4.12 Public Services

This section presents an overview of fire and police services, public schools, and libraries serving the Project site. The potential impacts of the proposed Project on these services are evaluated based on the adequacy of existing and planned facilities and personnel to meet any additional demand generated by the proposed Project. A detailed overview and impact analysis of existing recreation and parks resources can be found in Chapter 4.13 Recreation.

4.12.1 Fire Protection

4.12.1.1 Introduction

This section addresses the proposed Project impacts on fire prevention, suppression, and paramedic services. The analysis evaluates the demand for fire service and the availability of infrastructure needed for the provision of this service.

4.12.1.2 Environmental Setting

4.12.1.2.1 Regulatory Framework

The proposed Project must comply with federal, state, and local regulations relevant to fire protection.

Federal

National Fire Protection Association (NFPA) Code

NFPA Code is the federal regulation applicable to fire protection and emergency services. Federal agencies, such as the Federal Aviation Administration (FAA) and the U.S. Coast Guard, that have jurisdiction over fire protection and emergency services at LAX, including the Project site, implement regulations consistent with the NFPA Code. The FAA establishes minimum fire protection requirements in Federal Aviation Regulations (FAR) 139. FAR 139 requires the FAA to issue operation certificates to airports that meet certain operational and safety standards, including the provision of firefighting and rescue equipment. Operators of FAR 139 airports must provide aircraft rescue and firefighting (ARFF) services during air carrier operations that require a Part 139 certificate.

State

California Fire Code (CFC)

The CFC is California Code of Regulations (CCR) Title 24, Part 9, and is also referred to as the California Building Standards Code (CBSC). The CFC combines the Uniform Fire Code (UFC) with amendments necessary to address California‘s unique needs. The CFC establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations.

California Fire Service and Rescue Emergency Mutual Aid Plan

The California Fire Service and Rescue Emergency Mutual Aid System is managed by the Fire and Rescue Division of the California Emergency Management Agency (Cal EMA). Cal EMA was formed as a result of the merger between the Governor's Office of Emergency Services (OES) and the Office of Homeland Security (OHS) under provisions set forth under California Assembly Bill 38. The California Fire Service and Rescue Emergency Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. Through the Emergency Mutual Aid system, Cal EMA is informed of conditions in each geographic and organizational area of the State, and of the occurrence or imminent threat of disaster. All California Fire Service and Rescue Emergency Mutual Aid participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of Cal EMA.

Local

The Mutual Aid Operations Plan

The Los Angeles County Sherriff's Department (LACSD) Disaster Preparedness Section of the Emergency Operations Bureau conducts active disaster/emergency planning with other public and private organizations, including all incorporated cities within the County of Los Angeles, the American Red Cross, and various public and private civil defense/disaster planning entities. The County of Los Angeles is also required to organize a formal mutual aid agreement between all fire departments within its jurisdiction. Additional informal agreements may be made directly between the fire departments involved. The Mutual Aid Operations Plan is a reciprocal agreement between signatory agencies to provide personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. The Mutual Aid Operations Plan provides a structure of response should an emergency at the Project site arise which requires immediate response by more fire protection personnel than would be available to Los Angeles Fire Department (LAFD) using all other available resources.

LAWA Rules and Regulations Manual, Section 6

The Rules and Regulations Manual for LAWA is published under authority contained in Sections 632(b) and 633(a) and (b) of the Los Angeles City Charter, which empowers LAWA to make rules and regulations governing the use and control of the City of Los Angeles airports, subject to the powers of the U.S. respecting commerce. The Rules and Regulations Manual complies with FAA and the Transportation Security Administration (TSA), FAR Part 139, and Transportation Security Regulation (TSR), Parts 1540 and 1542, which require airport management to establish operational and safety procedures and measures to meet FAA and TSA requirements for airport certification.[1]

The Fire and Safety Section, Section 6 of the LAWA Rules and Regulations Manual, specifically applies to fire safety for LAX property. According to Section 6, the Airport Fire Inspector is required to inspect all buildings, structures, and premises periodically, as well as enforce all

[1] City of Los Angeles, Los Angeles World Airports, Airport Police Division, Rules and Regulations Manual, 2011, online at http://www.lawa.org, accessed August 2013.

applicable laws, rules, and regulations regarding fire protection, including the UFC, NFPA Codes and Standards, and the City of Los Angeles Fire Code (LAFC).[2]

City of Los Angeles Fire Code and Charter

The provisions of the Los Angeles Fire Code (LAFC) are detailed in Section 57.09.01-11, Article 7 (Fire Protection and Prevention) of Chapter V (Public Safety and Protection) of the LAMC. As stated therein, the LAFD Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The LAFC also provides regulations for the safeguarding of life and property from fire, explosion, panic, and/or other hazardous conditions which may arise in the use or occupancy of buildings, structures, and/or premises.

Section 520 of the Los Angeles City Charter requires LAFD to control and extinguish injurious or dangerous fires and alleviate conditions likely to cause those fires; enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City of Los Angeles; conduct fire investigations; and protect lives and property in case of disaster and/or public calamity.

City of Los Angeles Municipal Code

The following LAMC sections are applicable to fire and emergency protection services:

- LAMC Section 57.09.06 sets fire-flow requirements by development type. This code requires industrial and commercial land developments to have four adjacent fire hydrants flow simultaneously at a rate of 6,000 to 9,000 gallons per minute (GPM). In addition, each fire hydrant serving high density residential and neighborhood commercial land developments which serve 100,000 square feet of land area, be spaced 300 to 450 feet from the next fire hydrant on roads and fire lands, and be a 2.5-inch-by-4-inch double fire hydrant.
- LAMC Section 57.09.07 requires the installation of an automatic fire-sprinkler system for facilities that exceed the maximum response distance from a fire station. With respect to the proposed Project, industrial and commercial land uses require 6,000 to 9,000 GPM from four hydrants flowing simultaneously if located more than 1 mile from an Engine Company and 1.5 miles from a Truck Company. High density industrial and commercial or industrial (principal business districts or centers) require that 12,000 GPM be available to any block if located more than ¾ mile from an Engine Company or 1 mile from a Truck Company (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 GPM is required).

City of Los Angeles General Plan Safety Element

The City of Los Angeles General Plan Safety Element, adopted on November 26, 1996, contains policies related to the City of Los Angeles' response to hazard mitigation, emergency response, and disaster recovery. The Safety Element goals, objectives, policies, and programs reflect the comprehensive scope of the Emergency Operations Organization (EOO), the agency that implements the Safety Element. The policies associated with the Safety Element outline administrative considerations that are addressed by EOO procedures, including its Master Plan. The following goals, objectives, and policies are related to the City of Los Angeles' fire, police protection, and emergency response medical services:

[2] *Ibid*.

- Goal 2: Respond with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage, and disruption of the social and economic life of the City of Los Angeles' and its immediate environs.
- Objective 2.1: Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City of Los Angeles' comprehensive hazard mitigation and recovery plans and programs.
- Policy 2.1.5: Develop, implement, and continue to improve the City of Los Angeles' ability to respond to emergency events.
- Policy 2.1.6: Continue to maintain, enforce, and upgrade requirements, procedures, and standards to facilitate effective fire suppression including peak load water flow and building and fire code regulations. In addition, the LAFD and/or appropriate City agencies are required to revise regulations or procedures to include the establishment of minimum standards for the location and expansion of fire facilities, based on flow, intensity, and type of land use, life hazards, occupancy, and degree of hazards, in order to ensure adequate fire and emergency medical service response.

City of Los Angeles General Plan Fire Protection and Prevention Plan

The Fire Protection and Prevention Plan, an element of the City of Los Angeles General Plan, is a guide to City departments, government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities in the City of Los Angeles. Fire flow criteria are generally based on land use types, with greater intensity land uses requiring higher flows from a greater number of hydrants. Maximum response distances allowed by the LAFD between a project site and a first-in engine company or a truck company (those companies staffed for, and equipped with, an aerial ladder truck) vary with the fire flow requirement (**Table 4.13-1**).

Table 4.13-1

Service Radii in Miles by Required Fire Flow

Required Fire Flow (Gallons per minute)	Engine Company Service Radii (Miles)	Truck Company Service Radii (Miles)
Less than 2,000	1.5	2.0
2,000 to 4,500	1.5	2.0
5,000 to 8,500	1.0	1.5
9,000 to 12,000	0.75	1.0

Source: City of Los Angeles, Fire Prevention and Protection Plan, 1979.

LAX Plan

The LAX Plan is the City of Los Angeles General Plan Land Use Element for LAX, including the Project site. The purpose of the LAX Plan is to "…promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner

within the context of the City and region." LAX Plan policies that are relevant to fire protection and emergency service impacts include the following:

- Consult with the LAFD during the design phase of facilities to review plans and incorporate recommendations that enhance airport safety; and
- Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.

LAX Airport Emergency Plan (AEP)

In accordance with FAA guidance provided in FAA Advisory Circular 150/5200-31C, the LAX AEP addresses essential emergency-related and deliberate actions to ensure safety and the provision of adequate emergency services for LAX and surrounding communities. The LAX AEP details the roles and responsibilities that first responders, airport managers, commercial carriers, and airport tenants are to undertake in an emergency.[3]

4.12.1.2.2 Existing Conditions

LAFD provides fire protection services to the Project site. LAFD includes groups of fire stations clustered into battalions and further organized into larger geographic groups known as divisions. An Assistant Chief oversees and coordinates daily field operations within each division's service area. Division 2 oversees and coordinates 41 fire stations that serve a 107-square mile area. Four LAFD fire stations serve the Project site and surrounding vicinity (**Figure 4.12-1**), and include Fire Station Nos. 5, 51, 80, and 95. LAFD Station Number 80 only responds to incidents at LAX and not within the neighboring communities, except in response to aircraft incidents off the Airport property. Fire Station Nos. 5 and 95 serve portions of the neighboring communities as well as LAX, and Fire Station Number 51 serves Dockweiler State Beach in addition to a majority of LAX.[4] Fire Station Number 5, located within the Project site, provides structural fire backup to the on-airport fire stations, while also serving the Project site.

Fire Station Number 80, which is located just south of the Project site, is the only on-airport fire station that is mandated to meet three-minute response times to airfield emergencies in accordance with ARFF requirements and for that reason, serves the Airport exclusively. Other FAR 139.315-319 requirements include sufficient rescue and firefighting personnel capable of meeting response times, minimum fire suppressant agent discharge rates, and maintenance of emergency access roads. Fire Station Number 80 currently meets all ARFF requirements in compliance with FAR 139.315-319.[5]

Fire Station Nos. 5, 51, and 95 provide fire protection services in compliance with the LAFC (LAFC, Section 57.09.01-11). Fire Station Number 5, located within the Project site, serves a 4.3-square mile area, including the Community of Playa del Rey, a portion of the Community of Westchester, and the Project site. Fire Station Number 5 is a 23,750 square foot facility, containing a truck company, an engine company, and equipment for a standby Urban Search and Rescue (USAR) Team, and personnel trained to respond as a USAR Unit. The average response time for Fire Station Number 5 is less than five minutes.

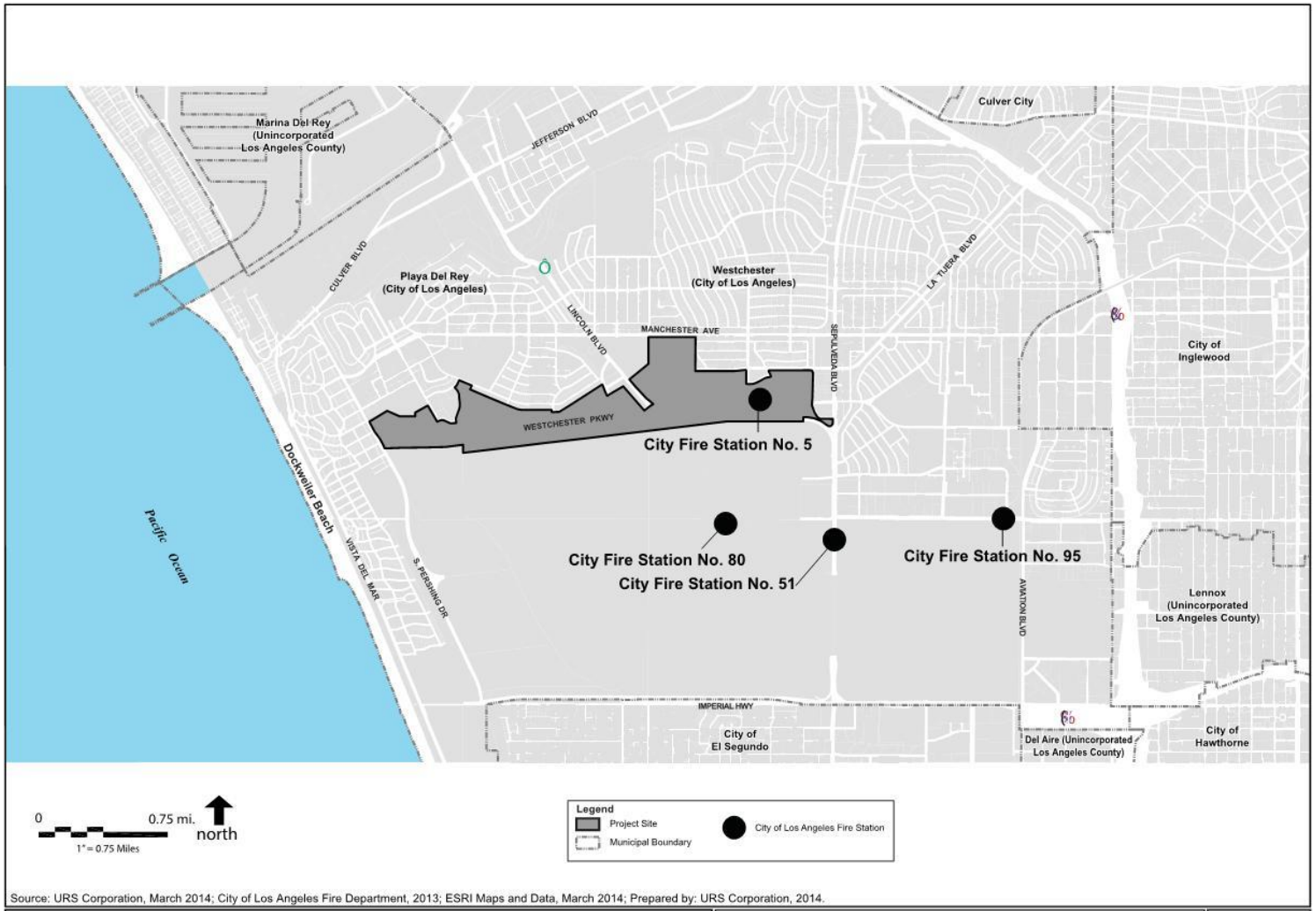
Fire Station Number 51 serves a 4.64 square mile area, including Dockweiler State Beach and a majority of the LAX property. Fire Station Number 51 provides the primary medical response to

[3] City of Los Angeles, Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. June. 2011.
[4] City of Los Angeles, LAX Specific Plan Amendment Study Draft EIR, Section 4.11.01, 2012.
[5] *Ibid.*

the LAX Central Terminal Area and gate areas and provides aircraft interior support to Fire Station Number 80 when needed. The average emergency response time for Fire Station Number 51 is less than three minutes.

Fire Station Number 95 serves a 2.34 square mile area, including the Manchester Square and Belford residential areas and the eastern portion of the LAX property. The average response time for Fire Station Number 95 to emergencies is less than three minutes.

The equipment, existing facilities, and personnel for the stations in the Project site vicinity are summarized below (**Table 4.12-2**).



Source: URS Corporation, March 2014; City of Los Angeles Fire Department, 2013; ESRI Maps and Data, March 2014; Prepared by: URS Corporation, 2014.

Fire Protection Facilities in the Project Site Vicinity	Draft Environmental Impact Report LAX Northside Plan Update	FIGURE 4.12-1

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Table 4.12-2

City of Los Angeles Fire Facilities Within the Vicinity of the Project Site

Fire Station No.	Address	Response Distance (Miles)[a]	Floor Area (Square Feet)	Personnel[b]	Equipment
5	8900 South Emerson Avenue	1.4	24,700	14/42	1 USAR vehicle 2 Fire Engines 1 Fire Truck 1 Paramedic Rescue Ambulance 1 Battalion Chief Vehicle
51	10435 South Sepulveda Boulevard	3.4	8,600	6/18	1 Fire Engine 1 Paramedic Rescue Ambulance 1 Rescue Apparatus
80	7250 World Way West	3.1	27,500	14/42	4 Specialized Fire Trucks 1 Reserve Truck 1 Stair Truck 1 Pick Up
95	10010 International Road	2.7	9,500	12/36	1 Truck with 100' ladder 1 Fire Engine Pumper 1 Paramedic Rescue Ambulance 1 Rescue Air Cushion

Notes:

[a] Distance calculated from intersection of Westchester Parkway and Loyola Boulevard, roughly the Project site center.

[b] Per shift/Total personnel

Source: Los Angeles International Airport, 2012, LAX Specific Plan Amendment Study Draft EIR, July 2012.

The overall number of incidents in the City of Los Angeles from 2010 to 2011 was 378,071 with an average of 1,044 per day.[6] A listing of the number of emergency incidents for 2011 for those fire stations serving off-airport areas is shown below (**Table 4.12-3**). As indicated from this data, the total annual fire and paramedic incidents for 2011 are as follows: 5,814 for Fire Station Number 5; 11,672 for Fire Station Number 51; and 3,565 for Fire Station Number 95. The total number of incidents for all fire stations in 2011 was 21,051. The average response time ranged from 3 minutes to 6 minutes and 12 seconds.

[6] Captain Milick, Captain I of LAFD Commander, Hydrant, and Access Unit, Letter, August 17, 2012.

Table 4.12-3

City of Los Angeles Fire Department Stations Serving the Project Site

Fire Station No.	Response Distance (Miles)	Number of Incidents	Average Response Time
5	1.4	5,814	6:12
51	0.4	11,672	5:23
80[ab]	1.9	N/A	3:00
95	1.0	3,565	5:08

Notes:

[a] Fire Station Number 80 only responds to incidents at LAX, not within the neighboring communities, unless there is an aircraft incident off the Airport property.

[b] Fire Station Number 80 is the only on-airport fire station that is mandated to meet three-minute response times to airfield emergencies in accordance with ARFF requirements.

Source: Captain Milick, Captain I of LAFD Commander, Hydrant, and Access Unit, Letter, August 17, 2012.

Throughout the Project site and the service areas covered by Fire Station Numbers 5, 51, 80, and 95, LAFD considers fire protection services to be adequate. All four fire stations maintain adequate equipment and personnel to meet the response times required to serve the service areas under baseline conditions.[7]

While LAFD fire stations have jurisdiction and primary responsibility serving the Project site, both the State Master Mutual Aid Agreement and the County of Los Angeles Mutual Aid Operations Plan ensure that the Project site would receive supplemental personnel and resources during a major emergency and conditions of extreme peril. In addition to the State and County of Los Angeles mutual aid agreements, the City of El Segundo provides mutual aid support to LAX, including the Project site, through an additional mutual aid agreement. The City of El Segundo provides fire response backup and emergency medical services to the LAX property and, in turn, LAX provides fire trucks and personnel to the City of El Segundo in the event of a major incident.[8]

Emergency access for the LAFD is provided by the existing street systems. Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum service level in urban areas. Although there are intersections currently operating at LOS E and F in the a.m. and/or p.m. peak hours in the Project site area, none are located between the LAFD fire stations that serve the Project site and the Project site. The

[7] City of Los Angeles, LAX Specific Plan Amendment Study Draft EIR, Section 4.11.1, 2012.

[8] City of Los Angeles Fire Department, Letter of Agreement for the Implementation of the Automatic Aid Agreement for Exchange of Fire Protection Between the City of El Segundo Fire Department and the City of Los Angeles Fire Department, December 26, 1984 via LAX Master Plan EIS/EIR, Section 16a. Fire Protection and Emergency Services.

nearest LOS F intersection to LAFD fire stations that serve the Project site is located at Sepulveda Boulevard and Imperial Highway, south of LAFD Station Number 51.[9]

4.12.1.3 Impact Analysis

4.12.1.3.1 Methodology

The impact analysis related to fire protection and emergency services considers three components: fire flow infrastructure, demand for services, and emergency access. The discussion of fire flow infrastructure identifies water supply availability and infrastructure improvements for providing adequate services to the Project site. The analysis of demand discusses the expected increase in Emergency Medical Service (EMS) incidents, as an indicator of the level of service increases. The analysis calculates the ratio of existing service levels, per number of employees, for the proposed Project. Emergency access discusses roadway service levels and the implications of those levels on emergency access.

Estimated population for the proposed Project is based on the data generated in Section 4.11 Population, Housing, and Employment. For cumulative impact analysis, the projected 2022 population in the fire station service area is calculated by averaging projected population for 2020 and 2025 based on projections from the Southern California Association of Governments. The proposed Project population base used for the analysis is comprised of employees, because the proposed Project does not include residential development.

4.12.1.3.2 Significance Thresholds

Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact on fire protection would occur if the direct and indirect changes in the environment that may be caused by the proposed Project result in the following future conditions:

- The need for a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain adequate service levels

4.12.1.3.3 LAX Master Plan Commitments and Project Design Features

LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted several commitments pertaining to fire protection and emergency services to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. The following commitments are applicable to the proposed Project and were considered in the fire protection analysis herein:

- **Construction (C)-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means. This office may undertake a variety of duties, including but not limited to:

[9] Gibson Transportation, LAX Northside Plan Update Traffic Study, 2013.

- Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
- Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
- Establish staging areas;
- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
- Monitor and coordinate deliveries;
- Establish detour routes;
- Work with residential and commercial neighbors to address their concerns regarding construction activity; and
- Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

- **Fire Protection (FP)-1: LAFD Design Recommendations.** During the design phase prior to initiating construction of a Master Plan component, LAWA will work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD, and listed below:
  - *Emergency Access.* During Plot Plan development and the construction phase, LAWA will coordinate with LAFD to ensure that access points for off-airport LAFD personnel and apparatus are maintained and strategically located to support timely access. In addition, at least two different ingress/egress roads for each area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided.
  - *Fire Flow Requirements.* Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new facilities. The fire flow requirements for individual Master Plan improvements will be determined in conjunction with LAFD and will meet, or exceed, fire flow requirements in effect at the time.
  - *Fire Hydrants.* Adequate off-site public and on-site private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans.
  - *Street Dimensions.* New development will conform to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan.
  - *Road Turns.* Standard cut-corners will be used on all proposed road turns.
  - *Private Roadway Access.* Private roadways that will be used for general access and fire lanes shall have at least 20 feet of vertical access. Private roadways will be built to City of Los Angeles standards to the satisfaction of the City Engineer and the LAFD.
  - *Dead-End Streets.* Where fire lanes or access roads are provided, dead-end streets will terminate in a cul-de-sac or other approved turning area. No fire lane shall be greater than 700 feet in length unless secondary access is provided.
  - *Fire Lanes.* All new fire lanes will be at least 20 feet wide. Where a fire lane must

accommodate a LAFD aerial ladder apparatus or where a fire hydrant is installed, the fire lane will be at least 28 feet wide.

- *Building Setbacks.* New buildings will be constructed no greater than 150 feet from the edge of the roadways of improved streets, access roads, or designated fire lanes.
- *Building Heights.* New buildings exceeding 28 feet in height may be required to provide additional LAFD access.
- *Construction/Demolition Access.* During demolition and construction activities, emergency access will remain unobstructed.
- *Aircraft Fire Protection Systems.* Effective fire protection systems will be provided to protect the areas beneath the wings and fuselage portions of large aircraft. This may be accomplished by incorporating foam-water deluge sprinkler systems with foam-producing and oscillating nozzle (per NFPA 409, aircraft hangars for design criteria).

- **Public Safety (PS)-1: Fire and Police Facility Relocation Plan.** Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.
- **Surface Transportation (ST)-9: Construction Deliveries.** Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
- **ST-12: Designated Truck Delivery Hours.** Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- **ST-14: Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m., to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
- **ST-17: Maintenance of Haul Routes.** Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.
- **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations, and other relevant factors.
- **ST-19: Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place

concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.

- **ST-21: Construction Employee Parking Locations.** During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.
- **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

Project Design Features

The proposed Project includes the following Project Design Features (PDFs) intended to avoid impacts to fire services:

- **PDF Public Services-Fire (PSF-1):** The proposed Project would be required to provide design features consistent with the Fire Protection Regulations established within the LAMC.
- **PDF PSF-2:** The existing LAFD Station Number 5 located within the Project site would remain in its existing location and configuration.
- **PDF PSF-3:** The proposed Project does not include residential development that would add permanent population and habitable structures in need of fire protection.

4.12.1.3.4 Project Impacts

Construction Impacts

LAX Northside Center District

Areas 11, 12A East, 12A West, 12B, and 13

Construction activities would not occur on Area 12B, a portion of Area 13, and a portion of Area 12A East. The existing Westchester Golf Course, First Flight Child Development Center, and LAFD Fire Station Number 5 would remain in their existing locations and configurations at these sites. Construction of the proposed Project in the LAX Northside Center District could result in accidents at construction sites and in a temporary increase in risk to vehicles, bicycles, and pedestrians, along with increased response times for fire protection personnel, as a result of traffic detours. However, LAWA is currently implementing existing LAX Master Plan

Commitments that ensure that any construction-related impacts to fire services are avoided or mitigated to less than significant levels. These include:

- FP-1: LAFD Design Recommendations;
- PS-1: Fire and Police Facility Relocation Plan; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic related detours or fire protection response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;
- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;
- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed would help facilitate emergency access and response as occurs under current congested conditions. A new fire station or expansion, consolidation, or relocation of an existing facility would not be required to maintain service during construction. Therefore, construction impacts to fire services would be less than significant in the LAX Northside Center District.

LAX Northside Campus District

Areas 1, 2, and 3

Construction activities would not occur on a portion of Area 1. The existing Jet Pets animal quarantine facility would remain in its existing location and configuration at that site. Construction of the proposed Project on the remainder of Area 1, Area 2, and Area 3 in the LAX Northside Campus District could result in accidents at construction sites and in a temporary increase in risk to vehicles, bicycles, and pedestrians, along with increased response times for fire protection personnel, as a result of traffic detours. However, LAWA is currently implementing existing LAX Master Plan Commitments that ensure that any construction-related impacts to fire services are avoided or mitigated to less than significant levels. These include:

- FP-1: LAFD Design Recommendations;
- PS-1: Fire and Police Facility Relocation Plan; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic related detours or fire protection response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;

- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;
- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed would help facilitate emergency access and response as occurs under current congested conditions. A new fire station or expansion, consolidation, or relocation of an existing facility would not be required to maintain service during construction. Therefore, construction impacts to fire services would be less than significant in the LAX Northside Campus District.

LAX Northside Airport Support District

Areas 4, 5, 6, 7, 8, 9, and 10

Existing airport support uses would continue in all Areas of the LAX Northside Airport Support District as they do under existing conditions. Construction activities could include expansion or upgrades of existing facilities, as well as construction of new facilities similar to existing structures. Construction of the proposed Project in the LAX Northside Airport Support District could result in accidents at construction sites and in a temporary increase in risk to vehicles, bicycles, and pedestrians, along with increased response times for fire protection personnel, as a result of traffic detours. However, LAWA is currently implementing existing LAX Master Plan Commitments that ensure that any construction-related impacts to fire services are avoided or mitigated to less than significant levels. These include:

- FP-1: LAFD Design Recommendations;
- PS-1: Fire and Police Facility Relocation Plan; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic related detours or fire protection response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;
- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;
- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed

would help facilitate emergency access and response as occurs under current congested conditions. A new fire station or expansion, consolidation, or relocation of an existing facility would not be required to maintain service during construction. Therefore, construction impacts to fire services would be less than significant in the LAX Northside Airport Support District.

Operation Impacts

LAX Northside Center District

Area 11, 12A East, 12A West, 12B, and 13

Fire Protection Infrastructure

LAFD operates four fire stations (Fire Station Nos. 5, 51, 80, and 95) located inside the LAX property boundary, each with unique station sizes, number of personnel, and available equipment (**Figure 4.12-1**, **Table 4.12-3**).

The LAFD Station Nos. 5 and 95 are currently the closest of the four stations serving the LAX Northside Center District. Fire Station Number 5 is located within the LAX Northside Center District in Area 12A East and Fire Station Number 95 is located approximately 1.7 miles from the LAX Northside Center District.

The proposed Project would require the provision of fire flows per City of Los Angeles requirements for the type of development proposed. It is expected that the required fire flow would be 6,000 to 9,000 gallons per minute from four hydrants flowing simultaneously, based on the development types included in the proposed LAX Northside Center District.[10] The City of Los Angeles Fire Prevention and Protection Plan establishes maximum response distances for fire stations that are tied to fire flow requirements. The maximum response distance for a required flow of 6,000 to 9,000 gallons per minute is one mile for an engine company and 1.5 miles for a truck company. The nearest fire station to the LAX Northside Center District is Fire Station Number 5, which includes an Engine and Truck Company. Fire Station Number 5 is located within Area 12A East of the LAX Northside Center District. Therefore, operation of the LAX Northside Center District would not impact infrastructure such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Demand

The estimated increase in emergency incidents has been determined by prorating the existing ratio of incidents per capita in the service district of the "first-in" station to the employee population that would occur on the LAX Northside Center District. Fire Station Number 5 is located within the LAX Northside Center District and would be the "first-in" station to respond to an emergency. Fire Station Number 5 had 5,814 incidents in 2012 (**Table 4.12-3**). Based on City of Los Angeles estimates for the population served by Fire Station Number 5, the existing number of incidents per 1,000 population is approximately 49 incidents, or an incident generation rate of .0049 per capita.[11] The LAX Northside Center District would add approximately 2,178 daytime employees.[12] Applying the incident generation rate of .0049 to the proposed Project's daytime employees would result in an increase of 11 incidents per year. This

[10] City of Los Angeles, City of Los Angeles Fire Code, Division 9, Section 57.09.06, 2012.
[11] City of Los Angeles Department of Public Works, Existing Fire Station Westchester Predicted Population Increase, online at http://eng.lacity.org/projects/fire_bond/FS5.htm, accessed March 9, 2013. The population estimate provides a conservative generation rate as it is for 2010, and the population was projected to increase.
[12] For employee calculations, see Section 4.11 Population, Housing, and Employment.

would be equivalent to about a 0.19 percent increase over the 5,814 existing emergency incidents within the primary response of LAFD Station Number 5. The LAX Northside Center District would increase the workload of LAFD Station Number 5 by less than one percent. Therefore, operation of the LAX Northside Center District would not impact demand such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Emergency Access

Emergency access to the LAX Northside Center District would be provided by the existing and proposed street systems. City of Los Angeles review of street widths, street lighting and street signage will include an evaluation of requirements for the provision of emergency access.

LAFD's average response time to calls located in and around the Project site may increase as a result of the response distance and traffic conditions at the intersections involved; however, the average response time for emergency calls for City of Los Angeles is 6 minutes and 47 seconds.[13]

Generally, the Los Angeles Fire Department considers intersections operating at LOS E and F to be non-conducive to the flow of emergency vehicles. With implementation of the proposed Project and its traffic mitigation measures (year 2012), there will be additional intersections operating at LOS E or LOS F in the a.m. or p.m. peak hour in the Project site vicinity, however none of those intersections is located between the LAX Northside Center District and LAFD stations that serve the LAX Northside Center District. Such intersections could reduce response times, subject to the ability of the LAFD to select the most efficient routes and implement emergency travel procedures. While the LAX Northside Center District will add additional travel trips to the local roadway network, impacted intersections would not be located between the LAX Northside Center District and fire stations serving the LAX Northside Center District, and implementation of existing LAX Master Plan Commitments would ensure continued maintenance of adequate response times.

LAX Master Plan Commitments FP-1, LAFD Design Recommendations, and PS-2, Fire and Police Facility Space and Siting Requirements, as well as enforcement of FAR and fire code requirements, would ensure maintenance of adequate response times, facilities, and emergency access associated with development of the LAX Northside Center District. Impacts associated with staffing, equipment, and facilities would also be continually evaluated and addressed pursuant to standard LAFD procedures and fire code requirements. The implementation of the LAX Master Plan Commitments will further reduce impacts related to fire protection services. Therefore, operation of the LAX Northside Center District would not impact emergency access such that it would require addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

The LAX Northside Center District would not result in the need for a new fire station, or expansion, consolidation, or relocation of an existing facility due to impacts on fire protection infrastructure, demand, or emergency access. Therefore, impacts related to fire protection for the LAX Northside Center District would be less than significant.

[13] City of Los Angeles Fire Department, Preliminary Report- Task Force on Information and Data Analysis, November 8, 2012, online at http://ens.lacity.org/lafd/lafdreportarchv/lafdlafdreport186479717_11142012.pdf, accessed March 9, 2013.

LAX Northside Campus District

Areas 1, 2, and 3

Fire Protection Infrastructure

LAFD operates four fire stations (Fire Station Nos. 5, 51, 80, and 95) located inside the LAX property boundary, each with unique station sizes, number of personnel, and available equipment (**Figure 4.12-1**, **Table 4.12-3**).

The LAFD Station Nos. 5 and 95 are currently the closest of the four stations serving the LAX Northside Campus District. Fire Station Number 5 is located approximately 1.5 miles from the LAX Northside Campus District and Fire Station Number 95 is located approximately 3 miles from the LAX Northside Campus District.

The LAX Northside Campus District would require the provision of fire flows per City of Los Angeles requirements for the type of development proposed. It is expected that the required fire flow would be 6,000 to 9,000 gallons per minute from four hydrants flowing simultaneously, based on the development types included in the LAX Northside Campus District.[14] The City of Los Angeles Fire Prevention and Protection Plan establishes maximum response distances for fire stations that are tied to fire flow requirements. The maximum response distance for a required flow of 6,000 to 9,000 gallons per minute is one mile for an engine company and 1.5 miles for a truck company. The nearest fire station to the LAX Northside Campus District is Fire Station Number 5, which includes an Engine and Truck Company. Fire Station Number 5 is located within the Project site, approximately 1.5 miles from the LAX Northside Campus District. The distance of Fire Station Number 5 exceeds the maximum response distance for an engine company and would exceed the maximum response distance for a truck company in some portions of the LAX Northside Campus District. Section 57.09.07 of the LAMC, Division 9 requires that all structures be constructed with automatic fire sprinkler systems if maximum response distances are exceeded. The proposed Project will comply with LAMC requirements for structures located outside the maximum response districts. Therefore, operation of the LAX Northside Campus District would not impact infrastructure such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Demand

The estimated increase in emergency incidents has been determined by prorating the existing ratio of incidents per capita in the service district of the "first-in" station to the employee population that would occur on the LAX Northside Campus District. Fire Station Number 5 is located closest to the LAX Northside Campus District and would be the "first-in" station to respond to an emergency. Fire Station Number 5 had 5,814 incidents in 2012 (**Table 4.12-3**). Based on City of Los Angeles estimates for the population served by Fire Station Number 5, the existing number of incidents per 1,000 population is approximately 49 incidents, or an incident generation rate of .0049 per capita.[15] The LAX Northside Campus District would add approximately 4,808 daytime employees.[16] Applying the incident generation rate of .0049 to the proposed Project's daytime employees would result in an increase of 23 incidents per year. This would be equivalent to about a 0.39 percent increase over the 5,814 existing emergency

[14] City of Los Angeles, City of Los Angeles Fire Code, Division 9, Section 57.09.06, 2012.
[15] City of Los Angeles Department of Public Works, Existing Fire Station Westchester Predicted Population Increase, online at http://eng.lacity.org/projects/fire_bond/FS5.htm, accessed March 9, 2013. The population estimate provides a conservative generation rate as it is for 2010, and the population was projected to increase.
[16] For employee calculations, see Section 4.11 Population, Housing, and Employment.

incidents within the primary response of Fire Station Number 5. The LAX Northside Campus District would increase the workload of Fire Station Number 5 by less than one percent. Therefore, operation of the LAX Northside Campus District would not impact demand such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Emergency Access

Emergency access to the LAX Northside Campus District would be provided by the existing and proposed street systems. City review of street widths, street lighting and street signage will include an evaluation of requirements for the provision of emergency access.

LAFD's average response time to calls located in and around the Project site may increase as a result of the response distance and traffic conditions at the intersections involved; however, the average response time for emergency calls for City of Los Angeles is 6 minutes and 47 seconds.[17]

Generally, the LAFD considers intersections operating at LOS E and F to be non-conducive to the flow of emergency vehicles. With implementation of the proposed Project and its traffic mitigation measures (year 2012), there will be additional intersections operating at LOS E or LOS F in the a.m. or p.m. peak hour in the Project site vicinity, however none of those intersections is located between the LAX Northside Campus District and LAFD stations that serve the LAX Northside Campus District. Such intersections could reduce response times, subject to the ability of the fire department to select the most efficient routes and implement emergency travel procedures. While the LAX Northside Campus District will add additional travel trips to the local roadway network, impacted intersections would not be located between the LAX Northside Campus District and fire stations serving the LAX Northside Campus District, and implementation of existing LAX Master Plan Commitments would ensure continued maintenance of adequate response times.

LAX Master Plan Commitments FP-1, LAFD Design Recommendations, and PS-2, Fire and Police Facility Space and Siting Requirements, as well as enforcement of FAR and fire code requirements, would ensure maintenance of adequate response times, facilities, and emergency access associated with development of the proposed Project. Impacts associated with staffing, equipment, and facilities would also be continually evaluated and addressed pursuant to standard LAFD procedures and fire code requirements. The implementation of the LAX Master Plan Commitments will further reduce impacts related to fire protection services. Therefore, operation of the LAX Northside Campus District would not impact emergency access such that it would require addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

The LAX Northside Campus District would not result in the need for a new fire station, or expansion, consolidation, or relocation of an existing facility due to impacts on fire protection infrastructure, demand, or emergency access. Therefore, impacts related to fire protection for the LAX Northside Campus District would be less than significant.

[17] City of Los Angeles Fire Department, Preliminary Report- Task Force on Information and Data Analysis, November 8, 2012, online at http://ens.lacity.org/lafd/lafdreportarchv/lafdlafdreport186479717_11142012.pdf, accessed March 9, 2013.

LAX Northside Airport Support District

Areas 4, 5, 6, 7, 8, 9, and 10

Fire Protection Infrastructure

LAFD operates four fire stations (Fire Station Nos. 5, 51, 80, and 95) located inside the LAX property boundary, each with unique station sizes, number of personnel, and available equipment (**Figure 4.12-1**, **Table 4.12-3**).

The LAFD Station Nos. 5 and 95 are currently the closest of the four stations serving the LAX Northside Airport Support District. Fire Station Number 5 is located approximately 0.5 miles from the LAX Northside Airport Support District and Fire Station Number 95 is located approximately 1.7 miles from the LAX Northside Airport Support District. Fire Station 51 is located approximately 2.1 miles away and Fire Station 80 is located approximately 4.6 miles away (using public roads and not driving directly across the LAX North Airfield).

The proposed Project would require the provision of fire flows per City of Los Angeles requirements for the type of development proposed. It is expected that the required fire flow would be 6,000 to 9,000 gallons per minute from four hydrants flowing simultaneously, based on the development types included in the LAX Northside Airport Support District.[18] The City of Los Angeles Fire Prevention and Protection Plan establishes maximum response distances for fire stations that are tied to fire flow requirements. The maximum response distance for a required flow of 6,000 to 9,000 gallons per minute is one mile for an engine company and 1.5 miles for a truck company. The nearest fire station to the Project site is Fire Station Number 5, which includes an Engine and Truck Company. Fire Station Number 5 is located within the Project site, approximately 0.5 miles from the LAX Northside Airport Support District. The distance of Fire Station Number 5 is within the maximum response distance for an engine company and for a truck company. However some portions of the LAX Northside Airport Support District, for example, the westernmost boundary of Area 4, would be outside these maximum distances. Section 57.09.07 of the LAFC, Division 9 requires that all structures be constructed with automatic fire sprinkler systems, if maximum response distances are exceeded. The proposed Project will comply with LAFC requirements for structures located outside maximum response distances. Therefore, operation of the LAX Northside Airport Support District would not impact infrastructure such that it would require addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Demand

The estimated increase in emergency incidents has been determined by prorating the existing ratio of incidents per capita in the service district of the "first-in" station to the employee population that would occur on the LAX Northside Airport Support District. Fire Station Number 5 is located closest to the LAX Northside Airport Support District and would be the "first-in" station to respond to an emergency. Fire Station Number 5 had 5,814 incidents in 2012 (**Table 4.12-3**). Based on City of Los Angeles estimates for the population served by Fire Station Number 5, the existing number of incidents per 1,000 population is approximately 49 incidents, or an incident generation rate of .0049 per capita.[19] The LAX Northside Airport Support District would add approximately 125 daytime employees.[20] Applying the incident generation rate of

[18] City of Los Angeles, City of Los Angeles Fire Code, Division 9, Section 57.09.06, 2012.
[19] City of Los Angeles Department of Public Works, Existing Fire Station Westchester Predicted Population Increase, http://eng.lacity.org/projects/fire_bond/FS5.htm, accessed March 9, 2013. The population estimate provides a conservative generation rate as it is for 2010, and the population was projected to increase.
[20] For employee calculations, see Section 4.11 Population, Housing, and Employment.

.0049 to the proposed Project's daytime employees would result in an increase of 1 incident per year. This would be equivalent to about a 0.02 percent increase over the 5,814 existing emergency incidents within the primary response of Fire Station Number 5. The proposed Project would increase the workload of Fire Station Number 5 by less than one percent. Therefore, operation of the LAX Northside Airport Support District would not impact demand such that it would require addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

Emergency Access

Emergency access to the LAX Northside Airport Support District would be provided by the existing and proposed street systems. City review of street widths, street lighting and street signage will include an evaluation of requirements for the provision of emergency access.

LAFD's average response time to calls located in and around the Project site may increase as a result of the response distance and traffic conditions at the intersections involved; however, the average response time for emergency calls for City of Los Angeles is 6 minutes and 47 seconds.[21]

Generally, the Los Angeles Fire Department considers intersections operating at LOS E and F to be non-conducive to the flow of emergency vehicles. With implementation of the proposed Project and its traffic mitigation measures (year 2012), there will be additional intersections operating at LOS E or LOS F in the a.m. or p.m. peak hour in the Project site vicinity, however none of those intersections is located between the LAX Northside Airport Support District and LAFD stations that serve the LAX Northside Airport Support District. Such intersections could reduce response times, subject to the ability of the fire department to select the most efficient routes and implement emergency travel procedures. While the proposed Project will add additional travel trips to the local roadway network, impacted intersections would not be located between the LAX Northside Airport Support District and fire stations serving the LAX Northside Airport Support District, and implementation of existing LAX Master Plan Commitments would ensure continued maintenance of adequate response times. Additionally, portions of the LAX Northside Airport Support District are directly adjacent to and accessible from the LAX North Airfield. Fire Station Numbers 51, 80, and 95 serve LAX properties and would be able to directly access these areas without using public streets.

LAX Master Plan Commitments FP-1, LAFD Design Recommendations, and PS-2, Fire and Police Facility Space and Siting Requirements, as well as enforcement of FAR and fire code requirements, would ensure maintenance of adequate response times, facilities, and emergency access associated with development of the LAX Northside Airport Support District. Impacts associated with staffing, equipment, and facilities would also be continually evaluated and addressed pursuant to standard LAFD procedures and fire code requirements. The implementation of the LAX Master Plan Commitments will further reduce impacts related to fire protection services. The proposed Project would not result in the need for a new fire station, or expansion, consolidation, or relocation of an existing facility. Therefore, operation of the LAX Northside Airport Support District would not impact emergency access such that it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain services.

[21] City of Los Angeles Fire Department, Preliminary Report- Task Force on Information and Data Analysis, November 8, 2012, online at: http://ens.lacity.org/lafd/lafdreportarchv/lafdlafdreport186479717_11142012.pdf, accessed March 9, 2013.

The LAX Northside Airport Support District would not result in the need for a new fire station, or expansion, consolidation, or relocation of an existing facility due to impacts on fire protection infrastructure, demand, or emergency access. Therefore, impacts related to fire protection for the LAX Northside Campus District would be less than significant.

Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area within Districts on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to fire protection services. Floor area transfers would not substantially change the populations of employees and students that were analyzed for the proposed Project. Additionally, transfers may only occur between uses permitted within the proposed Project, and in no event would residential uses that could contribute to permanent population growth be allowed. Therefore, as populations would not be changed as a result of floor area transfers, floor area transfers would not alter the conclusions with regard to fire protection services. Should floor area be transferred across the Districts, the resulting impacts would be similar to those evaluated herein.

4.12.1.3.5 Cumulative Impacts

The geographic context for the cumulative impact analysis for fire protection services is the service area of LAFD Station Number 5, the first-in station that serves the Project site. The buildout year for the proposed Project is 2022. Therefore, cumulative impacts on fire protection services were analyzed relative to 2022 cumulative growth projected in the service area of LAFD Station Number 5. The 2022 growth projections are based on the Southern California Association of Government's (SCAG's) 2008 Regional Transportation Plan. As shown in **Table 4.12-4**, based on SCAG 2022 growth projections for the census tracts located within the service area of LAFD Station Number 5, it is anticipated that the residential service population of LAFD Station Number 5 would be approximately 42,208 in 2022. As discussed above, the proposed Project's Northside Center District would potentially generate 2,178 daytime employees, Northside Campus District would generate approximately 4,808 daytime employees and Northside Airport Support District would generate approximately 125 daytime employees. Project site employees would be present during daytime hours primarily and would not represent a permanent increase to LAFD Station Number 5's service population. As a conservative approach, the proposed Project's daytime employees are used to evaluate potential cumulative impacts. The proposed Project would introduce an additional 7,111 employees into Fire Station Number 5's service area. This employee population together with that generated by other future growth would generate a demand for fire protection services and facilities. The proposed Project's introduction of daytime employee population to the station's service area would represent approximately 16.8 percent of the projected 2022 residential population of the fire station. Given the proposed Project's planned fire safety features and compliance with the Fire Code, as well as existing response times and distances the proposed Project's contribution to cumulative impacts on fire protection services would be less than significant.

Table 4.12-4

Estimated 2022 Population Within Fire Station Number 5 Service Area

Census Tract	Population 2022
2760	5,983.
2764	4,691
2765	4,519.5
2766.02	9,428.5
2770	6,506.5
2771	3,576.5
2772	4,285
2780	3,218
Total	**42,208**

Notes:
[a] Estimated 2022 service populations for the census tracts within the boundaries of Fire Station Number 5 were calculated using 2022 population data from the Southern California Association of Governments (SCAG) 2008 RTP Growth Forecast (accessed online at http://www.scag.ca.gov/forecast/index.htm, accessed September 28, 2013). The census tracts contained within the service boundaries of Fire Station Number 5 were identified using 2000 U.S. Census (accessed online www.census.gov, accessed September 28, 2013).
[b] Population for 2022 is calculated by averaging population for 2020 and 2025.
Source: URS Corporation, based on SCAG 2008 Regional Transportation Plan growth forecasts, 2010.

4.12.1.3.6 Mitigation Measures

The proposed Project will be developed in compliance with all statutory and Fire Department-required improvements to preclude significant impacts on fire protection. In addition, implementation of LAX Master Plan Commitments C-1, FP-1, PS-1, C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22 would ensure that impacts relative to fire and emergency services associated with the proposed Project would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.12.1.3.7 Level of Significance After Mitigation

The potential for construction impacts to fire protection facilities is less than significant without mitigation. During operations, the proposed Project would have less than significant impacts to fire protection facilities. No project-specific mitigation measures related to fire protection facilities would be required, and impacts would remain less than significant.

4.12.2 Police Protection

4.12.2.1 Introduction

This section addresses the potential for the proposed Project to increase demand for police protection to an extent that could result in inadequate staffing levels or facilities, or unacceptable response times. The analysis addresses the demand for facilities, equipment, and officers.

4.12.2.2 Environmental Setting

4.12.2.2.1 Regulatory Framework

The proposed Project must comply with federal, state, and local regulations relevant to police protection.

Federal

United States Federal Government Code of Federal Regulations (CFR)

CFR Title 14 (14 CFR), Part 139, and Title 49 (49 CFR), Transportation Security Regulation (TSR) Parts 1540 and 1542, require LAX to establish operational safety and security procedures to meet Department of Homeland Security, FAA, and TSA certification requirements for LAX. These regulations serve as the basis for the LAWA's *LAX Rules and Regulations Manual*.[22]

State

California Environmental Quality Act

CEQA is a statewide policy for environmental protection. CEQA requires state and local agencies to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts. CEQA requires that state and local agencies consider objectives for public services including fire, police, and school services.

California Penal Code

The California Penal Code forms the basis for the application of criminal law in the State. All law enforcement agencies within the State are organized and operated in accordance with the applicable provisions of the California Penal Code which, among other things, sets forth the authority, rules of conduct, and training for peace officers. All sworn municipal police officers, such as the City of Los Angeles Police Department (LAPD), are state peace officers, under the authority of California Penal Code Section 830.1. Los Angeles World Airports Police Department (LAWAPD) officers are also sworn State peace officers, under the authority of Section 830.33 of the California Penal Code, with special designation as airport police officers.[23]

[22] City of Los Angeles, LAX Master Plan EIS/EIR, 2001, Public Services Law Enforcement, pages 1-2.
[23] City of Los Angeles, Los Angeles World Airports, About the Airport Police Division, 2011, online at http://www.lawa.org/airportpolice.aspx?id=920, accessed December 10, 2011.

Local

County of Los Angeles - The Mutual Aid Operations Plan

The County of Los Angeles is required by State law to organize a formal mutual aid agreement between all police departments within its jurisdiction. This agreement is set forth in the Mutual Aid Operations Plan for the County of Los Angeles. The Mutual Aid Operations Plan is a reciprocal agreement between signatory agencies (in this case, the County of Los Angeles and the City of Los Angeles or other local police departments) to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. Any formal mutual aid requests by any police department within the County of Los Angeles are made with the Los Angeles County Sheriff's Department (LACSD). However, additional informal agreements may be made directly between the police agencies involved.

The Mutual Aid Operations Plan is a formal agreement and has been signed by the Chief of Police of every police department within the County, including the Chief Officer for LAWAPD and Chief of LAPD. The Mutual Aid Operations Plan provides a structure of response should an emergency at the LAX property arise which requires immediate response by more law enforcement personnel than would be available to LAPD and LAWAPD using all other available resources.

City of Los Angeles - LAWA Rules and Regulations Manual, Section 7

The Airport Security Section, Section 7, of the LAWA Rules and Regulations Manual, specifically applies to law enforcement at LAX. The manual's regulatory provisions are set forth in accordance with resolutions adopted by the Board of Airport Commissioners (BOAC). The BOAC is the seven-member board that governs LAWA. Law enforcement provisions conform to the Uniform Penal Code, Federal and State law enforcement service requirements, and security standards and procedures identified in the Security and Airfield Enforcement (SAFE) Program.[24]

LAWAPD/LAPD - Memorandum of Agreement

The responsibilities of LAWAPD and LAPD regarding law enforcement within the LAX property, including the Project site, are set forth in the Memorandum of Agreement (MOA) executed in 2006.[25] The MOA serves to ensure that, in the event of an emergency, LAWAPD can request, and is entitled to, receive aid from LAPD if supplementary law enforcement personnel are needed, and that LAPD has the same entitlements. The MOA requires LAPD to notify LAWAPD about its operations on airport property and sets employment and training standards for LAWAPD. The agreement also calls for both agencies to undergo joint training on certain airport issues.[26]

City of Los Angeles Citywide General Plan Framework

Chapter 9, Infrastructure and Public Services, of the City of Los Angeles Citywide General Plan Framework Element (Framework Element) provides goals and objectives pertaining to police services within the City of Los Angeles:

[24] City of Los Angeles, Los Angeles World Airports, SAFE Program, 2012, online at http://www.lawa.org/uploadedFiles/AirOps/pdf/rules/19_Appendix_04_SAFE%20Program_201112.pdf, accessed July 26.2012.
[25] City of Los Angeles, Los Angeles World Airports and City of Los Angeles Police Department, Memorandum of Agreement, June 2006.
[26] McGreevy, Patrick, 2006, "LAPD and Airport Police Reach Accord," Los Angeles Times, June 28, 2006.

- Goal 9 of the Infrastructure and Public Services Chapter requires that every neighborhood provide the necessary level of police services, facilities, equipment, and manpower needed to meet public safety needs.
- Objective 9.13 and Policy 9.13.1 require the monitoring and reporting of police statistics and population projections for the purpose of evaluating existing and future needs.
- Objective 9.14 requires that adequate police services, facilities, equipment, and personnel are available to meet existing and future public needs.
- Objective 9.15 requires police service to provide adequate public safety in emergency situations by maintaining relationships with local law enforcement agencies, State law enforcement agencies, and the National Guard.

Presently, the LAPD Computer Statistics Unit (COMPSTAT) implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. COMPSTAT was created in 1994 and it implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model.

City of Los Angeles Charter and Administrative and Municipal Codes

The law enforcement regulations as well as the powers and duties of LAPD are outlined in the City of Los Angeles Charter, Administrative Code, and the Los Angeles Municipal Code (LAMC). Article V, Section 570 of the City of Los Angeles Charter gives power and duty to the LAPD to enforce the penal provisions of the Charter, City of Los Angeles ordinances, and State and federal law. The City of Los Angeles Charter also gives responsibility to LAPD officers to act as peace officers and to protect lives and property in case of disaster or public calamity. Chapter 11, Section 22.240 of the Los Angeles Administrative Code requires LAPD to adhere to standards described in Section 13522 of the California Penal Code. Section 13522 of California Penal Code charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (e.g., excessive noise), and with providing support to the Department of Building and Safety Code Enforcement inspectors and LAFD in the enforcement of the City of Los Angeles' Fire, Building, and Health Codes. The City of Los Angeles Charter also provides LAPD the power and the duty to protect residents and property, and to review and enforce specific security-related mitigation measures in regards to new development.

LAX Plan

The purpose of the LAX Plan is to "…promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and region." Policies within the LAX Plan which are relevant to the police protection analysis herein include:

- 3.1.2 (P4): Consult with LAPD, LAWAPD, other law enforcement agencies, and security experts, as appropriate, during the facility planning, design, and review phase so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community; and
- 3.1.2 (P5): Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.

LAX Airport Emergency Plan

In accordance with FAA guidance provided in Advisory Circular 150/5200-31C, the Airport Emergency Plan (AEP) addresses the essential emergency-related and deliberate actions that must be planned to ensure the safety of and emergency services for LAX and surrounding communities. The AEP details the roles and responsibilities that first responders, airport managers, commercial carriers, and airport tenants are to undertake in an emergency.

4.12.2.2.2 Existing Conditions

LAWAPD provides law enforcement services, preliminary crime investigations, aircraft safety and traffic enforcement, security services, and emergency response on airport property; whereas LAPD, also known as the LAX Detail, retains primary duties to provide criminal investigation and enforce penal provisions of city, state, and federal codes. All LAWAPD and LAPD officers, with the exception of LAWAPD security officers, are sworn peace officers and have the power to arrest. LAWAPD security officers do not have peace officer status, but they can make citizen's arrests.[27]

A Memorandum of Agreement (MOA) between LAWA and LAPD was signed on October 12, 1988 and was updated in 2006. [28] This agreement identifies the responsible operator of LAX as LAWA, under the FAA, and provides for cooperative law enforcement efforts of LAWAPD and LAPD. The MOA identifies the responsibilities and reporting procedures to support a coordinated effort between LAWAPD and LAPD staff at the Van Nuys and LAX airport facilities. The MOA ensures that, in an emergency, a formal means of requesting and providing additional aid to each signatory agency is in place.

In compliance with the provisions of the *Standardized Emergency Management System*, response to incidents at LAX is approached from a "Unified Command System" concept. In a "Unified Command System," the agency in charge (e.g., LAWAPD, LAPD, Federal Bureau of Investigation, Drug Enforcement Administration, etc.) is determined on a case-by-case basis depending on the nature and location of the incident. The staffing and facility space for police departments serving the Project site are further described below (**Table 4.12-5**).

[27] City of Los Angeles, Los Angeles World Airports and City of Los Angeles Police Department, Memorandum of Agreement, 1998, page 3, signed October 12, 1988.
[28] City of Los Angeles, Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security, June 2011.

Table 4.12-5

LAPD and LAWAPD Staffing and Facility Space (Existing Conditions)

Department	Staffing	Facility Space (square feet)
LAWAPD	450	47,840
LAPD	72	2,808
Total	**522**	**50,648**

Source: City of Los Angeles, Final EIS/EIR for the LAX Master Plan, April 2004; Arif Alikhan, Deputy Executive Director of Law Enforcement and Homeland Security, LAWA, Personal Communication, March 16, 2012, via City of Los Angeles, Final EIR for the Specific Plan Amendment Study, March 2013.

The project site is served by the Pacific Community Police Station. In 2011, the most recent year for which data is available, the Pacific Community Police Station served a population of 203,664. The crime rate was 29.8 incidents per 1,000 persons (includes homicide, forcible rape, robbery, aggravated assault, burglary, larceny, and vehicle theft).[29] The LAX Substation is a substation of the Pacific Community Police Station.

Los Angeles World Airports Police Division

LAWAPD's authority and limits of police powers are defined in the *Airport Police Bureau Manual* and FAR 107 (14 CFR Part 107). LAWAPD is responsible for crime prevention, suppression, detection, general public assistance, airport security, traffic control and enforcement, and parking enforcement. Off-site police assistance is provided under prescribed circumstances. LAWAPD contains two divisions: Patrol Services and Traffic Services.

The Patrol Services Division of LAWAPD includes security officers, whose responsibilities focus on maintaining posts throughout airport property, checking the perimeter fence once per shift, patrolling the International Terminal, responding to illegal attempts to enter the airfield, and checking parking lots, unattended vehicles, and unattended bags. Personnel from the Patrol Services Division also investigate reports of guns or other illegal contraband at the baggage screening stations, which are staffed by private security companies. Pursuant to FAA regulations, LAWAPD must respond to an incident call within five minutes under general conditions and within two minutes when heightened security is declared. The Traffic Services Division is responsible for traffic control, parking enforcement in the terminal areas, and commercial vehicle (e.g., buses and taxies) enforcement.

LAWAPD currently has assigned 450 sworn officers and 650 non-sworn personnel, a total of 1,100 personnel, to provide law enforcement services at LAX. The non-sworn personnel include security officers and support personnel. Security officers include traffic officers and fixed-post officers.[30] A total of 250 motor vehicles serve the department, which includes two Mobile Command Centers, 28 motorcycles, 10 segways, and 25 non-motorized bicycles.

[29] City of Los Angeles Police Department, Application Development and Support Division Management Report Unit, Statistical Digest, 2011.
[30] Dana Brown, LAX Police administrator, Letter, July 18, 2012.

Crime investigation is carried out by the Crime Task Force, which is comprised of one team of supervisors and seven teams of detectives. The lone supervisor team consists of two supervisors and the seven teams of detectives consists of three detectives each, for a total of 21 detectives. The Crime Task Force consists of supervisors and detectives from both LAWAPD and LAPD.[31]

LAWAPD currently occupies a 47,840 square feet facility located at 6320 West 96th Street. LAWA is currently in the design and site selection phase of a new public safety building and supporting facilities.

Los Angeles Police Department

LAPD, represented on airport property by the LAX Detail, is required by City of Los Angeles mandate to provide law enforcement within the boundaries of the City of Los Angeles, which includes the Project site. LAPD retains its primary duty to enforce the penal provisions of the city, state, and federal governments, in comparison to LAWAPD's charge to maintain airport security, crime prevention, suppression, detection, and traffic control and enforcement.[32] LAPD is charged, in accordance with the MOA, with primary responsibility for the investigations of all crimes at LAX, including the Project site. In addition to crime investigation, LAPD can be called upon to provide additional officers at any time to secure an area and provide crowd and traffic control if LAWAPD does not have sufficient personnel. When required during emergencies, the LAPD LAX Detail can request support from the Pacific, Southwest and 77th Divisions of LAPD.

The LAPD LAX Detail occupies one triple-wide trailer (2,268 square feet) that provides administrative space and one single-wide trailer (540 square feet) at 802 World Way. LAPD staff has approximately 72 employees assigned to LAX, including the Project site.[33]

4.12.2.3 Impact Analysis

4.12.2.3.1 Methodology

Potential impacts to police services are determined based on the availability of police officers, equipment, and facilities to serve the additional population generated by the proposed Project. Potential impacts relate primarily to the need for new officers based on maintaining existing ratios of officers to population. New employees generated are considered in the population base since the proposed Project does not include residential development. For cumulative impact analysis, the projected 2022 population is calculated by averaging population for 2020 and 2025.

4.12.2.3.2 Significance Thresholds

According to the City of Los Angeles CEQA Thresholds Guide, a determination of significance shall be made on a case-by-case basis, considering the following factors: significant impact on police protection would occur if the direct and indirect changes in the environment that may be caused by the proposed Project would result in one or more of the following conditions:

[31] Koehler, Frank, LAWAPD, Personal Communication, August 29, 2012.
[32] City of Los Angeles, Los Angeles World Airports and City of Los Angeles Police Department, Memorandum of Agreement, 1988, page 2, signed October 12, 1988.
[33] City of Los Angeles, Final EIR for the Specific Plan Amendment Study, March 2013.

- An increase in Project site population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.
- Through increased traffic congestion, changes in circulation, or the location of new land uses, an increase in emergency response times beyond the limits required by applicable jurisdictions within the study area.

These thresholds are derived from the L.A. City CEQA Thresholds Guide.

4.12.2.3.3 LAX Master Plan Commitments and Project Design Features

LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted several commitments pertaining to police protection and emergency services to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. The following commitments are applicable to the proposed Project and were considered in the police protection analysis herein.

- **Law Enforcement (LE)-1: Routine Evaluation of Manpower and Equipment Needs.** LAWA will ensure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX.
- **LE-2: Plan Review.** During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.
- **PS-1: Fire and Police Facility Relocation Plan.** Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.
- **PS- 2: Fire and Police Facility Space and Siting Requirements.** During the early design phase for implementation of the Master Plan elements affecting on-airport fire and police facilities, LAWA and/or its contractors will consult with LAFD, LAWAPD, LAPD, and other agencies as appropriate, to evaluate and refine as necessary, program requirements for fire and police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting and design.

The following LAX Master Plan Commitments from other environmental disciplines would also serve to reduce response times and/or demand for police services, including traffic and construction- related enforcement issues:

- **C-1: Establishment of Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.

  This office may undertake a variety of duties, including but not limited to:

  - Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc;
  - Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
  - Establish staging areas;
  - Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
  - Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
  - Monitor and coordinate deliveries;
  - Establish detour routes;
  - Work with residential and commercial neighbors to address their concerns regarding construction activity; and
  - Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

- **ST-9: Construction Deliveries.** Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications of approved traffic detour plans.
- **ST-12: Designated Truck Delivery Hours.** Truck deliveries shall be encouraged to use night-time hours and shall avoid peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- **ST-14: Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
- **ST-16: Designated Haul Routes.** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.
- **ST-17: Maintenance of Haul Routes.** Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.
- **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries,

construction employee shift hours, construction employee parking locations, and other relevant factors.

- **ST-19: Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.
- **ST-20: Stockpile Locations.** Stockpile locations will be confined to the eastern area of the airport vicinity, to the extent practical and feasible. After the eastern facilities are under construction in Alternative D, stockpile locations will be selected that are as close to I-405 and I-105 as possible, and can be accessed by construction vehicles with minimal disruption to adjacent streets. Multiple stockpile locations may be provided, as required.
- **ST-21: Construction Employee Parking Locations.** During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.
- **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.
- **LU-1: Incorporation of City of Los Angeles Ordinance 159.526 [Q] zoning conditions for LAX Northside Plan Update/Westchester Southside Projects.** To the maximum extent feasible, all [Q] Conditions (Qualifications of Approval) from City of Los Angeles Ordinance Number 159,526 that address the Northside project area will be incorporated by LAWA into a new LAX Zone/LAX Specific Plan for the LAX Northside/Westchester Southside project. Accepting that certain conditions may be updated, revised, or determined infeasible as a result of changes to the LAX Northside project, the final conditions for the LAX Northside/Westchester Southside project will ensure that the level of environmental protection afforded by the full set of existing LAX Northside project [Q] conditions is maintained or increased.

Project Design Features

The proposed Project includes the following Project Design Features intended to avoid impacts to police protection services:

- **PDF Public Services-Police (PSP)-1:** The proposed Project would be required to provide design features consistent with the Police Protection Regulations established within the LAMC as well as appropriate design features recommended as part of compliance with LAX Master Plan Commitment LE-2.
- **PDF PSP-2:** The proposed Project does not include residential development that would add permanent population and habitable structures in need of police protection.
- **PDF PSP-3:** Pedestrian safety will be ensured within the proposed Project through pedestrian crosswalk signage, specific finish materials to reinforce crossings, and streetscape lighting strategies that promote pedestrian awareness and safety at all hours of the day.
- **PDF PSP-4:** The proposed Project requires that lighting be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties.
- **PDF PSP-5:** The proposed Project maintains security fences in their existing location and configuration the LAX Northside Airport Support District to prevent access to the LAX North Airfield.
- **PDF PSP-6:** The proposed Project maintains the existing secured access point at the intersection of Falmouth Avenue and Westchester Parkway that restricts access to the LAX Northside Airport Support District.
- **PDF PSP-7:** The proposed Project requires that recreation areas are secured with an eight foot tall fence and provide limited and controlled access to the general public.
- **PDF PSP-8:** The proposed Project Buffer areas (100-feet along the northern edge of Area 2 and 20' along the northern edge of Area 1) are required to be secured by a ten foot tall fence and are not publicly accessible.

4.12.2.3.4 Project Impacts

As described in Section 4.11 Population, Housing, and Employment, the proposed Project would not generate a residential population, but would generate approximately 7,111 permanent, long-term jobs. The impact analysis therefore focuses on the potential increased demand for police services related to the proposed Project construction and employment growth.

Construction Impacts

LAX Northside Center District

Area 11, 12A East, 12A West, 12B, and 13

Construction activities would not occur on Area 12B, a portion of Area 13, and a portion of Area 12A East. The existing Westchester Golf Course, First Flight Child Development Center, and LAFD Fire Station Number 5 would remain in their existing locations and configurations at these sites. Construction of the proposed Project could result in accidents at construction sites and/or a temporary increase in risk to vehicles, bicycles and pedestrians, along with increased response times for law enforcement personnel, as a result of traffic detours. In addition, criminal activities around the construction sites could include theft of equipment and materials, or vandalism after work hours. However, potential impacts related to construction would be reduced or avoided with the implementation of following LAX Master Plan Commitments:

- LE-1: Routing Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan;
- PS-2: Fire and Police Facility Space and Siting Requirements; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic-related detours or law enforcement response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;
- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;
- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed would help facilitate police access and response as occurs under current congested conditions. Therefore, construction impacts related to police services in the LAX Northside Center District would be less than significant.

LAX Northside Campus District

Areas 1, 2, and 3

Construction activities would not occur on a portion of Area 1. The existing Jet Pets animal quarantine facility would remain in its existing location and configuration at that site. Construction of the proposed Project on the remainder of Area 1, Area 2, and Area 3 in the LAX Northside Campus District could result in accidents at construction sites and/or a temporary increase in risk to vehicles, bicycles and pedestrians, along with increased response times for law enforcement personnel, as a result of traffic detours. In addition, criminal activities around the construction sites could include theft of equipment and materials, or vandalism after work hours. However, potential impacts related to construction would be reduced or avoided with the implementation of following LAX Master Plan Commitments:

- LE-1: Routing Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan;
- PS-2: Fire and Police Facility Space and Siting Requirements; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic-related detours or law enforcement response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;
- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;
- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed would help facilitate police access and response as occurs under current congested conditions. Therefore, impacts related to police services would be less than significant.

LAX Northside Airport Support District

Areas 4, 5, 6, 7, 8, 9, and 10

Existing airport support uses would continue in all Areas of the LAX Northside Airport Support District as they do under existing conditions. Construction activities could include expansion or upgrades of existing facilities, as well as construction of new facilities similar to existing structures. Construction of the proposed Project in the LAX Northside Airport Support District could result in accidents at construction sites and/or a temporary increase in risk to vehicles, bicycles and pedestrians, along with increased response times for law enforcement personnel, as a result of traffic detours. In addition, criminal activities around the construction sites could include theft of equipment and materials, or vandalism after work hours. However, potential impacts related to construction would be reduced or avoided with the implementation of following LAX Master Plan Commitments:

- LE-1: Routing Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan;
- PS-2: Fire and Police Facility Space and Siting Requirements; and
- C-1: Establishment of a Ground Transportation/Construction Coordination Office.

In addition, the following LAX Master Plan Commitments would reduce traffic-related detours or law enforcement response times during construction:

- ST-9: Construction Deliveries;
- ST-12: Designated Truck Delivery Hours;
- ST-14: Construction Employee Shift Hours;
- ST-17: Maintenance of Haul Routes;

- ST-18: Construction Traffic Management Plan;
- ST-19: Closure Restrictions of Existing Roadways;
- ST-21: Construction Employee Parking Locations; and
- ST-22: Designated Truck Routes.

In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when needed would help facilitate police access and response as occurs under current congested conditions. Therefore, impacts related to police services would be less than significant.

Operational Impacts

LAX Northside Center District

Areas 11, 12A East, 12A West, 12B, and 13

The LAX Northside Center District would not increase residential service population of the Pacific Community Police Station. The LAX Northside Center District would add approximately 2,178 daytime employees.. The operations of the proposed daytime commercial, recreational, office, educational, and community serving activities associated with the proposed Project in the LAX Northside Center District would increase the need for patrol services at the Project site and the projected number of calls for police protection services of the LAPD. Based on LAPD statistics on the population served by the Pacific Community Police Station, the existing number of crimes per 1,000 persons is approximately 29.8 or an incident generation rate of .029 per capita. The LAX Northside Center District would add 2,178 daytime employees. Applying the incident generation rate of .029 to the proposed Project's daytime employees would result in an increase of 63 incidents per year. This would be equivalent to about a one percent increase over the 6,069 existing crimes within the Pacific Community Police Station service area. This is a conservative estimate as daytime employees would not be permanent residents requiring police services in the Pacific Community Police Station service area. The LAX Northside Center District would increase the workload of the Pacific Community Police Station by one percent. Therefore, operation of the LAX Northside Center District would not result in an increase in Project site population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.

However, with the incorporation of following LAX Master Plan commitments, impacts related to police services would be less than significant:

- LE-1: Routine Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan; and
- PS-2: Fire and Police Facility Space and Siting Requirements.

These LAX Master Plan Commitments would ensure that LAWAPD and LAPD continue to routinely evaluate and provide additional officers, supporting administrative staff, facilities, and equipment to keep pace with forecast increases in activity and development at the Project site in order to maintain a high level of law enforcement services. This would be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction

through LAWA review of status reports on law enforcement services at LAX. LAX Master Plan Commitment LE-2, Plan Review, would ensure that during the design phase of any development on the Project site, LAPD, LAWAPD, and other law enforcement agencies would be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas and unsafe design, are reduced. Through implementation of these LAX Master Plan commitments, the LAX Northside Center District would not result in an increase in emergency response times beyond the limits required by applicable jurisdictions within the study area due to increased traffic congestion, changes in circulation, or the location of new land uses. Therefore, impacts related to police services would be less than significant.

LAX Northside Campus District

Areas 1, 2, and 3

The LAX Northside Campus District would not increase residential service population of the Pacific Community Police Station. The LAX Northside Campus District would add approximately 4,808 daytime employees. The operations of the proposed daytime commercial, recreational, office educational, and community serving activities associated with the proposed Project in the LAX Northside Campus District would increase the need for patrol services at the Project site and the projected number of calls for police protection services of the LAPD. Based on LAPD statistics on the population served by the Pacific Community Police Station, the existing number of crimes per 1,000 persons is approximately 29.8 or an incident generation rate of .029 per capita. The LAX Northside Campus District would add 4,808 daytime employees. Applying the incident generation rate of .029 to the proposed Project's daytime employees would result in an increase of 139 incidents per year. This would be equivalent to about a two percent increase over the 6,069 existing crimes within the Pacific Community Police Station service area. This is a conservative estimate as daytime employees would not be permanent residents requiring police services in the Pacific Community Police Station service area. The LAX Northside Campus District would increase the workload of the Pacific Community Police Station by two percent. Therefore, operation of the LAX Northside Campus District would not result in an increase in Project site population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.

However, with the incorporation of following LAX Master Plan commitments, impacts related to police services would be less than significant:

- LE-1: Routine Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan; and
- PS-2: Fire and Police Facility Space and Siting Requirements.

These LAX Master Plan Commitments would ensure that LAWAPD and LAPD continue to routinely evaluate and provide additional officers, supporting administrative staff, facilities, and equipment to keep pace with forecast increases in activity and development at the Project site in order to maintain a high level of law enforcement services. This would be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction through LAWA review of status reports on law enforcement services at LAX. LAX Master Plan Commitment LE-2, Plan Review, would ensure that during the design phase of any development on the Project site, LAPD, LAWAPD, and other law enforcement agencies would be consulted to review plans so that, where possible, environmental contributors to criminal

activity, such as poorly-lit areas and unsafe design, are reduced. Through implementation of these LAX Master Plan commitments, the LAX Northside Center District would not result in an increase in emergency response times beyond the limits required by applicable jurisdictions within the study area due to increased traffic congestion, changes in circulation, or the location of new land uses. Therefore, impacts related to police services would be less than significant.

LAX Northside Airport Support District

Areas 4, 5, 6, 7, 8, 9, and 10

The LAX Northside Airport Support District would not increase residential service population of the Pacific Community Police Station. The LAX Northside Airport Support District would add approximately 125 daytime employees. The operations of the proposed daytime airport support activities associated with the proposed Project in the LAX Northside Airport Support District would increase the need for patrol services at the Project site and the projected number of calls for police protection services of the LAPD. Based on LAPD statistics on the population served by the Pacific Community Police Station, the existing number of crimes per 1,000 persons is approximately 29.8 or an incident generation rate of .029 per capita. The LAX Northside Airport Support District would add 125 daytime employees. Applying the incident generation rate of .029 to the proposed Project's daytime employees would result in an increase of four incidents per year. This would be equivalent to about a 0.06 percent increase over the 6,069 existing crimes within the Pacific Community Police Station service area. This is a conservative estimate as daytime employees would not be permanent residents requiring police services in the Pacific Community Police Station service area. The LAX Northside Airport Support District would increase the workload of the Pacific Community Police Station by less than one percent. Therefore, operation of the LAX Northside Airport Support District would not result in an increase in Project site population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.

However, with the incorporation of following LAX Master Plan commitments, impacts related to police services would be less than significant:

- LE-1: Routine Evaluation of Manpower and Equipment Needs;
- LE-2: Plan Review;
- PS-1: Fire and Police Facility Relocation Plan; and
- PS-2: Fire and Police Facility Space and Siting Requirements.

These LAX Master Plan Commitments would ensure that LAWAPD and LAPD continue to routinely evaluate and provide additional officers, supporting administrative staff, facilities, and equipment to keep pace with forecast increases in activity and development at the Project site in order to maintain a high level of law enforcement services. This would be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction through LAWA review of status reports on law enforcement services at LAX. LAX Master Plan Commitment LE-2, Plan Review, would ensure that during the design phase of any development on the Project site, LAPD, LAWAPD, and other law enforcement agencies would be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas and unsafe design, are reduced. Through implementation of these LAX Master Plan commitments, the LAX Northside Center District would not result in an increase in emergency response times beyond the limits required by applicable jurisdictions

within the study area due to increased traffic congestion, changes in circulation, or the location of new land uses. Therefore, impacts related to police services would be less than significant.

Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area for within Districts on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to police protection services. Floor area transfers would not substantially change the populations of employees and students that were analyzed for the proposed Project. Additionally, transfers may only occur between uses permitted within the proposed Project, and in no event would residential uses that could contribute to permanent population growth be allowed. Therefore, as populations would not be changed as a result of floor area transfers, floor area transfers would not alter the conclusions with regard to police protection services. Should floor area be transferred across the Districts, the resulting impacts would be similar to those evaluated herein.

4.12.2.3.5 Cumulative Impacts

The geographic context for the cumulative impact analysis for police services is the service area of the Pacific Community Police Station. The buildout year for the proposed Project is 2022. Therefore, cumulative impacts on police services were analyzed relative to 2022 cumulative growth projected in the service area of the Pacific Community Police Station. The 2022 growth projection for the service area is based on SCAG's 2008 Regional Transportation Plan. Based on SCAG projections, it is anticipated that the residential service population of the Pacific Community Police Station would be approximately 12,646 persons in 2022 (**Table 4.12-6**). This residential population growth would generate an increased demand for police protection services and facilities. In addition, as described above, the proposed Project would generate an additional daytime population increase of approximately 7,111 employees that would generate an increased demand for police protection services. Related projects would increase the demand for police protection services as provided by the Pacific Community Police Station. As indicated in Section 3, Environmental Setting, of this Draft EIR, the growth associated with these related projects have been accounted for in SCAG growth projections. Therefore, the population growth for these related projects have been accounted for in the above estimated 2022 service population of the Pacific Police Station. Furthermore, as with the proposed Project, the related projects and all other future development projects through 2022 would be subject to discretionary review by the LAPD and would be required to implement measures to ensure that no significant impacts to police protection would occur. In addition, given the proposed Project's planned security design features, the proposed Project's contribution to cumulative impacts on police services provided would be less than significant.

Table 4.12-6

Estimated 2022 Population Within Pacific Community Police Station Serving LAX Area

Census Tract	Population 2022
2,766.02	9,428
2,780	3,218
Total	**12,646**

Notes:

[a] Estimated 2022 service populations for the census tracts within the boundaries of Pacific Community Police Station were calculated using 2022 population data from the Southern California Association of Governments (SCAG) 2008 RTP Growth Forecast (accessed online at http://www.scag.ca.gov/forecast/index.htm, accessed September 28, 2013). The census tracts contained within the service boundaries of Pacific Community Police Station were identified using 2000 U.S. Census (accessed online www.census.gov, accessed September 28, 2013).

[b] Population for 2022 is calculated by averaging population for 2020 and 2025.

Source: URS Corporation, based on SCAG 2008 Regional Transportation Plan growth forecasts, 2010.

4.12.2.3.6 Mitigation Measures

The proposed Project would be developed in compliance with all statutory and Police Department-required improvements to preclude significant impacts on police protection. In addition, implementation of LAX Master Plan Commitments LE-1, LE-2, PS-1, and PS-2 would ensure that impacts relative to police services associated with the proposed Project would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.12.2.3.7 Level of Significance After Mitigation

As impacts related to police protection would be less than significant without mitigation in excess of what the LAX Master Plan EIR/EIS requires of LAWA projects, impacts would remain less than significant.

4.12.3 Public Schools

4.12.3.1 Introduction

This section addresses the potential impact of the proposed Project on public schools. The analysis evaluates whether proposed Project may change public school enrollment in the Los Angeles Unified School District (LAUSD) and the extent to which available school capacity is sufficient to accommodate the students generated by the proposed Project.

4.12.3.2 Environmental Setting

4.12.3.2.1 Regulatory Framework

The proposed Project must comply with federal, state, and local regulations relevant to public schools.

Federal

As in other states, education in the State of California is primarily regulated at the state and local level. However, the federal government does provide funding for specialized programs. In Fiscal Year 2011-2012 Federal Funding accounted for $868 million, or approximately 13 percent of total funds.[34] These funds are mandated for specific programs (i.e., school lunches/breakfasts, Title 1, Special Education, School to Work, Child Development, and Adult Education), and are not used for general educational purposes.

State

California Environmental Quality Act

CEQA is a statewide policy for environmental protection. CEQA requires state and local agencies within the State to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts. CEQA requires that state and local agencies consider objectives for public services including fire, police, and school services.

The 1986 School Facilities Act & Leroy F. Greene School Facilities Act of 1998

State Senate Bill 50 (SB 50), the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. The bill represents the most important school facility finance and developer fee reform legislation since the adoption of the 1986 School Facilities Act. SB 50 authorized $9.2 billion in State bonds for K-12 and higher education school facilities construction and modernization.

The 1986 Act had specified that the State would fund 100 percent of future school needs, less local contributions, where local bond funding was inadequate. Under the 1986 Act, local contributions in the amounts of $1.50 per square foot of new residential construction and $0.25 per square foot of non-residential construction could be imposed on land developers. Subsequent to the 1986 Act, a series of judicial rulings established that the limitations on statutory school fees pursuant to the 1986 Act were not applicable to new land development requiring legislative approvals, such as an amendment to a city or county general plan, a zone change, or approval of a development agreement. The judicial rulings also established that a local agency had the discretion to deny or reject a development application based on the development's adverse impact on local school facilities, either by its own legislative act or by a finding that the applicant had not complied with CEQA adequately.

With approval of SB 50, the direction provided by these judicial decisions was replaced with a strict structure for funding school facilities in the State. Under SB 50, the State, except where hardship assistance is provided, will fund 50 percent of the cost of future school facilities,

[34] Los Angeles Unified School District, Budget Services and Financial Planning Division, Superintendent's Revised Budget, 2012-2013

assuming that local bonds will be approved, and that school fees will provide the remaining 50 percent. SB 50 states that local agencies are restricted, with few exceptions, from exacting fees or imposing other requirements to mitigate the effects of new land development on school facilities beyond the fee amounts authorized by SB 50. Relevant to evaluation of development projects under CEQA, SB 50 establishes two fee options to mitigate potential significant impacts of new development on schools:

- A school district can adopt the maximum school fee amounts pursuant to the 1986 School Facilities Act (Education Code Section 17620).
- Interim school fees can be adopted by a city and school district pursuant to Government Code Section 65970.

SB 50 allows maximum fee amounts that are "…deemed to provide full and complete school facilities mitigation…" for purposes of CEQA.[35] Pursuant to SB 50, the initial, or "Level 1" fees that can currently be charged by a school district are $0.33 per square foot for commercial construction. Beginning in 2000, the amounts for commercial construction have been adjusted for inflation every two years. A school district can quality for higher, "Level 2" fees, if the State Allocation Board determines the school district is eligible for new construction funding. Eligibility is only granted after a district conducts a school facilities needs analysis, satisfies other requirements relating to utilization of other school sites, and attempts to secure voter approval for local bond measures.[36] SB 50 also includes important provisions relating to types of development subject to statutory fees. These provisions, as set forth in Government Code Section 65995(d), indicate that commercial and industrial developments occupied by local, State and federal government agencies are not subject to school fees. The payment of a fee pursuant to Section 65995 is deemed to be full and complete mitigation of the impacts of development.

SB 1777 and SB 1789

SB 1777 (1996-1997 Class Size Reduction Program) and SB 1789 (Class Size Reduction Facilities Funding Program) are two programs that provide incentive monies to the local school districts to lower class size for grades K-3, to a ratio of 20:1 (students: teachers), and funds for additional teaching stations.

AB 149 and AB 2071

Assembly Bills (ABs) 149 and 2071 allow parents to enroll their children in public school districts whose boundaries encompass the parent's place of work, rather than the parent's place of residence, and for the school district to consider such applications. The interdistrict transfer program applies to kindergarten through middle school (i.e., grades K-8) students. "Sending" and "receiving" school districts may refuse inter-district transfers; however, grounds for such refusals include findings that the requested transfer would be to a school district that is operating at full capacity, and would negatively impact a district's desegregation plan or that the additional cost of educating a student would exceed the amount of additional state aid received as a result of the transfer. Districts cannot arbitrarily refuse transfers (e.g., on the basis of race, ethnicity, sex, parental income, or scholastic achievement).[37]

Local

[35] State of California, California Government Code, 2012, Section 65996(b), online at http://law.onecle.com/california/government/65996.html, accessed July 25, 2012.
[36] City of Los Angeles, LAX Master Plan EIS/EIR, 2001, Schools Technical Report, page 3.
[37] State of California, California Education Code Section 48204 (f), 2013.

Los Angeles Unified School District (LAUSD)

State law permits school districts to charge development fees to fund capital acquisition and improvements to school facilities, based on documented justification that residential and non-residential development projects generate students. LAUSD collects the maximum new school construction facility fee at a rate of $0.51 per square foot of commercial construction. [38]

Los Angeles Municipal Code (LAMC)

The LAMC requires decision-makers to adopt findings and/or establish conditions to ensure compatibility with the surrounding neighborhood and to minimize possible adverse environmental impacts ranging from noise, extended hours of after school activities, inadequate parking, increase of traffic, pickup and drop-off of students, lighting, special event activities, trash disposal, site maintenance, and other impacts from the operation of the schools.

4.12.3.2.2 Existing Conditions

LAUSD provides public K-12 education for the City of Los Angeles and 31 other cities, and for several County of Los Angeles unincorporated communities. Currently, LAUSD enrolls more than 640,000 students in kindergarten through 12th grade, at over 900 schools, and 187 public charter schools. LAUSD is divided into eight Local Districts that manage schools within their boundaries.[39]

The Project site is located within the boundaries of LAUSD Local District 4. The current calendar, residential enrollment, actual enrollment, current seating overage/shortage, and overcrowded status of the schools that serve the vicinity of the Project site is listed below (**Figure 4.12-2**, **Table 4.12-5**).

[38] Los Angeles Unified School District, Developer Fee Program Office, Verbal Communication, September 2013.
[39] Los Angeles Unified School District, District Information, online at http://home.lausd.net/apps/pages/index.jsp?uREC_ID=178745&type=d, accessed March 9, 2013.

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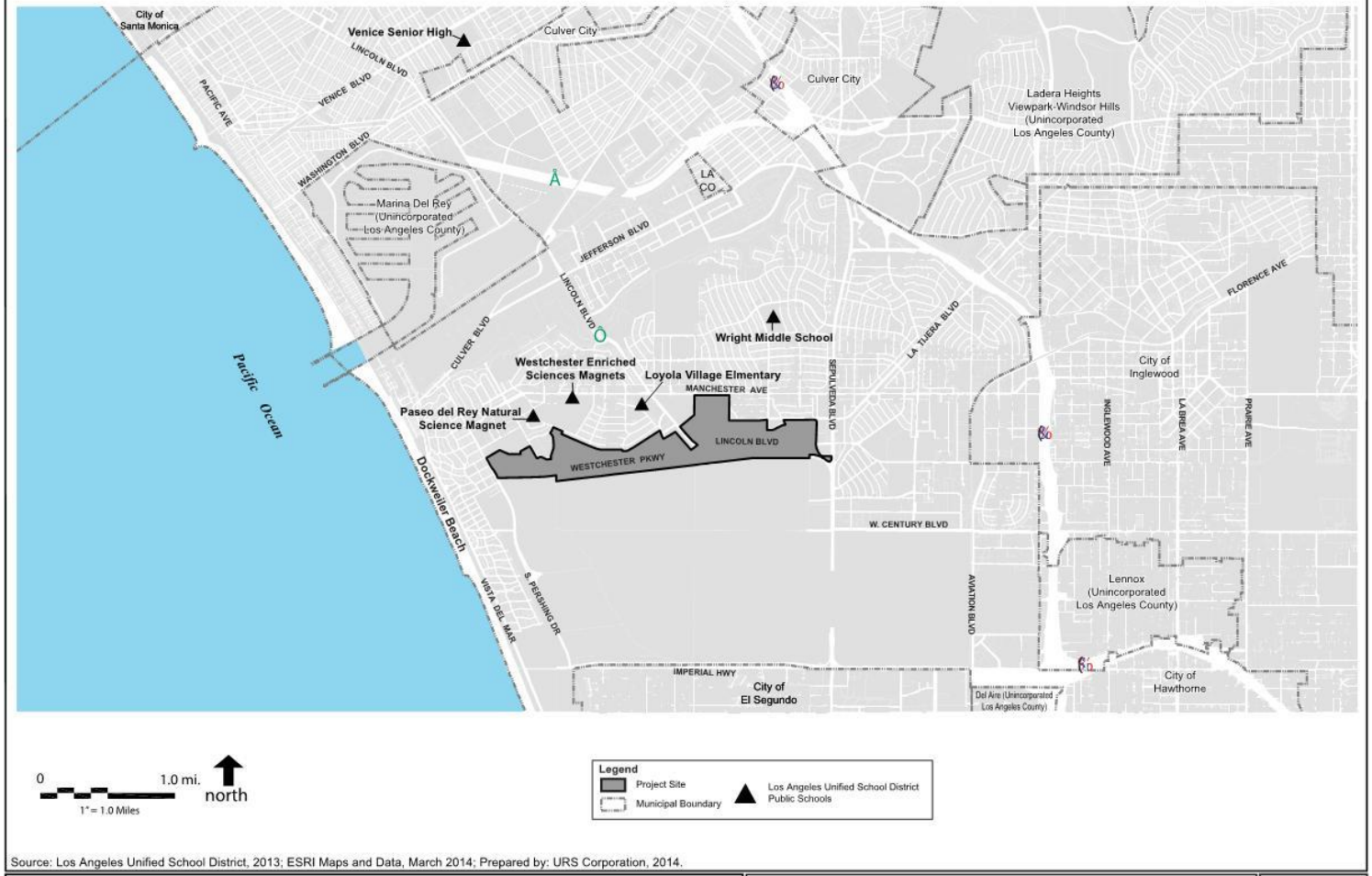

Source: Los Angeles Unified School District, 2013; ESRI Maps and Data, March 2014; Prepared by: URS Corporation, 2014.

Public Schools in the Project Site Vicinity	Draft Environmental Impact Report LAX Northside Plan Update	FIGURE 4.12-2

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Table 4.12-7

Current Enrollments and Capabilities of LAUSD Schools Serving the Project Site

School Name	Grades	Capacity	Actual Enrollment	Current Seating Overage/ (Shortage)	Overcrowded?
Loyola Village Elementary	K-5	432	477	-45	Yes
Paseo del Rey Natural Science Magnet	K-5	515	506	9	No
Kentwood Elementary	K-5	521	379	142	No
Wright Middle School	6-8	2,130	805	1,325	No
Westchester Enriched Sciences Magnets-Aviation/Aerospace[a]	9-12	-	388	-	No
Westchester Enriched Sciences Magnets-Environmental	9-12	-	336	-	No
Westchester Enriched Sciences Magnets-Health/Sports Medicine	9-12	-	1,409	-	No
Westchester Enriched Sciences Magnets Total	9-12	3,546[b]	2,133	1,413[c]	No
Venice Senior High	9-12	3,235	2,300	935	No
Total	**-**	**10,379**	**6,600**	**3,779**	**No**

Notes:

[a] Westchester Enriched Sciences Magnets is comprised of three magnet schools; the three magnet schools share the operating capacity of the Westchester Enriched Sciences Magnets campus.

[b] Represents the combined total capacity for all three Westchester Enriched Sciences Magnets.

[c] Represents the combined total seating overage for all three Westchester Enriched Science Magnets.

Source: LAUSD, 2013, LA City CEQA Thresholds Guide, 2006.

4.12.3.3 Impact Analysis

4.12.3.3.1 Methodology

Utilizing information supplied by LAUSD, the existing conditions of the public schools serving the Project site vicinity were assessed. This assessment addresses the potential impacts of the proposed Project on the public school system only, as only the public school system is directly responsible (and mandated) to service new student populations generated from implementation

of the proposed Project. Private institutions, as well as higher education institutions, are not evaluated since they are privately funded and not mandated to provide public services. Therefore, these schools are not discussed herein.

The methodology used in this analysis assumes that the numbers of new students generated from the proposed Project are indirectly related to the type and amount of proposed development. The proposed Project does not include residential development, and therefore will have no direct impact on population growth and associated increases in the number of students.

The LAUSD approach starts with an estimation of the number of new employees associated with the proposed Project. A factor (78 percent), representing the percentage of those employees that are likely to reside within the LAUSD, is then applied to the employee count. The resulting number of employees who will reside within the district is then factored by the number of new homes per employee (.64) in order to arrive at the number of new employee households that would be located within LAUSD. A student generation rate of 0.39 (the LAUSD average for all grade levels) is then applied to these employee households to determine the number of new students generated by project employment.[40]

4.12.3.3.2 Significance Thresholds

A significant schools impact would occur if the direct and indirect changes in the environment that may be caused by the proposed Project would potentially result in the following future condition:

- Increased demand for schools that would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s).

These thresholds are derived from the L.A. City CEQA Thresholds Guide.

4.12.3.3.3 LAX Master Plan Commitments and Project Design Features

LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted several commitments pertaining to fire protection and emergency services to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. The following commitments are applicable to the proposed Project and were considered in the police schools analysis herein.

- **C-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.

  This office may undertake a variety of duties, including but not limited to:

[40] Los Angeles Unified School District, School Facilities Fee Plan, March 2, 2000, Chapter 6, via City of Los Angeles, LAX Master Plan Final EIS/EIR, Section 4.27, Schools, 2004.

- Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
- Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
- Establish staging areas;
- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
- Monitor and coordinate deliveries;
- Establish detour routes;
- Work with residential and commercial neighbors to address their concerns regarding construction activity; and
- Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

- **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations, and other relevant factors.
- **ST-19: Closure Restrictions of Existing Roadways.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

Project Design Features

The proposed Project does not include additional public school facilities. Development of the proposed Project would comply with all applicable state and local school impact fees.

4.12.3.3.4 Project Impacts

Construction

LAX Northside Center District

Construction of the proposed Project in the LAX Northside Center District could occur as close as 0.5 miles from the nearest public school, the Loyola Village Elementary School. However, proposed Project construction activities would comply with LAX Master Plan Commitments C-1, ST-18, ST-19, and ST-22 related to construction, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local schools. Therefore, construction impacts related to public school services would be less than significant.

LAX Northside Campus District

Construction of the proposed Project in the LAX Northside Campus District could occur as close as 0.3 miles from the nearest public school, the Loyola Village Elementary School. However, proposed Project construction activities would comply with LAX Master Plan Commitments C-1, ST-18, ST-19, and ST-22 related to construction, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local schools. Therefore, construction impacts related to public school services would be less than significant.

LAX Northside Airport Support District

Construction of the proposed Project in the LAX Northside Airport Support District could occur as close as 0.5 miles from the nearest public school, the Loyola Village Elementary School. However, proposed Project construction activities would comply with LAX Master Plan Commitments C-1, ST-18, ST-19, and ST-22 related to construction, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local schools. Therefore, construction impacts related to public school services would be less than significant.

Operations

LAX Northside Center District

Based on an average student generation rate of 0.39, enrollment within the Project site vicinity associated with LAX Northside Center District employees would increase by 424 students.[41] This number of students is within the excess capacity of public schools currently serving the Project site vicinity (**Table 4.12-7**). Based on the estimated current overage of 3,779 seats, the public schools serving the Project site vicinity would still have an excess of 3,375 seats with implementation of the proposed Project in the LAX Northside Center District.

As a result, the proposed Project would not require the construction of new facilities and/or modifications to the existing operational characteristics of the schools (e.g., major reorganization of students or classrooms, major revisions to the school calendar, etcetera). In

[41] Based on an estimated 2,178 net new LAX Northside Center District employees as follows: 2,178 (net new employees) X 0.78 (employees likely to reside within the district)= 1,699; 1,699X 0.64 (number of new employee households likely to be located in LAUSD)= 1,087; 1,087 X 0.39 (student generation rate)= 424 net new students.

addition, developers of commercial uses associated with the proposed Project are expected to comply with California Government Code 65995 and pay the school facility fees, as determined by LAUSD, prior to construction. Per Section 65996 of the California Government Code, compliance with Section 65995 is "…deemed to provide full and complete school facilities mitigation…" for the purposes of CEQA. Therefore, impacts related to public schools would be less than significant.

LAX Northside Campus District

Based on an average student generation rate of 0.39, enrollment within the Project site vicinity associated with LAX Northside Campus employees would increase by 936 students.[42] This number of students is within the excess capacity of public schools currently serving the Project site vicinity (**Table 4.12-7**). Based on the estimated current overage of 3,779 seats, the public schools serving the Project site vicinity would still have an excess of 2,843 seats with implementation of the proposed Project.

As a result, the proposed Project would not require the construction of new facilities and/or modifications to the existing operational characteristics of the schools (e.g., major reorganization of students or classrooms, major revisions to the school calendar, etcetera). In addition, developers of commercial uses associated with the proposed Project are expected to comply with California Government Code 65995 and pay the school facility fees, as determined by LAUSD, prior to construction. Per Section 65996 of the California Government Code, compliance with Section 65995 is "…deemed to provide full and complete school facilities mitigation…" for the purposes of CEQA. Therefore, impacts related to public schools would be less than significant.

LAX Northside Airport Support District

Based on an average student generation rate of 0.39, enrollment within the Project site vicinity associated with LAX Northside Airport Support District employees would increase by 24 students.[43] This number of students is within the excess capacity of public schools currently serving the Project site vicinity (**Table 4.12-7**). Based on the estimated current overage of 3,779 seats, the public schools serving the Project site vicinity would still have an excess of 3,755 seats with implementation of the proposed Project.

As a result, the proposed Project would not require the construction of new facilities and/or modifications to the existing operational characteristics of the schools (e.g., major reorganization of students or classrooms, major revisions to the school calendar, etcetera). In addition, developers of commercial uses associated with the proposed Project are expected to comply with California Government Code 65995 and pay the school facility fees, as determined by LAUSD, prior to construction. Per Section 65996 of the California Government Code, compliance with Section 65995 is "…deemed to provide full and complete school facilities mitigation…" for the purposes of CEQA. Therefore, impacts related to public schools would be less than significant.

[42] Based on an estimated 4,808 net new LAX Northside Campus District employees as follows: 4,808 (net new employees) X 0.78 (employees likely to reside within the district)= 3,750; 3,750 X 0.64 (number of new employee households likely to be located in LAUSD)= 2,400; 2,400 X 0.39 (student generation rate)= 936 net new students.

[43] Based on an estimated 125 net new LAX Northside Airport Support District employees as follows: 125 (net new employees) X 0.78 (employees likely to reside within the district)= 97; 97 X 0.64 (number of new employee households likely to be located in LAUSD)= 62; 62 X 0.39 (student generation rate)= 24 net new students.

Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area for within Districts on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to school services. Floor area transfers would not substantially change the populations of employees and students that were analyzed for the proposed Project. Additionally, transfers may only occur between uses permitted within the proposed Project, and in no event would residential uses that could contribute to direct population growth be allowed. Therefore, as populations would not be changed as a result of floor area transfers, floor area transfers would not alter the conclusions with regard to school services. Should floor area be transferred across the Districts, the resulting impacts would be similar to those evaluated herein.

4.12.3.3.5 Cumulative Impacts

The geographic context for the cumulative impact analysis for LAUSD facilities and services are the attendance boundaries of the LAUSD schools serving the Project site. The buildout year for the proposed Project is 2022. The proposed Project does not include residential development, and therefore will have no direct impact on population growth and associated increases in the number of students.

As analyzed above, an average student generation rate of 0.39 would cause enrollment within the Project site vicinity associated with proposed Project employees to increase by 1,384 students. This number of students is within the excess capacity of public schools currently serving the Project site vicinity (**Table 4.12-7**). Based on the estimated current overage of 3,779 seats, the public schools serving the Project site vicinity would still have an excess of 2,395 seats with implementation of the proposed Project.

Cumulative growth through 2022 (including the related projects identified in Section 3, Environmental Setting) within the attendance boundaries of the LAUSD schools serving the Project site would generate K-12 students to the LAUSD. The LAUSD's adopted Strategic Execution Plan outlines the addition of 166,643 seats through new school construction (from active, completed, and finalized projects). As discussed, the schools serving the Project site vicinity currently have excess capacity and implementation of LAUSD's Strategic Execution Plan would add seats to accommodate future growth. Additionally, the related projects and other future development projects through 2022 would aid in funding construction for increased classroom capacity. Related projects are expected to comply with California Government Code 65995 and pay the school facility fees, as determined by LAUSD, prior to construction. Per Section 65996 of the California Government Code, compliance with Section 65995 is "…deemed to provide full and complete school facilities mitigation…" for the purposes of CEQA. Therefore, impacts related to public schools would be less than significant.

As a result, the proposed Project and related projects would not require the construction of new facilities and/or modifications to the existing operational characteristics of the schools (e.g., major reorganization of students or classrooms, major revisions to the school calendar, etcetera). Therefore, cumulative impacts to public schools would be less than significant.

4.12.3.3.6 Mitigation Measures

The proposed Project will be implemented in compliance with California Government Code Section 65996, which has been deemed to provide full and complete school facilities mitigation.

In addition, implementation of LAX Master Plan Commitments, including C-1, ST-18, ST-19, and ST-22, would ensure that impacts relative to public schools associated with the proposed Project would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.12.3.3.7 Level of Significance After Mitigation

As impacts related to public schools would be less than significant without mitigation in excess of what the LAX Master Plan EIR/EIS requires of LAWA projects, impacts would remain less than significant.

4.12.4 Libraries

4.12.4.1 Introduction

This section addresses the potential impact of the proposed Project on City of Los Angeles Public Library services and facilities. The analysis evaluates whether available library capacity is sufficient to accommodate population growth from the proposed Project and the potential for the proposed Project to affect library facility demand for services.

4.12.4.2 Environmental Setting

4.12.4.2.1 Regulatory Framework

The proposed Project must comply with federal, state, and local regulations relevant to public libraries.

Federal

There are no federal libraries regulations applicable to the proposed Project.

State

California Environmental Quality Act

CEQA is a statewide policy for environmental protection. CEQA requires state and local agencies within the State to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts. CEQA requires that state and local agencies consider objectives for public services including fire, police, library, and school services.

Local

Los Angeles Public Library Branch Facilities Plan

To guide the construction, maintenance, and operation of libraries within the City of Los Angeles, the Los Angeles Public Library (LAPL) Board of Commissioners adopted the Branch Facilities Plan in 1988. The Branch Facilities Plan is comprised of two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services. To facilitate and finance the implementation of

the Branch Facilities Plan, bond measures were approved in 1989 and 1998. With the anticipated completion of the projects listed in the Branch Facilities Plan of 1988, the LAPL Board of Commissioners approved a revision of plan in 2007. The revised Branch Facilities Plan sets the following site selection criteria for library branch facilities:

- Security conscious design located in retail center;
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and to have electronic technology, substantial shelving and seating capacities, and have a community meeting room;
- Good visibility and street access;
- Easily accessible by car, by bus and on foot;
- Take into consideration the relative locations of all schools served by the branch;
- Take into consideration the relative locations of all neighboring branch libraries; and
- For a community with population above 90,000, consider adding a second branch to serve that area.

Criteria for new libraries are based on population served (**Table 4.12-8**).

Table 4.12-8

Los Angeles Public Library: Criteria for New Libraries

Population Served	Size of Facility (square feet)	Property Required (square feet)
Below 45,000	12,500	32,500
Above 45,000	14,500	40,000
Above 90,000	Consider adding a second branch to serve that area.	-
Regional Branch	Up to 20,000	52,000

Source: City of Los Angeles, Los Angeles Public Library Brach Facilities Plan, adopted 1988, revised 1998 and 2006, online at http://173.196.26.171/about/planning_overview.html, accessed March 9, 2013.

4.12.4.2.2 Existing Conditions

The LAPL System provides library services to the Project site. The LAPL System includes the Central Library, 71 branches, electronic resources, and programs. There are approximately six million books and other materials within the LAPL collection. The Central Library houses approximately 2.2 million books and other materials.[44]

The Westchester-Loyola Village Branch Library is located at 7114 W. Manchester Ave. in the Community of Westchester, approximately 0.2 miles west of the Project site. The service area is bounded by the Community of Westchester to the north, Imperial Highway to the south, I-405 to

[44] City of Los Angeles, City of Los Angeles CEQA Thresholds Guide, 2006.

the east, and Vista del Mar Park to the west. The Westchester-Loyola Village Branch Library is a 12,500 square feet facility with a maximum rated capacity to serve approximately 100,000 persons.[45] The library serves a population of 39,480 persons within the Community of Westchester (based on the 2010 Census) as well as the LAX property and has a capacity surplus of 60,520 (**Table 4.12-8**, **Figure 4.12-3**).

Table 4.12-9

Existing Libraries Within Project Site Vicinity

Name	Location	Size (Square Feet)	Service Capacity (Population)	Capacity Deficiency/Surplus
Westchester – Loyola Branch	7114 West Manchester Ave.	12,500	100,000	60,520 Surplus

Source: City of Los Angeles, LAX Master Plan Final EIS/EIR, Section 4.26.4 Libraries, 2004, Census 2010.

[45] City of Los Angeles, LAX Master Plan Final EIS/EIR, Section 4.26.4, 2004.

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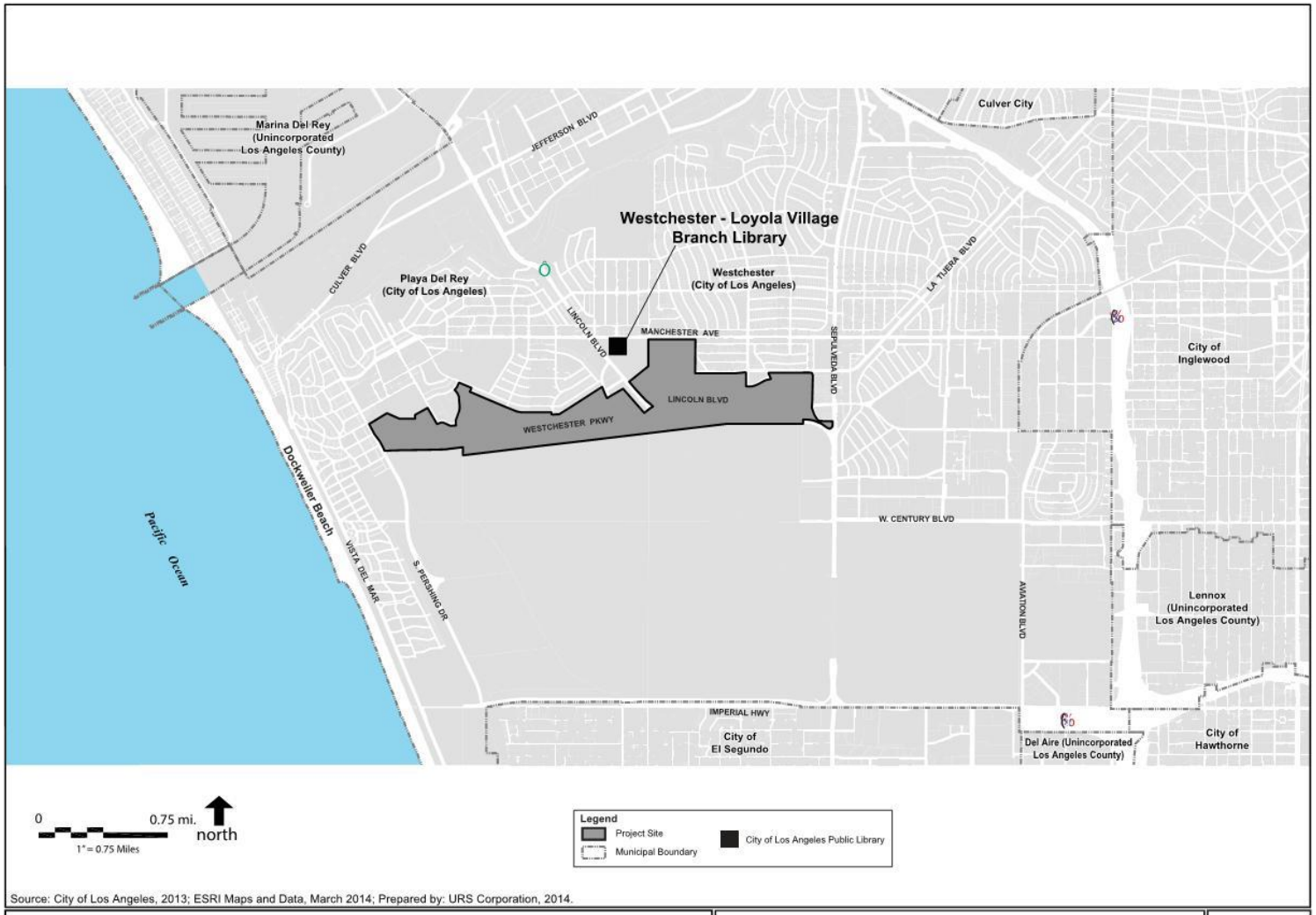

Public Libraries in the Project Site Vicinity	Draft Environmental Impact Report LAX Northside Plan Update	FIGURE 4.12-3

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4.12.4.4 Impact Analysis

4.12.4.4.1 Methodology

The analysis of potential impacts to library services is based on a comparison of existing conditions with conditions that would occur with implementation of the proposed Project. Characterization of the existing conditions includes a description of existing library facilities, including information on facility size, capacity, and service population. The approach to evaluating impacts on libraries is based on whether implementation of the proposed Project would contribute to an increase in demand for library service or inhibit use of a library. Use of a library would be inhibited if the proposed Project caused a library to close or restricted safe and convenient access to a facility. Demand for library services directly resulting from changes in the Project site employment is evaluated based on whether employee-related demand, when combined with existing service population, would exceed current library capacity. This analysis focuses on impacts related to the LAPL facility closest to the Project site, which is located in the Westchester-Playa del Rey Community. For cumulative impact analysis, the projected 2022 population is calculated by averaging population for 2020 and 2025.

4.12.4.4.2 Significance Thresholds

A significant library services impact would occur if the direct and indirect changes in the environment that may be caused by the proposed Project would potentially result in one or more of the following future conditions:

- The service area population for a facility substantially exceeds the maximum population for the library facility or a planned and committed facility based on applicable library planning standards.
- Project-related effects cause the closure of a library or substantially inhibit use of a facility.

These thresholds are derived from the L.A. City CEQA Thresholds Guide.

4.12.4.4.3 LAX Master Plan Commitments and Project Design Features

LAX Master Plan EIS/EIR Commitments

The LAX Master Plan EIS/EIR Commitments do not include any commitments or mitigation measures applicable to libraries. However, the following Master Plan commitments from other environmental disciplines are relevant to the proposed Project and considered in the public libraries analysis herein:

- **C-1: Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.

  This office may undertake a variety of duties, including but not limited to:

- Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
- Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
- Establish staging areas;
- Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
- Monitor and coordinate deliveries;
- Establish detour routes;
- Work with residential and commercial neighbors to address their concerns regarding construction activity; and
- Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.

- **ST-18: Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- **ST-19: Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.
- **ST-22: Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105

Project Design Features

The proposed Project would not include the development of any public or private library facilities on the Project site.

4.12.4.4.4 Project Impacts

Construction

LAX Northside Center District

Construction of the proposed Project in the LAX Northside Center District could occur as close as 0.5 miles from the Westchester-Loyola Village Branch Library. However, the proposed Project construction activities would comply with LAX Master Plan Commitments related to construction, including C-1, ST-18, ST-19, and ST-22, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local libraries, including the Westchester-Loyola Village Branch Library. Therefore, construction impacts related to library services would be less than significant.

LAX Northside Campus District

Construction of the proposed Project in the LAX Northside Campus District could occur as close as 0.5 miles from the Westchester-Loyola Village Branch Library. However, the proposed Project construction activities would comply with LAX Master Plan Commitments related to construction, including C-1, ST-18, ST-19, and ST-22, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local libraries, including the Westchester-Loyola Village Branch Library. Therefore, construction impacts related to library services would be less than significant.

LAX Northside Airport Support District

Construction of the proposed Project could occur as close as 0.7 miles from the Westchester-Loyola Village Branch Library. However, the proposed Project construction activities would comply with LAX Master Plan Commitments related to construction, including C-1, ST-18, ST-19, and ST-22, which would minimize impacts on adjacent uses. It is not anticipated that construction activities would cause substantial increases in noise levels or impair access to local libraries, including the Westchester-Loyola Village Branch Library. Therefore, construction impacts related to library services would be less than significant.

Operations

LAX Northside Center District

The proposed Project would result in a net increase of 2,178 in the LAX Northside Center District. Project site employees would be anticipated to use library services during typical daytime working hours. Due to time restrictions, employees are most likely to use the Westchester-Loyola Branch Library located nearest to the Project site. The addition of 2,178 employees to the existing 39,480 residents in the Westchester-Playa del Rey Community would yield a library service population of 41,658. This represents a conservative estimate, since not all employees are likely to use library services. However, even with this conservative estimate, the proposed Project's employees would not exceed the forecasted unused capacity to this library. With the addition of the proposed Project's LAX Northside Center District employees, there would still be an unused library capacity of 58,342. As a result, the proposed Project would not substantially exceed the maximum population for the library facility or a planned and

committed facility based on applicable library planning standards. Therefore, impacts related to library services would be less than significant.

LAX Northside Campus District

The proposed Project would result in a net increase of 4,808 employees in the LAX Northside Campus District. Project site employees would be anticipated to use library services during typical daytime working hours. Due to time restrictions, employees are most likely to use the Westchester-Loyola Branch Library located nearest to the Project site. The addition of 4,808 employees to the existing 39,480 residents in the Westchester-Playa del Rey Community would yield a library service population of 44,288. This represents a conservative estimate, since not all employees are likely to use library services. However, even with this conservative estimate, the proposed Project's employees would not exceed the forecasted unused capacity to this library. With the addition of the proposed Project's LAX Northside Campus District employees, there would still be an unused library capacity of 55,712. As a result, the proposed Project would not substantially exceed the maximum population for the library facility or a planned and committed facility based on applicable library planning standards. Therefore, impacts related to library services would be less than significant.

LAX Northside Airport Support District

The proposed Project would result in a net increase of 125 employees in the LAX Northside Airport Support District. Project site employees would be anticipated to use library services during typical daytime working hours. Due to time restrictions, employees are most likely to use the Westchester-Loyola Branch Library located nearest to the Project site. The addition of 125 employees to the existing 39,480 residents in the Westchester-Playa del Rey Community would yield a library service population of 39,605. This represents a conservative estimate, since not all employees are likely to use library services. However, even with this conservative estimate, the proposed Project's employees would not exceed the forecasted unused capacity to this library. With the addition of the proposed Project's LAX Northside Airport Support District employees, there would still be an unused library capacity of 60,395. As a result, the proposed Project would not substantially exceed the maximum population for the library facility or a planned and committed facility based on applicable library planning standards. Therefore, impacts related to library services would be less than significant.

Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area for within Districts on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to library services. Floor area transfers would not substantially change the populations of employees and students that were analyzed for the proposed Project. Additionally, transfers may only occur between uses permitted within the proposed Project, and in no event would residential uses that could contribute to direct population growth be allowed. Therefore, as populations would not be changed as a result of floor area transfers, floor area transfers would not alter the conclusions with regard to library services. Should floor area be transferred across the Districts, the resulting impacts would be similar to those evaluated herein.

4.12.4.4.5 Cumulative Impacts

The geographic context for the cumulative impact analysis for libraries is the service area of the Westchester-Loyola Village Branch Library, the community of Westchester. The buildout year for the proposed Project is 2022. Therefore, cumulative impacts on library services and facilities were analyzed relative to 2022 growth projected within the service area of the Westchester-Loyola Village Branch Library. Based on SCAG 2022 population projections for the community of Westchester-Playa del Rey, the 2022 service population of this library is anticipated to be 64,301 residents as indicated in **Table 4.2-10**. This additional population would generate a demand for library services and facilities typically during daytime.

When including the Project's estimated 7,111 employees, a cumulative total of approximately 71,412 new potential users would be generated in the Westchester-Loyola Village Branch Library's service area in 2022. As analyzed above, Project site employees would be anticipated to use library services typically during daytime working hours. The addition of 7,111 employees to the projected 64,301 residents in the Westchester-Playa del Rey Community would yield a library service population of 71,412. This represents a conservative estimate, since not all employees are likely to use library services. However, even with this conservative estimate, the proposed Project's employees would not exceed the forecasted unused capacity to this library. With the addition of the proposed Project's employees, there would still be an unused library capacity of 28,858. As such, the proposed Project, when considered with future projected growth would not substantially exceed the maximum population for the library facility or a planned and committed facility based on applicable library planning standards. Therefore, the proposed Project's contribution to cumulative impacts on library services would be less than significant.

Table 4.12-10

Estimated 2022 Population Within Westchester Loyola Branch Library

Census Tract	Population 2022
2756.01	3,606
2760	5,983
2761	5,192
2764	4,691
2765	4,519
2766.01	4,226
2766.02	9,428
2770	6,506
2771	3,576
2772	4,285
2774	5,529
2780	3,218

Table 4.12-10

Estimated 2022 Population Within Westchester Loyola Branch Library

Census Tract	Population 2022
2781	3,542
Total	**64,301**

Notes:
[a] Estimated 2022 service populations for the census tracts within the boundaries of Westchester Loyola Branch Library were calculated using 2022 population data from the Southern California Association of Governments (SCAG) 2008 RTP Growth Forecast (accessed online at http://www.scag.ca.gov/forecast/index.htm, accessed September 28, 2013). The census tracts contained within the service boundaries of Westchester Loyola Branch Library were identified using 2000 U.S. Census (accessed online www.census.gov, accessed September 28, 2013).
[b] Population for 2022 is calculated by averaging population for 2020 and 2025.
Source: URS Corporation, based on SCAG 2008 Regional Transportation Plan growth forecasts, 2010.

4.12.4.4.6 Mitigation Measures

The proposed Project will be developed in compliance with all statutory requirements to preclude significant impacts on library services. In addition, implementation of LAX Master Plan Commitments, including C-1 and ST-16 would ensure that impacts relative to library services associated with the proposed Project would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.12.4.4.7 Level of Significance After Mitigation

As impacts related to libraries would be less than significant without mitigation in excess of what the LAX Master Plan EIR/EIS requires of LAWA projects, impacts would remain less than significant.

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