and 14 minutes by water. At
9 buildout, the proposed Project is expected to have approximately 1,500 people
10 visiting and using the site per day on weekdays and approximately 500 on weekends.
11 Although the proposed Project would result in an increase in people in the area,
12 rehabilitation of the existing historic buildings would improve fire prevention
13 characteristics of the proposed project site from the baseline condition by introducing
14 modern suppression systems and fire-resistant materials designed to current building
15 and fire codes. Marine-based research that would take place on-site would mainly be
16 focused on effects on marine organisms and the behavior of the ocean as it relates to
17 tsunamis and rogue waves, etc. Such research does not routinely handle fire or
18 explosive materials. However, use of any such materials would be handled, stored,
19 and disposed of in accordance with hazardous materials laws, as described in Section
20 3.7, "Hazards and Hazardous Materials." Consequently, operation of the proposed
21 Project would not result in an increase in average emergency response times, and
22 LAFD would be able to accommodate proposed project-related fire protection
23 demands (Richmond pers. comm. 2011).

24 **Impact Determination**

25 The proposed Project would update the existing historic facilities to the extent
26 possible to be consistent with current building and fire codes. As discussed in
27 Section 3.7, "Hazards and Hazardous Materials," use of hazardous materials would
28 be regulated by existing regulations and would require proper use, transport, storage,
29 and disposal. Consequently, the proposed Project would not increase the demand for
30 fire services to a degree that would require the addition of a new fire station or the
31 expansion, consolidation, or relocation of an existing facility to maintain service.
32 Impacts would be less than significant. Operation impacts under threshold PS-3b
33 would be less than significant.

34 **Mitigation Measures**

35 No mitigation is required.

36 **Residual Impact**

37 Impacts would be less than significant.

1 **Impact PS-4b: Operation of the proposed Project would not**
2 **increase the demand for recreation and park services and**
3 **facilities resulting in the physical deterioration of these**
4 **facilities.**

5 The proposed Project would develop recreational facilities and open spaces such as a
6 waterfront café, a continuous waterfront pedestrian promenade throughout the
7 proposed Project site, and a public plaza/viewing platform. These new recreational
8 amenities would provide additional recreational opportunities for residents and
9 visitors. LAHD and/or future leaseholders would be responsible for ongoing
10 maintenance and operation of the open spaces and recreational facilities for the
11 proposed Project.

12 Existing park facilities in the immediate surrounding area would not be affected by
13 the proposed Project because it does not include a residential component. Therefore,
14 the proposed Project would not increase the demand for recreation and park services
15 and facilities in a manner that would result in the physical deterioration of these
16 facilities. Moreover, development of recreational features included as part of the
17 proposed Project may reduce some demand on nearby recreational areas.

18 **Impact Determination**

19 The proposed Project would increase available park and recreational uses in the
20 proposed project area, which would be operated and maintained by LAHD or the
21 future leaseholders; therefore, impacts on existing park and recreational services and
22 facilities would be less than significant. Operation impacts under threshold PS-4b
23 would be less than significant.

24 **Mitigation Measures**

25 No mitigation is required.

26 **Residual Impact**

27 Impacts would be less than significant.

28 **3.10.4.3.3 Summary of Impact Determinations**

29 Table 3.10-2 summarizes the impact determinations of the proposed Project related to
30 Public Services and Recreation, as described in the detailed discussion in Sections
31 3.10.4.3.1 and 3.10.4.3.2. Identified potential impacts are based on federal, state, and
32 City of Los Angeles significance criteria, LAHD criteria, and the scientific judgment
33 of the report preparers.

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

1 **Table 3.10-2. Summary Matrix of Potential Impacts and Mitigation Measures for Public Services**
 2 Associated with the Proposed Project

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.10 PUBLIC SERVICES			
PS-1a: 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-2a: Construction of 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
PS-3a: Construction of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required.	Less than significant
PS-4a: Construction of 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
PS-1b: Operation 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

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
PS-2b: Operation of 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
PS-3b: Operation of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than significant	No mitigation is required.	Less than significant
PS-4b: Operation of 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 **3.10.4.4 Mitigation Monitoring**

3 No significant adverse impacts on public services and recreation would occur as a
 4 result of the proposed Project; therefore, no mitigation is required.

5 **3.10.4.5 Significant Unavoidable Impacts**

6 No significant unavoidable impacts on public services and recreation would occur
 7 during construction or operation of the proposed Project.

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