

## **IV. Environmental Impact Analysis**

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### **H.2 Public Services—Police Protection**

#### **1. Introduction**

This section of the Draft EIR describes existing police protection services within the Project area and provides an analysis of the Project's potential impacts to police protection facilities. The focus of the analysis is the Los Angeles Police Department (LAPD) facilities that currently serve the Project Site. This section is based in part on information provided by the LAPD's Community Relationship Division, which is included in Appendix J of this Draft EIR.

#### **2. Environmental Setting**

##### **a. Regulatory Framework**

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding police protection and emergency services in the State, as well as the City of Los Angeles (City). As described below, these plans and guidelines include the California Vehicle Code (CVC), Los Angeles General Plan Framework, City of Los Angeles Charter and Administrative and Municipal Codes, and Central City North Community Plan.

##### **(1) State**

###### **(a) California Vehicle Code**

Section 21806 of the CVC pertains to emergency vehicles responding to Code 3 incidents/calls.<sup>1</sup> This section of the CVC states the following:

*Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of*

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<sup>1</sup> A Code 3 response to any emergency may be initiated when one or more of the following elements are present: a serious public hazard, an immediate pursuit, preservation of life, a serious crime in progress, and prevention of a serious crime. A Code 3 response involves the use of sirens and flashing red lights.

*1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a)(1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.... (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

*(b) California Constitution Article XIII, Section 35*

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection services, as well as other public safety services. In *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.<sup>2</sup> Furthermore, as the court concluded, the need for additional public safety services is not an environmental impact that CEQA requires a project proponent to mitigate.<sup>3</sup>

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<sup>2</sup> *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal. App. 4th 833, 847.

<sup>3</sup> *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal. App. 4th 833, 843.

## (2) Local

### (a) *Los Angeles General Plan Framework Element*

The City of Los Angeles General Plan Framework Element (Framework Element), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City and defines citywide policies regarding land use, including infrastructure and public services. Goal 9I of the Infrastructure and Public Services Chapter of the Framework Element specifies that every neighborhood have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.<sup>4</sup> 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 police protection needs. Objective 9.14 requires that adequate police services, facilities, equipment, and personnel are available to meet such needs. Furthermore, Objective 9.15 requires police services to provide adequate public safety in emergency situations by maintaining mutual assistance agreements with other local law enforcement agencies, state law enforcement agencies, and the National Guard. In addition to the Framework Element, the City's General Plan Safety Element recognizes that most jurisdictions rely on emergency personnel (police, fire, gas, and water) to respond to and handle emergencies.

Presently, the LAPD operates under a Computer Statistics (COMPSTAT) Plus program that implements the Framework Element goal of assembling statistical population and crime data to determine necessary crime prevention actions. COMPSTAT Plus is based on the COMPSTAT program that was created in 1994 by then-Police Commissioner of the New York Police Department and former LAPD Chief William J. Bratton. The COMPSTAT system implements a multi-layer approach to police protection services through statistical and geographical information system analysis of trends in crime through its specialized crime control model. Under COMPSTAT, Part 1 Crimes were reduced by approximately 4 percent in 2003 (homicides were reduced by approximately 21 percent during this period), when compared to 2002.<sup>5,6,7</sup> For the four-week period after

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<sup>4</sup> *The Framework Element of the Los Angeles General Plan, Chapter 9: Infrastructure and Public Services.*

<sup>5</sup> *Part I crimes include murder and non-negligent homicide, rape (legacy & revised), robbery, aggravated assault, burglary, motor vehicle theft, larceny-theft, and arson, based on U.S. Department of Justice Federal Bureau of Investigation, Uniform Crime Reporting (UCR) Offense Definitions, [www.ucrdatatool.gov/offenses.cfm](http://www.ucrdatatool.gov/offenses.cfm), accessed March 12, 2020.*

<sup>6</sup> *William J. Bratton and Sean W. Malinowski, Police Performance Management in Practice: Taking COMPSTAT to the Next Level, 2008.*

<sup>7</sup> *LAPD, COMPSTAT Plus, [www.lapdonline.org/inside\\_the\\_lapd/content\\_basic\\_view/6364](http://www.lapdonline.org/inside_the_lapd/content_basic_view/6364), accessed March 12, 2020.*

implementation of COMPSTAT Plus in the LAPD's Southeast Area in 2004, violent crimes were down 11 percent.<sup>8</sup>

*(b) City of Los Angeles Charter and Administrative and Municipal Codes*

The law enforcement regulations and the powers and duties of the LAPD are outlined in the City of Los Angeles Charter, Article V, Section 570; the City of Los Angeles Administrative Code, Chapter 11, Section 22.240; and the Los Angeles Municipal Code (LAMC), Chapter 5, Article 2.

Article V, Section 570 of the City Charter gives the power and duty to the LAPD to enforce the penal provisions of the City Charter and City ordinances, as well as federal and state law. The City Charter also gives responsibility to the officers of the LAPD to act as peace officers, as defined by state law, and the power and duty to protect lives and property in case of a disaster or public calamity.

*(c) Central City North Community Plan*

As discussed in Section IV.F, Land Use, of this Draft EIR, the Project Site is located within the Central City North Community Plan area. The Central City North Community Plan, adopted on December 15, 2000 and amended on September 7, 2016, includes the following objectives and policies that are relevant to police protection:

- Objective 8-1: Provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.
- Policy 8-1.1: Consult with the Police Department as part of the review of new development projects and land use changes to determine law enforcement needs and demands.
- Objective 8-2: Increase the community's and the Police Department's ability to minimize crime and provide adequate security.
- Policy 8-2.1: Support and encourage community based crime prevention efforts through regular interaction and coordination with existing community based policing, foot and bicycle patrols, watch programs, and regular communication with neighborhood and civic organizations.

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<sup>8</sup> LAPD, COMPSTAT Plus, [www.lapdonline.org/inside\\_the\\_lapd/content\\_basic\\_view/6364](http://www.lapdonline.org/inside_the_lapd/content_basic_view/6364), accessed March 12, 2020.

- Policy 8-2.2: Ensure that landscaping around buildings be placed so as not to impede visibility.
- Policy 8-2.3: Ensure adequate lighting around residential, commercial, and industrial buildings in order to improve security.
- Policy 8-2.4: Ensure that recreational facilities in multiple family residential complexes are designed to provide adequate visibility security.

## b. Existing Conditions

### (1) LAPD Service Area and Bureaus

The LAPD service area covers approximately 468 square miles and is divided into four geographic bureaus: the Central Bureau; the West Bureau; the South Bureau; and the Valley Bureau.<sup>9</sup> These four geographic bureaus are further divided into 21 geographic areas, which are serviced by the LAPD's 21 community police stations.<sup>10</sup> Each geographic bureau is comprised of four to six geographic areas/police stations.<sup>11</sup>

As of December 2019, the departmental staffing resources within the LAPD included 10,033 sworn officers. Based on a total City population of 4,029,741, the LAPD currently has an officer-to-resident ratio of approximately 2.5 officers for every 1,000 residents.<sup>12</sup>

The Project Site is located in the Central Bureau, which covers a territory of approximately 65 square miles with a population of approximately 842,700 residents.<sup>13</sup> The Central Bureau oversees operations in the Central, Hollenbeck, Newton, Northeast, and Rampart service areas.<sup>14</sup> The Central Bureau also oversees the Central Traffic Division.<sup>15</sup>

<sup>9</sup> LAPD, *LAPD Organization Chart*, [www.lapdonline.org/inside\\_the\\_lapd/content\\_basic\\_view/1063](http://www.lapdonline.org/inside_the_lapd/content_basic_view/1063), accessed March 12, 2020.

<sup>10</sup> LAPD, *LAPD Organization Chart*, [www.lapdonline.org/inside\\_the\\_lapd/content\\_basic\\_view/1063](http://www.lapdonline.org/inside_the_lapd/content_basic_view/1063), accessed March 12, 2020.

<sup>11</sup> LAPD, *LAPD Organization Chart*, [www.lapdonline.org/inside\\_the\\_lapd/content\\_basic\\_view/1063](http://www.lapdonline.org/inside_the_lapd/content_basic_view/1063), accessed March 12, 2020.

<sup>12</sup> LAPD, *COMPSTAT Unit, COMPSTAT Citywide Profile 12/01/19 to 12/28/19*.

<sup>13</sup> LAPD, *About Central Bureau*, [www.lapdonline.org/central\\_bureau/content\\_basic\\_view/1908](http://www.lapdonline.org/central_bureau/content_basic_view/1908), accessed March 12, 2020.

<sup>14</sup> LAPD, *About Central Bureau*, [www.lapdonline.org/central\\_bureau/content\\_basic\\_view/1908](http://www.lapdonline.org/central_bureau/content_basic_view/1908), accessed March 12, 2020.

<sup>15</sup> LAPD, *About Central Bureau*, [www.lapdonline.org/central\\_bureau/content\\_basic\\_view/1908](http://www.lapdonline.org/central_bureau/content_basic_view/1908), accessed March 12, 2020.

## (2) LAPD Community Police Station

Within the Central Bureau, the Project Site is located within the Newton service area and is served by the Newton Community Police Station located at 3400 South Central Avenue, approximately 2.8 miles southwest of the Project Site.<sup>16</sup> The location of the police station that serves the Project Site is depicted in Figure IV.H.2-1 on page IV.H.2-7. The Newton Community Police Station has a service area of approximately 9 square miles and serves the neighborhoods of Produce/North-End Business District, Fashion District, South Park District, and Pueblo Del Rio Housing Development.<sup>17</sup> This station serves a population of approximately 150,000 persons and is staffed by approximately 323 sworn officers and 32 civilian support staff.<sup>18</sup> The average response time for service in the Newton Area in 2017 was 4.4 minutes for emergency calls and 34 minutes for non-emergency calls.<sup>19</sup> Based on data made available by the LAPD Community Relationship Division, the service population of the Newton Area is approximately 150,000 persons, and the officer-to-resident ratio is approximately 2.15 officers per 1,000 residents. As such, the officer-to-resident ratio in the Newton Area is slightly lower than the citywide ratio of approximately 2.5 officers per 1,000 residents.

## (3) LAPD Crime Statistics

Table IV.H.2-1 on page IV.H.2-8 provides a comparison of the Newton Community Police Station service area and citywide data regarding crimes as reported by the LAPD based on only residential populations. As shown therein, based on the most recent full year data made available by the LAPD Community Relationship Division and COMPSTAT for 2019, 5,917 crimes were reported within the Newton Community Police Station service area and 120,828 crimes were reported citywide. Based on the residential service population of the Newton Community Police Station, approximately 39.5 crimes per 1,000 residents<sup>20</sup> (0.0395 crime per capita<sup>21</sup>) were reported in the Newton Community

<sup>16</sup> Written correspondence from Al Neal, Captain, Commanding Officer, Community Relationship Division, Los Angeles Police Department, July 12, 2018. See Appendix J of this Draft EIR.

<sup>17</sup> LAPD, About Newton, [www.lapdonline.org/newton\\_community\\_police\\_station/content\\_basic\\_view/1779](http://www.lapdonline.org/newton_community_police_station/content_basic_view/1779), accessed March 12, 2020.

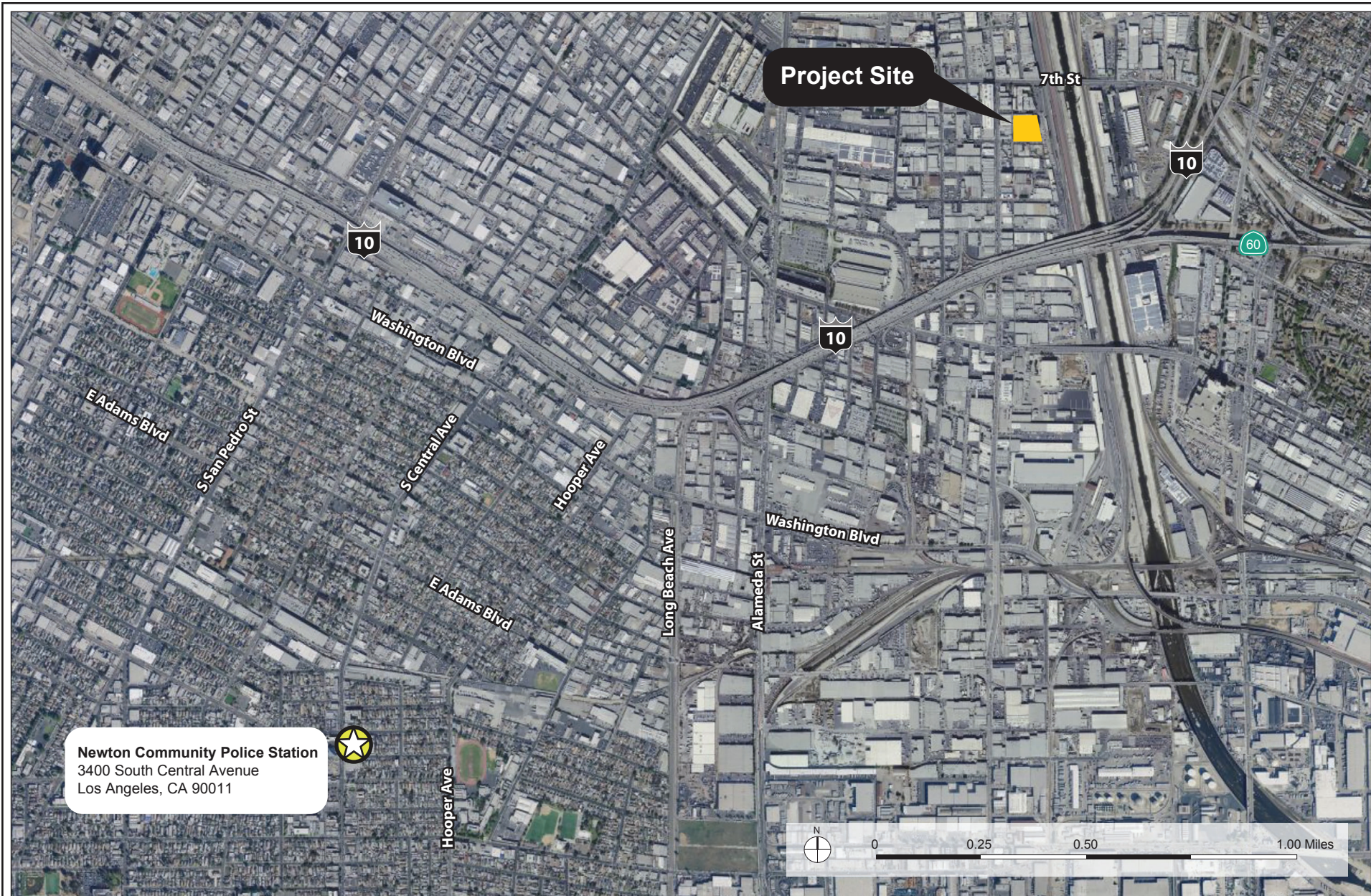
<sup>18</sup> Written correspondence from Al Neal, Captain, Commanding Officer, Community Relationship Division, Los Angeles Police Department, July 12, 2018. See Appendix J of this Draft EIR.

<sup>19</sup> Written correspondence from Al Neal, Captain, Commanding Officer, Community Relationship Division, Los Angeles Police Department, July 12, 2018. See Appendix J of this Draft EIR.

<sup>20</sup>  $5,917 \text{ crimes} / 150,000 \text{ residents} \times 1,000 = 39.5 \text{ crimes per } 1,000 \text{ residents}.$

<sup>21</sup>  $5,917 \text{ crimes} / 150,000 \text{ residents} = 0.0395 \text{ crime per capita}.$





**Figure IV.H.2-1**  
Police Station Serving the Project Site



**Table IV.H.2-1  
2019 Part I Crimes—Newton Area and Citywide**

	<b>Crimes</b>	<b>Population</b>	<b>Crimes per 1,000 Persons</b>	<b>Crimes per Capita</b>
Newton Area	5,917	150,000	39.5	0.0395
Citywide	120,828	4,029,741	30.0	0.0300
<p><i>Source: LAPD, COMPSTAT Unit, COMPSTAT Newton Area Profile 12/01/19 to 12/28/19 and COMPSTAT Citywide Profile 12/01/19 to 12/28/19.</i></p>				

Police Station service area and 30.0 crimes per 1,000 residents<sup>22</sup> (0.0300 crime per capita<sup>23</sup>) were experienced citywide.

Based on the number of sworn officers staffing the Newton Community Police Station (323 sworn officers), the 2019 ratio of crimes per officer was 18.3 crimes per officer.<sup>24</sup> In comparison, the citywide (10,033 sworn officers) ratio is 12.0 crimes per officer.<sup>25</sup> As a result, the Newton Area has a higher crime per officer ratio when compared to the citywide ratio. This information is presented for informational purposes only.

### 3. Project Impacts

#### a. Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to police protection if it would:

***Threshold (a): Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., police), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.***

<sup>22</sup> 120,828 crimes/4,029,741 residents x 1,000 = 30.0 crimes per 1,000 residents.

<sup>23</sup> 120,828 crimes/4,029,741 residents = 0.03 crime per capita.

<sup>24</sup> 5,917 crimes/323 sworn officers = 18.3 crimes per officer.

<sup>25</sup> 120,828 crimes/10,033 sworn officers = 12.0 crimes per officer.



In assessing impacts related to police protection in this section, the City will use Appendix G as the thresholds of significance. The factors identified below from the *L.A. CEQA Thresholds Guide* will be used where applicable and relevant to assist in analyzing the CEQA Guidelines Appendix G thresholds. The *L.A. CEQA Thresholds Guide* considers the following factors to evaluate police protection:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

## **b. Methodology**

According to the *L.A. CEQA Thresholds Guide*, police service demand relates to the size and characteristics of the community, population, the geographic area served, and the number and the type of calls for service. Changes in these factors resulting from a project may affect the demand for services, and in turn, new or physically altered government facilities. As such, the determination of significance relative to impacts on police services is based on the evaluation of existing police services for the police station(s) serving the Project Site, including the availability of police personnel to serve the estimated Project population. The analysis presents statistical averages associated with the police station serving the Project Site and citywide services and, based on guidance from the LAPD, focuses on the increase in the residential population from the Project. The determination of impact on the capability of existing police services and personnel is based in part on the potential for the annual crimes per resident in the Newton service area to exceed current averages due to the addition of the Project.

## **c. Project Design Features**

(1) The following Project Design Features are proposed to increase Project Site security and minimize the Project's demand for police protection services:

**Project Design Feature POL-PDF-1:** During construction, the Applicant will implement temporary security measures including security fencing, lighting, and locked entry.

**Project Design Feature POL-PDF-2:** The Project will include a closed circuit camera system and keycard entry for the residential building and the residential parking areas.

**Project Design Feature POL-PDF-3:** The Project will provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

**Project Design Feature POL-PDF-4:** The Project will provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

**Project Design Feature POL-PDF-5:** The Project will design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

**Project Design Feature POL-PDF-6:** Upon completion of construction of the Project and prior to the issuance of a certificate of occupancy, the Applicant will submit a diagram of the Project Site to the LAPD's Newton Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

## d. Analysis of Project Impacts

***Threshold (a): Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., police), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?***

### (1) Impact Analysis

#### *(a) Construction*

Project construction would not generate a permanent population on the Project Site that would substantially increase the police service population of the Newton Area. The existing residential and commercial uses on the Project Site currently generate a residential and daytime population that may require police protection services. The demand for police protection services during construction of the Project Site would be offset by the removal of four existing live/work units on the Project Site. Furthermore, the daytime population at the Project Site during construction would be temporary in nature. However, construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature POL-PDF-1, the Applicant would implement temporary security measures including security fencing, lighting, and

locked entry to secure the Project Site during construction. With implementation of these measures, potential impacts associated with theft and vandalism during construction activities would be reduced, resulting in less demand for police protection services and associated government facilities.

Project construction activities could also potentially impact LAPD police protection services and response within the Newton Area due to construction impacts on the surrounding roadways. As discussed in Section IV.I, Transportation, of this Draft EIR, access to the Project Site and the surrounding vicinity could be impacted by Project-related construction activities, roadway/access improvements, utility line construction, and the generation of traffic as a result of construction equipment movement, hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Although construction activities would be short-term and temporary for the area, Project construction activities could affect police response to sites along Violet Street, Santa Fe Avenue, and other main connectors due to travel time delays caused by traffic during the construction phase. However, Violet Street does not provide through traffic near the Project Site. Also, given the permitted hours of construction and nature of construction projects, most, if not all, of the construction worker trips would occur outside the typical weekday commuter A.M. and P.M. peak periods, reducing the potential for traffic-related conflicts. In addition, a construction traffic management plan, including a worksite traffic control plan, would be implemented during Project construction pursuant to Project Design Feature TR-PDF-1 in Section IV.I, Transportation a construction management plan to be prepared for the project, to ensure that adequate and safe access is available within and near the Project Site during construction activities. Features of the construction traffic management plan would be developed in consultation with the Los Angeles Department of Transportation (LADOT) and may include narrowing lanes adjacent to the Project Site and scheduling the receipt of construction materials during non-peak travel periods. Appropriate construction traffic control measures (e.g., signs, flag persons, etc.) would also be utilized to ensure emergency access to the Project Site and traffic flow is maintained on adjacent rights-of-way. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD response within the Project vicinity as emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806.

**Based on the above analysis, compliance with state law, construction-related impacts would be minimized and would not generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site. Project construction would not necessitate the provision of new or physically altered government facilities in order to maintain the LAPD's capability to serve the Project Site; accordingly, the Project would not result in adverse physical impacts associated with the construction of new or altered**

**facilities. Therefore, impacts on police protection services during Project construction would be less than significant.**

*(b) Operation*

As discussed in Section II, Project Description, of this Draft EIR, upon buildout, the Project Site would include 353 live-work residential units, 194,357 square feet of office space, 47,597 square feet of retail and restaurant uses, 2,109 square feet of warehouse space, and a 926 square-foot community room that residents could use for art creation. As such, the Project would introduce a new residential, employee, and visitor population to the Project Site and increase the police service population of the Newton Area.<sup>26</sup>

As discussed above, the Project Site is served by the Newton Community Police Station located at 3400 South Central Avenue, approximately 2.8 miles southwest of the Project Site. The Newton Community Police Station is staffed by 323 sworn officers and a 32-person civilian support staff. As shown in Table IV.H.2-2 on page IV.H.2-13, the Project's estimated net police service population would be 1,801 persons, including permanent residents and daytime workers. Of this total, the Project would generate approximately 1,089 residents, which would increase the existing LAPD residential service population in the Newton Area from approximately 150,000 persons to 151,089 persons. The increase in residential police service population would result in an officer-to-resident ratio of 2.14 officers per 1,000 residents for the Newton Area, which currently has 2.15 officers per 1,000 residents. Therefore, the Project would not cause a significant change to the officer-per-resident ratio for the Newton Area.

As shown in Table IV.H.2-1 on page IV.H.2-8, 5,917 crimes were reported in the Newton Area in 2019, which equates to a crime rate of approximately 39.5 crimes per 1,000 residents or 0.0395 crime per capita. Based on the assumption that the annual crime rate would remain constant at 0.0395 crime per capita, the Project's net residential service population could potentially generate approximately 43 new crimes per year.<sup>27</sup> This would increase the annual number of crimes reported in the Newton Area from 5,917 to 5,960 reported crimes per year, an increase of approximately 0.7 percent.

As provided above in Project Design Features POL-PDF-2 through POL-PDF-7, the Project would include numerous operational design features to enhance safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design

<sup>26</sup> When calculating service ratios, LAPD considers only the residential service population of the service area.

<sup>27</sup> Total crimes generated by the Project = estimated crime rate of 0.0395 crime per capita × net Project residential service population of 1,089 persons = approximately 43 crimes.

**Table IV.H.2-2  
Estimated Project Service Population for the Project Site**

<b>Land Use</b>	<b>Units</b>	<b>Conversion Factor<sup>a</sup></b>	<b>Total Police Service Population</b>
<b>Existing to be Removed</b>			
Live-Work Units	4 du	3	12
Office	6,983 sf	0.004	30
Retail	25,739 sf	0.003	77
Warehouse	2,109 sf	0.004	8
<i>Total Existing</i>			<i>127 Total (12 residents)</i>
<b>Proposed at Buildout</b>			
Live-Work Units (up to 2 bedrooms)	287 du	3	861
Live-Work Units (3 bedrooms)	60	4	240
Office	194,357 sf	0.004	749
Retail/Restaurant	47,597 sf	0.003	66
Warehouse	2,109 sf	0.004	8
Artist Production Amenity Space	926 sf	0.004	4
<i>Total Proposed</i>			<i>1,928 Total (1,101 residents)</i>
<b>Project Net Police Service Population (Proposed – Existing)</b>			<b>1,801 Total (1,089 residents)</b>
<p><i>du = dwelling units</i>  <i>sf = square feet</i>  <i>Totals may not sum due to rounding.</i></p> <p><sup>a</sup> The following L.A. City CEQA Thresholds Guide, K. Police Service Population Conversion Factors were used: Residential (Studio, one-, and two-bedroom units): 3 persons/unit; Residential (Three-, four-bedroom units): 4 persons/unit; Office: 4 persons/1,000 sf; Retail: 3 persons/1,000 sf. As the L.A. City CEQA Thresholds Guide does not provide a factor for warehouse uses, the factor for office uses is applied. Based on a 2.42 persons per household rate for multi-family units based on the 2017 American Community Survey 5-Year Average Estimate, the Project's new residential units would introduce an estimated net residential population of 830 residents. However, Section K. Police Service Population Conversion Factors in the L.A. City CEQA Thresholds Guide also provides police service population factors for residential uses. Based on these factors, full buildout of the Project would generate a net residential police service population of approximately 1,089 persons. Note that this resulting population is greater than that calculated from the persons per household rate. The higher residential police service population for the Project (which is based on the police service population factors in the L.A. City CEQA Thresholds Guide) is used for purposes of providing a conservative analysis of impacts on police services provided by the Newton Community Police Station.</p> <p>Source: Eyestone Environmental, 2020.</p>			

Feature POL-PDF-2, the Project would include a closed circuit camera system and keycard entry for the residential buildings and the residential parking areas. In addition, pursuant to Project Design Features POL-PDF-3 and POL-PDF-4, the Project would include proper



lighting of buildings and walkways to maximize visibility and provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. The Project would also design entrances to and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, as provided in Project Design Feature POL-PDF-5. Furthermore, as specified in Project Design Features POL-PDF-6, the Applicant would submit a diagram of the Project Site to the LAPD showing access routes and other information that might facilitate police response. The Project's design features would help offset the Project-related increase in demand for police services and minimize the need for new or altered facilities. Therefore, the Project's impact on police services would be less than significant. In addition to the implementation of these project design features, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate.

The Project would introduce new uses to the Project Site which would generate additional traffic in the Project vicinity. Project-related traffic would have the potential to affect emergency vehicle response to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. Drivers of police emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. Accordingly, Project operation, including traffic generated by the Project, would not cause a substantial delay in emergency response to the Project area due to traffic congestion. In addition, as is the case under existing conditions, emergency vehicles would access the Project Site directly from the surrounding roadways. Operation of the Project would not include the installation of barriers (e.g., perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site. As such, emergency access to the Project Site and surrounding uses would be maintained at all times. Therefore, the Project would not cause a substantial adverse impact on emergency response and impacts would be less than significant.

**Based on the above analysis, the Project operation would not necessitate the provision of new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capability to serve the Project Site. Thus, impacts to police protection services would be less than significant.**

Furthermore, as described in Subsection 3.b.(1), consistent with *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project and the protection of the public safety is the first responsibility of local government where local officials have an obligation to give priority to the provision of

adequate public safety services. Thus, the need for additional police protection services is not an environmental impact that CEQA requires a project proponent to mitigate.

## (2) Mitigation Measures

Project impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

## (3) Level of Significance After Mitigation

Project impacts related to police protection services would be less than significant without mitigation.

# **e. Cumulative Impacts**

## (1) Impact Analysis

Cumulative growth in the greater Project area through 2024 includes specific known development projects, as well as general ambient growth projected to occur. As identified in Section III, Environmental Setting, of this Draft EIR, a total of 74 related projects are located in the vicinity of the Project Site. The projected growth reflected by Related Project Nos. 1 through 74 is a conservative assumption, as some of the related projects may not be built out by 2024 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 74 are fully built out by 2024, unless otherwise noted. Of the 74 related projects, 15 of the related projects fall within the boundaries of the Newton Area and are served by the Newton Community Police Station.

### *(a) Construction*

In general, impacts to LAPD services and facilities during the construction of each related project would be addressed as part of each related project's development review process conducted by the City. Should Project construction occur concurrently with related projects in proximity to the Project Site, specific coordination among these multiple construction sites would be required and implemented through the Project's construction management plan, as developed in consultation with LADOT, which would ensure that emergency access and traffic flow are maintained on adjacent right-of-ways. In addition, similar to the Project, each related project would implement similar design features during construction and would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented. Furthermore, construction-related traffic generated by the Project and the

related projects would not significantly impact LAPD response times within the Project Site vicinity as drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. Finally, the Project in and of itself would not cause a significant impact to police services during construction. **Therefore, the Project's contribution to cumulative impacts on either police protection services or emergency response during construction would not be cumulatively considerable, and cumulative impacts would be less than significant.**

*(b) Operation*

As shown in Table IV.H.2-3 on page IV.H.2-17, based on the police service population conversion factors provided in the *L.A. CEQA Thresholds Guide*, growth from the related projects that fall within the boundaries of the Newton Area and that would be served by the Newton Community Police Station is estimated to result in a total additional service population of approximately 18,662 persons, including both residents (permanent population) and employees (daytime population). As described above, the Project would contribute to this cumulative increase by generating a net Project service population of approximately 1,801 persons, including permanent residents and daytime workers. When considering only residential population, the related projects are estimated to generate 5,936 residents. As such, the related projects' residential population plus the Project's 1,089 net new residents would result in an estimated increase of 7,025 residents in the Newton Area. Accordingly, the Newton Area police service population would increase from 150,000 to 157,025 residents, which would decrease the officer-to-resident ratio from the current ratio of 2.15 officers per 1,000 residents to 2.06 officer per 1,000 residents. The additional population associated with related projects and general growth in the Project area would likely have an effect on crime in the Newton Area, which could increase based on per capita crime rates. Accordingly, cumulative population growth could increase the demand for LAPD services in the Newton Area.

Similar to the Project, each related project would be subject to the City's routine construction permitting process, which includes review by the LAPD to ensure sufficient security measures are implemented to reduce potential impacts to police protection services. In accordance with the police protection-related goals, objectives, and policies set forth in the City's Framework Element, as discussed in the regulatory framework above, the LAPD would also continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. In addition, it is anticipated that the related projects would

**Table IV.H.2-3  
Estimated Service Population from Related Projects within Newton Area**

<b>No.<sup>a</sup></b>	<b>Project</b>	<b>Land Use</b>	<b>Size</b>	<b>Conversion Factor<sup>b</sup></b>	<b>Service Population</b>
5	1057 S. San Pedro St.	Office	294,600 sf	0.004	1,178
		Retail	224,900 sf	0.003	675
		Cinema <sup>c</sup>	744 seats	1	744
		Apartment	877 du	4	3,508
		Condominium	68 du	4	272
		Hotel	210 rm	1.5	315
		Medical Office	77,300 sf	0.004	309
10	826 S. Mateo St.	Condominium	90 du	4	360
		Retail	11,000 sf	0.003	33
		Restaurant	5,600 sf	0.003	17
11	2030 E. 7th St.	Office	243,600 sf	0.004	974
		Retail	40,000 sf	0.003	120
18	2130 E. Violet St.	Office	94,000 sf	0.004	376
		Retail	7,450 sf	0.003	22
20	1800 E. 7th St.	Apartment	122 du	4	488
		Office	13,600 sf	0.004	54
21	1722 E. 16th St.	Restaurant	8,151 sf	0.003	24
25	1000 S. Santa Fe. Ave.	Private Club <sup>d</sup>	59,000 sf	0.003	177
		Guest Rooms	48 rm	1.5	72
26	2110 Bay St.	Apartment	110 du	4	440
		Office	113,000 sf	0.004	452
		Retail	43,700 sf	0.003	131
44	1000 S. Mateo St.	Apartment	113 du	4	452
		Commercial	134,000 sf	0.003	402
45	2159 E. Bay St.	Creative Office	202,954 sf	0.004	812
		Retail/Restaurant	16,000 sf	0.003	48
		Event/Meeting Space <sup>e</sup>	3,235 sf	0.004	13
48	1005 S. Mateo St.	Industrial Park <sup>e</sup>	94,800 sf	0.004	379
64	1024 S. Mateo St.	Apartment	104 du	4	416
		Office	102,000 sf	0.004	408
		Restaurant	16,300 sf	0.003	49
		Retail	5,830 sf	0.003	17
		Industrial <sup>e</sup>	5,500 sf	0.004	22
67	2001 E. Washington Blvd.	Industrial <sup>e</sup>	187,000 sf	0.004	748
73	777 S. Alameda St.	Restaurant	117,375 sf	0.003	352
		Retail	66,155 sf	0.003	198
		Office	850,444 sf	0.004	3,402
		Hotel	125 rm	1.5	188

**Table IV.H.2-3 (Continued)**  
**Estimated Service Population from Related Projects within Newton Area**

<b>No.<sup>a</sup></b>	<b>Project</b>	<b>Land Use</b>	<b>Size</b>	<b>Conversion Factor<sup>b</sup></b>	<b>Service Population</b>
74	2124-2132 E. 7th Place <sup>f</sup>	Restaurant	5,055	0.003	15
<b>Related Projects Service Population</b>					<b>18,662 persons</b>
<b>Project Service Population</b>					<b>1,801 persons</b>
<b>Total Service Population for Related Projects and Project</b>					<b>20,463 persons</b>
<b>Related Projects Residential Service Population</b>					<b>5,936 residents</b>
<b>Project Residential Service Population</b>					<b>1,089 residents</b>
<b>Total Residential Service Population for Related Projects and Project</b>					<b>7,025 residents</b>

*du = dwelling units*

*emp = employees*

*per = persons*

*rm = rooms*

*sf = square feet*

*Totals may not sum due to rounding.*

*Related Project Nos. 1, 2, 3, 4, 6, 7, 8, 9, 12, 13, 14, 15, 16, 17, 19, 22, 23, 24, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 46, 47, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 65, 66, 68, 69, 70, 71, and 72 are not located within the Newton Community Police Station service area. Therefore, the service population was not calculated.*

<sup>a</sup> *Project No. corresponds to Table III-1, List of Related Projects, and Figure III-1, in Section III, Environmental Setting, of this Draft EIR.*

<sup>b</sup> *The following L.A. CEQA Thresholds Guide Police Service Population Conversion Factors were used: Residential (three-, four-bedroom units): 4 persons/unit (the highest rate available); Office: 4 persons/1,000 sf; Retail: 3 persons/1,000 sf; Hotel: 1.5 persons/room/day.*

<sup>c</sup> *The L.A. CEQA Thresholds Guide does not provide a police service population factor per seat. Therefore, the police service population is assumed to be equivalent to the number of seats.*

<sup>d</sup> *The L.A. CEQA Thresholds Guide does not provide a police service population factor for this type of land use. Therefore, the most comparable available rate for non-residential land uses (i.e., 3 persons per 1,000 sf for retail uses) is applied.*

<sup>e</sup> *The L.A. CEQA Thresholds Guide does not provide a police service population factor for this type of land use. Therefore, the most comparable available rate for non-residential land uses (i.e., 4 persons per 1,000 sf for retail uses) is applied.*

<sup>f</sup> *This project is located on the Project Site but is not considered part of the Project because both the building permit and certificate of occupancy were granted but the project was not occupied at the time of issuance of the NOP. This project consists of the conversion of 5,055 square feet of retail/warehouse uses to restaurant uses. To present a conservative estimate, the removal of the existing retail/warehouse uses is not included in the service population calculation.*

*Source: Eystone Environmental, 2020.*



implement design features similar to the Project, which would reduce cumulative impacts to police protection services. Furthermore, the Project, as well as the related projects, would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.)<sup>28</sup> that could be applied toward the provision of new facilities and related staffing, as deemed appropriate by the City.

Therefore, the Project's incremental impact is not cumulatively considerable.

With regard to cumulative impacts on police protection, consistent with the *City of Hayward v. Board of Trustees of the California State University* ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate police protection services is the responsibility of the City.<sup>29</sup> Through the City's regular budgeting efforts, LAPD's resource needs, including staffing, equipment, and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. If LAPD determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) could qualify for a categorical exemption under CEQA Guidelines Section 15301 or 15332 or Mitigated Negative Declaration. Further analysis, including identification of a specific location for such potential facilities, would be speculative and beyond the scope of this document.

**Based on the above, the Project's contribution to cumulative operational impacts to police protection services would not be cumulatively considerable. The Project would not result in cumulative adverse impacts associated with the provision of new or physically altered government facilities (i.e., police), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain service. As such, cumulative impacts on police protection services would be less than significant.**

## (2) Mitigation Measures

Cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

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<sup>28</sup> *City of Los Angeles, Proposed Budget for the Fiscal Year 2018–19.*

<sup>29</sup> *(2015) 242 Cal.App.4th 833.*

### (3) Level of Significance After Mitigation

Cumulative impacts related to police protection services would be less than significant without mitigation.