
IV. ENVIRONMENTAL IMPACT ANALYSIS

I. PUBLIC SERVICES

2. POLICE PROTECTION

ENVIRONMENTAL SETTING

Public protection service and law enforcement are provided by the Los Angeles Police Department (LAPD) which operates 18 Areas citywide within four Bureaus (Central, South, West, and Valley). As shown in Figure IV.I-2, the Project site is in the Harbor Area of the LAPD's South Bureau. The Harbor Area encompasses 27 square miles, the largest area in South Bureau, and includes the portion of Los Angeles that is south of SR-91 (Gardena Freeway), including the communities of San Pedro, Wilmington, Harbor City, and the Harbor Gateway.¹ The Harbor Area has a population of approximately 171,000 and an officer to citizen ratio of 1:701. This officer to citizen ratio meets the LAPD's service needs for the Harbor Area.²

The LAPD compiles statistical data by Reporting Districts (RDs), smaller units within the Areas. The Project site is located in RD 521. The Project would be served by the Harbor Community Police Station, located at 2175 John S. Gibson Boulevard in San Pedro, approximately 2.5 miles from the Project site (see Figure IV.I-1). The Harbor Community Police Station is staffed with approximately 264 officers, and is adequately meeting the Project area's current demand for police protection service.³ It should be noted that the Harbor Community Police Station at 2175 John S. Gibson Boulevard is currently undergoing renovations, and is anticipated to reopen in 2007. A temporary Harbor Community Police Station is in operation at 221 North Bay View Avenue in Wilmington (approximately four miles from the Project site).⁴ This temporary station will be closed once the permanent station at 2175 John S. Gibson Boulevard is opened in 2007.⁵

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. To some extent, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, intensifies. However, because a number of other factors also contribute to the resultant crime rate, such as police

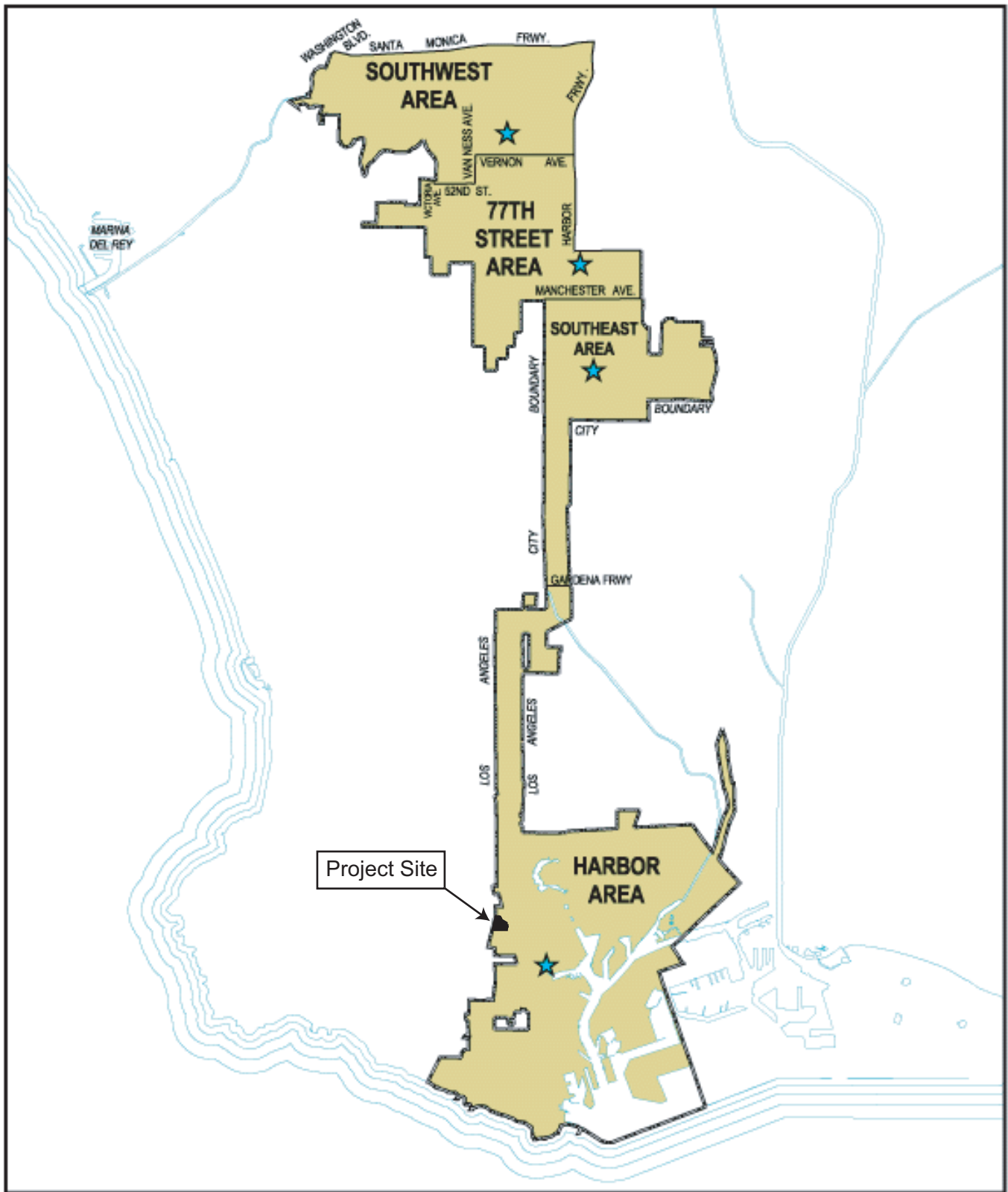
¹ "The Official Website of the LAPD," website: http://www.lapdonline.org/harbor_community_police_station/content_basic_view/1709, September 4, 2006.

² LAPD, written correspondence from James H. Cansler, Captain, Commanding Officer, Planning and Research Division, December 12, 2005.

³ *Ibid.*

⁴ LAPD, written correspondence from Fred Booker, Lieutenant, Officer in Charge, Community Relations Section, Office of the Chief of Staff, September 30, 2005.

⁵ Phone correspondence with LAPD staff at 221 North Bay View Avenue station, February 21, 2006.



Project Site

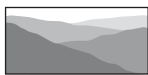
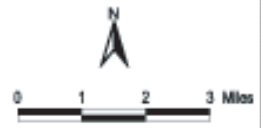


LOS ANGELES POLICE DEPARTMENT

OPERATIONS - SOUTH BUREAU

Prepared by LAPD/PRD/GIS MAPPING 02.02.05

★ POLICE STATION



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.I-2
LAPD South Bureau Map

presence, crime prevention measures, and on-going legislation/funding, the potential for increased crime is not necessarily directly proportional to increases in land use activity. Table IV.I-2 provides 2004 crime statistics for RD 521, the Harbor Area, and the City of Los Angeles. An average of 35 crimes was committed per 1,000 persons in the Harbor Area, compared to a Citywide average of 424 crimes per 1,000 persons.⁶ Crimes committed in RD 521 in 2004 include aggravated assault, robbery, burglary, and theft. These crimes accounted for approximately 2.4 percent of the reported crimes committed in the Harbor Area and approximately 0.1 percent of the reported crimes committed citywide. As such, the needs projection for the Project area (i.e., RD 521) is considered low compared to other areas of the City.

**Table IV.I-2
Reported Crimes in the Project Vicinity and Citywide (2004)**

Crime	RD 521	Harbor Area	Citywide
Burglary from Business	12	184	4,895
Burglary from Residence	11	539	14,337
Burglary Other	6	160	3,908
Street Robbery	1	226	9,606
Other Robbery	3	181	4,573
Murder	0	17	526
Rape	0	52	1,267
Aggravated Assault	11	1,224	26,930
Burglary from Vehicle	19	838	25,311
Theft from Vehicle	14	533	12,558
Grand Theft	9	450	12,194
Theft from Person	1	14	993
Purse Snatch	0	3	352
Other Theft	41	737	20,778
Bicycle Theft	0	0	15
Vehicle Theft	30	1,348	30,094
Bunco	0	3	169
Total	158	6,509	168,506
Percent of Crimes Citywide	0.1%	3.9%	100%

Source: LAPD, written correspondence from Fred Booker, Lieutenant, Officer in Charge, Community Relations Section, Office of the Chief of Staff, September 30, 2005.

The LAPD's operational statistics are generally reported and analyzed in terms of response times and crime rates within the specific RDs. Response time is the amount of time from when a call requesting assistance is made until the time that a police unit responds to the scene. Calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, actual distance between a headquarters facility and the Project site is of little relevance. Instead, the number of police officers out on the street is more directly related to the realized response time. The median response time to service calls in RD 521 is approximately 6.8 minutes,⁷

⁶ LAPD, written correspondence from Fred Booker, *op. cit.*

⁷ Computed during the period of November 13, 2005 to November 19, 2005.

compared to a citywide median response time of seven minutes.⁸ The LAPD's desired response time to emergency calls for service is seven minutes or less; thus, the Department's response time goal is currently being met in the Project area.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with Appendix G to the State CEQA Guidelines, the Project would have a significant environmental impact if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for the police department.

Project Impacts

Construction

Construction sites have the potential to attract theft and vandalism, and therefore could potentially generate an increased need for police protection services. In responding to calls, conducting investigations, and filing reports, police resources can be distracted from more pressing matters that require their attention. Most builders take precautions to secure their building sites to prevent trespassing and theft. Security precautions that would be implemented during construction of the Project include: the installation of temporary fencing around the construction site to keep out unauthorized persons; and the deployment of private security guards to monitor and patrol the site throughout the construction period. Overall, construction is not considered to be a high crime generating activity, and the LAPD is equipped and prepared to deal with construction-related crimes (should they occur). Project construction would not be expected to tax police protection service to the extent that there would be a need for new or expanded police facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. Therefore, construction-related impacts to police protection service would be less than significant.

Potential impacts to emergency response times due to construction-related traffic and partial lane closures are expected to be less than significant as discussed in Section IV.I.1 (Fire Protection) of this Draft EIR.

Operation

As discussed in Section IV.H (Population and Housing) of this Draft EIR, the Project is predicted to generate approximately 4,313 residents and 29 employees at the Project site. As previously discussed,

⁸ LAPD, written correspondence from James H. Cansler, *op. cit.*

there is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services. Nevertheless, an increase in the number of police service calls from the Project site would be expected. The crime rate in RD 521 accounts for approximately 1.8 percent of the crime rate in the Harbor Area, and approximately 0.07 percent of the crime rate citywide. As such, the needs projection for the Project area (i.e., RD 521) is considered low compared to other areas of the City. An increase of police service calls from the Project site would not be expected to increase the crime rate in the Harbor Area to the extent that a new or expanded police station or other facilities would be required.

Furthermore, the Project includes several design features that would reduce the expected demand on police protection services:

- The Project would be a private, gated community with restricted public access;
- The Project would be continuously served and patrolled by 24-hour private security;
- All of the proposed structures would be equipped with private alarm systems; and
- The Project predominantly consists of residential uses, which typically generate less criminal activity than other land uses, such as commercial/retail uses.

As discussed above, the service needs of the Harbor Area are currently being met by existing LAPD facilities and resources in the Area. The LAPD has stated that the current police facilities in the area (i.e., the Harbor Community Police Station) are sufficient to handle the service needs of the Project, and that no additional personnel or equipment is necessary to serve the Project.⁹ Nonetheless, the Project is subject to LAPD review, and is required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands.

For the foregoing reasons, the Project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, and impacts would be less than significant.

MITIGATION MEASURES

Because the Project would have a less-than-significant impact on police protection services, mitigation measures are not required pursuant to CEQA Guidelines Section 15126.4. However, the following measures are recommended which reflect existing legal requirements and/or good planning principles, and which would further reduce the Project's less-than-significant impacts:

- (I-27)** The Project shall incorporate landscaping designs that will allow high visibility around the buildings, and shall consult with the LAPD with respect to its landscaping plan.

⁹ *Ibid.*

- (I-28) The Project shall provide adequate lighting around the buildings in order to improve security, and shall consult with the LAPD as to its lighting plan.
- (I-29) The Project shall design the private recreational facilities in order to ensure a high visibility of these areas so that these areas will be secure.

CUMULATIVE IMPACTS

Of the 174 related projects listed in Table III-2 in Section III (Environmental Setting) of this Draft EIR, 48 projects are located within the City of Los Angeles, nine are located in the City of Rancho Palos Verdes, ten are located in the City of Rolling Hills Estates, 14 are located in the City of Carson, five are located in the City of Long Beach, 47 are located in the City of Torrance, 34 are located in the City of Lomita, and 7 are located in the County of Los Angeles. Police protection service for the County of Los Angeles and the Cities of Rancho Palos Verdes, Rolling Hills Estates, Carson, and Lomita is provided by the Los Angeles County Sheriff's Department. Police protection service in the City of Long Beach is provided by the Long Beach Police Department. Police protection service in the City of Torrance is provided by the Torrance Police Department. Therefore, 126 of the related projects (i.e., those that are not located in the City of Los Angeles) would not have the potential to combine with the Project and cumulatively impact police protection service provided by the LAPD.

The Project is located in the Wilmington-Harbor City Community Plan Area (CPA). Of the 48 related projects located in the City of Los Angeles, 16 projects are located in the Wilmington-Harbor City CPA (related projects 1, 3, 5, 7, 11, 16, 20, 32, 33, 34, 35, 42, 43, 44, 47, and 48), 23 projects are located in the San Pedro CPA (related projects 2, 4, 6, 8, 10, 12, 14, 15, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and 45), and nine projects are located in the Harbor Gateway CPA (related projects 9, 13, 36, 37, 38, 39, 40, 41, and 46). The Wilmington-Harbor City, San Pedro, and Harbor Gateway CPAs are all located in the LAPD's Harbor Area jurisdiction, and are all served by the Harbor Community Police Station located at 2175 John S. Gibson Boulevard, the same LAPD facility that would serve the Project.¹⁰

As discussed above, the LAPD's service standards are based on an area's officer to citizen ratio. Of the projects listed above, 30 are residential projects that would generate additional citizens within the LAPD's Harbor Area jurisdiction. Table IV.I-3 lists the 30 residential related projects located in the Harbor Area and the anticipated increase in population that would result from these projects in conjunction with the Project:

¹⁰ LAPD, *Our Communities*, website: http://www.lapdonline.org/our_communities. February 20, 2006.

**Table IV.I-3
Related Projects in the City of Los Angeles**

Related Project No.	Applicant/Location/Project Description	Land Use	Size	Residents¹
9	Normandie Ave./Torrance Blvd.	Single-Family	63 DU	158
11	1437 Lomita Ave.	Condominium	160 DU	320
12	407 7 th St.	Retail Apartment	5,000 sf 87 DU	174
14	28000 Western Ave.	Condominium	140 DU	280
15	Centre Street Lofts Centre Street between 6 th and 7 th St.	Apartments Retail	116 DU 22,000 sf	232
21	JCC Homes 1427 N. Gaffey St.	Single-Family	135 DU	338
22	La Salle Adaptive Reuse 245-255 W. 7 th St.	Loft	26 DU	52
23	Bay View 255 W. 5 th St.	Apartment	220 DU	440
24	Ocean View 111 and 203-233 N. Harbor Blvd.	Loft	144 DU	288
25	815 S. Grand Ave.	Condominium	12 DU	24
26	Harborside Terrace 303-308 N. Palos Verdes St.	Condominium	16 DU	32
27	281 W. 8 th St.	Townhome	30 DU	60
28	420-430 W. 9 th St.	Condominium	25 DU	50
29	Sepia Homes 812 S. Pacific Ave.	Condominium	90 DU	180
30	Goldenrose St. south of Miraflores Ave.	Single-Family	27 DU	68
33	1400 W. 260 th St.	Condominium	12 DU	24
34	1408 W. Anaheim St.	Townhome	7 DU	14
35	26404 S. Vermont Ave.	Condominium	21 DU	24
36	1549 W. 207 th St.	Condominium	4 DU	8
37	1610 W. 207 th St.	Condominium	5 DU	10
38	1614 W. 207 th St.	Condominium	4 DU	8
39	1445 W. 225 th St.	Condominium	14 DU	28
40	1640 W. 227 th St.	Condominium	4 DU	8
41	1636 W. 227 th St.	Condominium	4 DU	8
42	1401 W. Lomita Blvd.	Condominium	62 DU	124
43	810 Alameda St.	Condominium	107 DU	340
44	315 N. Marine Ave.	Apartment	35 DU	70
45	840 W. 4 th St.	Condominium	3 DU	6
46	1514 W. 207 th St.	Condominium	4 DU	8
47	1610 W. 251 st St.	Condominium	4 DU	8
Related Projects Total				3,384
Project Total				4,313
Cumulative Total				7,697

**Table IV.I-3
Related Projects in the City of Los Angeles**

Related Project No.	Applicant/Location/Project Description	Land Use	Size	Residents ¹
<p><i>sf = square feet</i> <i>DU = dwelling unit</i></p> <p>¹ See Section IV.H (Population and Housing) of this Draft EIR. Residents of related projects not listed in Section IV.H are estimated based on the same resident generation rates presented in Section IV.H.</p> <p>Source: Linscott, Law & Greenspan, Engineers (LLG), 2006 (see Appendix IV.J-1 to this Draft EIR); Hamilton, Rabinovitz & Alschuler, Inc. (HR&A), 2006 (see Appendix IV.H-1 to this Draft EIR).</p>				

As shown above in Table IV.I-3, development of the Project in conjunction with the related projects would generate approximately 7,697 residents who would contribute to the officer to citizen ratio in the Harbor Area, thereby increasing the demand for police protection service in the Area. As discussed above, the Harbor Area has a current population of approximately 171,000 and an officer to citizen ratio of 1:701, which is considered sufficient to provide full police protection service to the Harbor Area, including the Project.¹¹ The related projects in conjunction with the Project would increase the population of the Harbor Area by 7,697, resulting in an officer to citizen ratio of 1:732. Similar to the Project, each of the related projects in the City of Los Angeles would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. As such, the predicted cumulative population increase of 7,697 is not anticipated to tax police protection service in the Harbor Area to the extent that there would be a need for new or expanded police facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. Accordingly, it is reasonable to assume that development of the Project in conjunction with the 30 residential related projects in the Harbor Area would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD, and cumulative impacts would be less than significant.

As discussed in the preceding paragraph, it is not anticipated that the Project, in conjunction with other related projects, would give rise to a cumulative demand for police protection service that would result in the need for new or physically altered police protection facilities that may result in potential impacts to the physical environment. In addition, the Project would contribute to funding police protection services in the area by generating \$8.3 million (in 2005 dollars) in annual revenue from property taxes that would be deposited into the City’s General Fund and could potentially be used to fund the construction of future police protection facilities (see Appendix IV.F-1 to this Draft EIR). This would further ensure that the

¹¹ LAPD, written correspondence from James H. Cansler, *op. cit.*

Project's incremental effect on police protection service would not be cumulatively considerable, supporting a less-than-significant conclusion.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project-specific impacts to police protection service would be less than significant.