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## **4.26 Public Services (CEQA)**

### **4.26.1 Fire Protection (CEQA)**

#### **4.26.1.1 Introduction**

The fire protection analysis addresses the potential for the Master Plan alternatives to directly increase demand for fire protection and emergency services. The primary focus of the analysis is on whether the Master Plan alternatives would result in facility capacity constraints, inadequate fire flows, or unacceptable emergency response times, as more fully described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.1), of the Draft EIS/EIR. Additional information is provided in Technical Report 16, *Public Services Technical Reports*, of the Draft EIS/EIR.

#### **4.26.1.2 General Approach and Methodology**

The analysis of fire protection presented below is based on the general approach and methodology described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.26.1.3 below), using the same methodology applied to the 1996 baseline analysis.

#### **4.26.1.3 Affected Environment/Environmental Baseline**

The affected environment/environmental baseline related to fire protection used in this Supplement to Draft EIS/EIR is the same as described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.3), of the Draft EIS/EIR, with the exceptions identified below that reflect current conditions. The following changes to the affected environment/environmental baseline do not alter the conclusions of the Draft EIS/EIR.

- ◆ LAFD is currently in the process of seeking additional staffing and equipment resources in order to address today's changing environmental needs, however, response times in and around LAX have been maintained.<sup>305</sup> Furthermore, while there have been changes in floor area, personnel, and equipment in the fire stations serving LAX since the Draft EIS/EIR was prepared, these changes do not represent substantial changes to baseline conditions for the purposes of evaluating the Master Plan alternatives.
- ◆ Proposition F, approved in November 2000 provides funding to support the relocation and expansion of LAFD Fire Station 5. Fire Station 5 will be relocated to the southeast corner of 88<sup>th</sup> Place and Emerson Avenue, which is within the station's existing service area. The relocated Fire Station 5 would be 23,750 SF and include a regional fire/paramedic station, an apparatus storage building, and a multi-purpose room. LAFD estimates that the new Fire Station 5 will be constructed by June 2006.<sup>306</sup>

#### **4.26.1.4 Thresholds of Significance**

##### **4.26.1.4.1 CEQA Thresholds of Significance**

As stated in Section 4.26.1, *Fire Protection* (subsection 4.26.1.4.1), of the Draft EIS/EIR, a significant impact on fire and emergency services would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the following future conditions:

- ◆ Restricted emergency access, increased response times, extended station response distances, or decreased fire flow beyond the standards maintained by the agencies serving LAX and the surrounding communities.
- ◆ Requires, but does not adequately provide for, a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain adequate service levels.

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<sup>305</sup> Kerbrat, Tim, Captain, Planning Section, City of Los Angeles Fire Department, Personal Communication, March 7, 2003.

<sup>306</sup> Los Angeles Fire Department, New Regional Fire/Paramedic Station 5, Westchester, May 29, 2003, [http://eng.lacity.org/projects/fire\\_bond/FS5new.htm](http://eng.lacity.org/projects/fire_bond/FS5new.htm).

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These thresholds of significance were utilized because they address the potential concerns for fire protection services associated with the Master Plan build alternatives; namely, emergency access, response times, station response distances, and fire flow. The first threshold was derived from the Los Angeles Fire Code (Los Angeles Municipal Code, Section 57.09.01-11) and correspondence with the LAFD.<sup>307</sup> This threshold also complies with the FAR requirements for ARFF stations. The Los Angeles Fire Code includes specific standards for access, fire flow requirements, and maximum response distance to fire stations. Furthermore, the LAFD fire stations that serve LAX have focused standards that account for the particular needs of LAX fire protection services, including standards for access, fire station response distances, and fire flow requirements, in accordance with the LAX Rules and Regulations Manual and the LAX Air/Sea Disaster Preparedness Plan. Maximum response times to airfield incidents for ARFF stations (i.e., for Station 80) as well as fire stations supporting ARFF stations in airfield incidents are set forth in FAR 135.315-319.

The second threshold listed above derives from the *Draft L.A. CEQA Thresholds Guide*,<sup>308</sup> which states that a significant impact on fire protection services would occur if a "project" requires "addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service."

### 4.26.1.4.2 Federal Standards

As stated in Section 4.26.1, *Fire Protection* (subsection 4.26.1.4.2), of the Draft EIS/EIR, the FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis. However, as stated in Section 4.26.1, *Fire Protection* (subsection 4.26.1.2), of the Draft EIS/EIR, the FAA has established minimum fire protection requirements in Federal Aviation Regulations (FAR) 139.<sup>309</sup>

### 4.26.1.5 Master Plan Commitments

The following commitments are included in the Master Plan to address potential impacts to fire protection. Master Plan Commitment FP-1 has been revised, as noted, to clarify specific provisions of the commitment. Master Plan Commitment PS-1 is the same as that presented in the Draft EIS/EIR. Master Plan Commitment PS-2 has been added to respond to changing fire protection needs at LAX.

#### ◆ **FP-1. LAFD Design Recommendations (Alternatives A, B, C, and D).**

During the design phase prior to initiating construction of a Master Plan component, LAWA will prepare plans that contain the design features applicable to that component, as recommended by LAFD<sup>310</sup> 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.
- ◆ **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. (Modified since publication of the Draft EIS/EIR.)
- ◆ **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 City of Los Angeles Department of Public Works Standard Plan D-22549.
- ◆ **Road Turns.** Standard cut-corners will be used on all proposed road turns.

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<sup>307</sup> McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

<sup>308</sup> City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998.

<sup>309</sup> Federal Aviation Regulations (FAR), 14 CFR 139.315 - 139.319.

<sup>310</sup> Reagan, Mike, Battalion Chief, City of Los Angeles Fire Department, Personal Communication, March 3, 2000; Warford, Richard, Assistant Fire Marshall, City of Los Angeles Fire Department, Letter, January 22, 2001.

- ◆ 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. (Modified since publication of the Draft EIS/EIR.)
- ◆ 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. (Added since publication of the Draft EIS/EIR.)
- ◆ 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).
- ◆ **PS-1. Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D).**

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 airport planners. 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 (Alternatives A, B, C, and D).**

During the early design phase for implementation of the LAX Master Plan, 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. (Added since publication of the Draft EIS/EIR.)

The following Master Plan commitments from other environmental disciplines are also relevant to this analysis:

- ◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D).**
- ◆ **LU-1. Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D).**
- ◆ **ST-9 through ST-22.** Surface transportation commitments that would alleviate potential construction traffic impacts [see Section 4.3, *Surface Transportation* (subsection 4.3.2.5), of this Supplement to the Draft EIS/EIR].

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*, of this Supplement to the Draft EIS/EIR.

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### 4.26.1.6 Environmental Consequences

The environmental impacts to fire protection under the No Action/No Project Alternative and Alternatives A, B, and C have not changed from those described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.6), of the Draft EIS/EIR.

#### 4.26.1.6.1 Alternative D - Enhanced Safety and Security Plan

##### Project Development

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. The features of Alternative D that are relevant to the analysis of fire protection are summarized herein. Implementation of Alternative D includes extension of Runway 6L/24R, and extension and relocation of Runway 6R/24L. Acquisition of 77 acres would increase the size of the LAX fire protection service area, potentially affecting on-airport response times and service levels. On-airport public and service roads would be improved under Alternative D through the proposed GTC, the ITC, and other transportation facilities.

In order to allow for reconfiguration of runways and new development on the airport, Station 80 would be relocated north of World Way West and expanded to 18,000 SF. Station 51 would remain in its present location and would be expanded to 18,000 SF. Station 95 would also remain in its present location and would not be expanded. As previously discussed in Section 4.26.1.3, *Affected Environment/Environmental Baseline*, LAFD will be relocating Fire Station 5 in 2006 to the southeast corner of 88<sup>th</sup> Place and Emerson Avenue. Figure 2.6-1, 2015 Alternative D Ancillary Facilities, of the Draft LAX Master Plan Addendum<sup>311</sup> shows the proposed locations of the fire stations under Alternative D. **Table S4.26.1-1**, Alternative D Fire Stations Floor Area, shows the existing and proposed floor areas for the fire stations serving the airport.

The 39,000 SF Coast Guard Air Station, on the west side of the airport and just east of the existing On-Site Fuel Farm, would remain in its present location. The existing On-Site Fuel Farm would remain in its current location on the west side of the airport just north of World Way West under Alternative D. The overall footprint of the fuel farm facility would be reduced from 662,000 SF to 591,000 SF, with the four 60,000 barrel fuel tanks relocated to the south within the existing fuel farm footprint to accommodate the proposed Alternative D taxiway configuration. The 624,000 barrels of overall storage capacity would be maintained.

**Table S4.26.1-1**

**Alternative D Fire Stations Floor Area**

Station #	Existing Floor Area (SF)	Proposed Floor Area (SF)	Difference (SF)
51	8,600	18,000	+9,400
80	14,000	18,000	+4,000
95	9,200 <sup>1</sup>	9,200	0
5	9,640 <sup>1</sup>	23,750	+14,110
<b>Totals</b>	<b>41,440<sup>1</sup></b>	<b>68,750</b>	<b>+27,510</b>

<sup>1</sup> Modified since publication of the Draft EIS/EIR to correct an error in the Draft EIS/EIR. This modification does not alter the conclusions of the Draft EIS/EIR.

Source: Los Angeles Fire Department, 2000; Los Angeles World Airports, 2002.

<sup>311</sup> Los Angeles World Airports, *Draft Master Plan Addendum, Los Angeles International Airport*, prepared by Landrum & Brown, June 2003.

### **Service Effects**

Increases in airport development, traffic, and passenger activity, and changes in aircraft types and operations, combined with changes in the location and size of airport facilities, would contribute to increased demand for fire protection services. Significant impacts on service levels would occur if adequate response times, emergency access, fire flows, and fire prevention systems are not supported and maintained.

Similar to Alternatives A, B, and C, the size and locations of the proposed relocated fire stations would ensure that adequate response times to airfield incidents, pursuant to FAR 139.319, would be maintained or improved with the implementation of Alternative D. Adequate response times would also be supported by proposed circulation improvements that would reduce traffic congestion on the airport compared to baseline conditions and No Action/No Project Alternative conditions, as further described in Section 4.3, *Surface Transportation*, of this Supplement to the Draft EIS/EIR. Master Plan Commitments FP-1, LAFD Design Recommendations (Alternatives A, B, C, and D), and PS-1, Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D), and enforcement of code requirements would also ensure maintenance of adequate response times and emergency access.

As with the other build alternatives, potential impacts associated with staffing and equipment are considered less than significant, as these and other resources would be continually evaluated and addressed pursuant to standard LAFD procedures and FAR requirements. In addition, Master Plan Commitments FP-1 and PS-1 would ensure that adequate fire flows would be provided.

### **Fuel Farm**

As indicated previously, the existing 662,000 square foot fuel farm would remain in its current location on the west side of the airport, but the overall footprint of the facility would be reduced to 591,000 SF. The fuel farm is designed to handle incidents ranging from extinguishing a small spill fire to extinguishing a fire from one jet fuel storage tank and cooling down surfaces on three adjacent fuel storage tanks simultaneously.<sup>312</sup> The fuel farm fire protection facility would be modified to accommodate the relocated fuel tanks. In addition, the LAFD on-site fire response team is trained in techniques for fighting hydrocarbon fires. The on-site facilities would ensure that on-site staff and the LAFD have the necessary resources to respond to an incident at the fuel farm site. Impacts on fire protection services associated with the fuel farm are, as a result, considered less than significant. Additional information regarding the proposed fuel farm facility is detailed in the Draft Master Plan Addendum and Section 4.24.3, *Safety* (subsection 4.24.3.6.3), of this Supplement to the Draft EIS/EIR.

### **LAX Northside Project**

Similar to the No Action/No Project Alternative, under Alternative D, the LAX Northside project plans would be reviewed through standard city processes to ensure compliance with the Uniform Fire Code, Los Angeles Fire Code, *City of Los Angeles General Plan Fire Prevention Plan*, and other applicable LAFD requirements. Although the project would increase demand for fire protection services, the mitigation measures in the *LAX North Side Development Project Final EIR*<sup>313</sup> that address fire protection issues are incorporated in the approved projects [Q] zoning conditions. With the implementation of these conditions and fulfillment of Master Plan Commitments PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), and LE-1, Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside in to the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D), the potential impacts of the LAX Northside project on levels of fire protection services and response times would be less than significant.

### **Construction**

Similar to Alternatives A, B, and C, the traffic congestion associated with the demolition and construction of major projects within and adjacent to the LAX property would have the potential to hamper or delay emergency response. However, temporary roadway LOS deficiencies associated with compromised emergency response would be avoided through implementation of proposed Master Plan Commitment

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<sup>312</sup> LAXFUEL Corporation, *LAXFUEL Consortium Fuel Facility*, 2002, page 3.

<sup>313</sup> City of Los Angeles, Department of Airports, *Final Environmental Impact Report LAX North Side Development Project*, p. IV-102, April 1993.

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C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and Master Plan Commitments ST-9, ST-12, and ST-14 through ST-22 (refer to Section 4.20, *Construction Impacts*, and Section 4.3, *Surface Transportation*, of this Supplement to the Draft EIS/EIR, respectively). With implementation of these commitments, impacts of construction on fire response times from construction activities would be less than significant.

### **4.26.1.7 Cumulative Impacts**

#### **4.26.1.7.1 No Action/No Project Alternative**

The cumulative impacts to fire protection associated with the No Action/No Project Alternative, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.7.1), of the Draft EIS/EIR.

#### **4.26.1.7.2 Alternatives A, B, and C**

The cumulative environmental impacts to fire protection associated with Alternatives A, B, or C, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.26.1, *Fire Protection* (subsection 4.26.1.7), of the Draft EIS/EIR, with the following exception that reflects added information pertaining to intersection levels of service within the study area. The following additional information clarifies the conclusions of the Draft EIS/EIR relative to cumulative impacts.

Playa Vista and other independent projects would, in combination with Alternatives A, B, or C, contribute to traffic congestion that would result in intersection level of service deficiencies. These deficiencies would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. With implementation of Alternative B or C, the number of deficient intersections within the study area would not increase due to the project itself. Under the adjusted environmental baseline (2015) conditions, 34 of 61 study intersections would operate at LOS E or F, whereas under Alternatives B and C, only 31 of such intersections would operate at deficient levels of service. Under Alternative A, one additional intersection, for a total of 35 of 61 study intersections, would operate at LOS E or F. In addition, as discussed in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.6), of the Draft EIS/EIR, Alternatives A, B, and C would each result in fewer significantly-affected surface transportation facilities (i.e., intersections, street links, freeway segments and freeway ramps) in 2015 than the No Action/No Project Alternative.<sup>314</sup> Improvements in roadway conditions and emergency access relative to No Action/No Project conditions would occur due to the implementation of project design features and mitigation proposed as part of the Master Plan build alternatives. Thus, Alternatives A, B, and C would mitigate almost all project impacts and, in some cases, improve regional traffic flow compared to conditions that would exist if the Master Plan were not developed. Furthermore, it should be noted that, even with existing intersection deficiencies under baseline (1996) conditions, adequate emergency access is maintained. The use of emergency vehicle sirens, alternate response routes during peak periods or congested conditions, and multiple station/jurisdiction responses when necessary may partially account for the adequacy of current emergency access. As such measures would continue to be employed in the future, adequate emergency access, despite intersection deficiencies in some areas, would continue to be expected. Therefore, cumulative impacts after project and independent project mitigation, on fire protection services are considered to be less than significant.

#### **4.26.1.7.3 Alternative D - Enhanced Safety and Security Plan**

As previously discussed under Section 4.26.1.6, *Environmental Consequences*, under Alternative D, demand for fire services would increase at LAX due to new development, increases in passenger activity, changes in aircraft type and increased aircraft operations. Ongoing reviews of staffing, equipment and response times would ensure continued provision of adequate service levels to accommodate this demand. Similar to the No Action/No Project Alternative, on-airport employment under Alternative D would decrease; thus, there would be no indirect impacts associated with employment-related demand or demand associated with new employee households. The potential cumulative impact of the development

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<sup>314</sup> The LADOT analyzed an additional 14 intersections for Alternative C; if these were counted as well, Alternative C would have more significantly-affected facilities than Alternatives A and B, but still fewer than the No Action/No Project Alternative.

of Alternative D related to increases in demand for fire protection services associated with new employee households, therefore, is considered to be less than significant.

Similar to Alternatives A, B, and C, when considering the reduction in demand for fire protection services as a result of the removal of existing residences, the Manchester Square development would not substantially increase demand for fire protection services. The potential cumulative impact of the Manchester Square development under Alternative D, in combination with the Master Plan development is, therefore, considered to be less than significant.

The Playa Vista project, the most sizable related project in the immediate vicinity of LAX, in combination with the development of LAX Northside, could result in cumulative impacts on fire protection services provided by Fire Station 5. However, conditions placed on the LAX Northside project and the construction of a new fire station within the Playa Vista development would avoid potential cumulative impacts associated with this project. Construction of a new fire station at the Playa Vista site would begin before 60 percent of building construction for the first phase is complete.<sup>315</sup> The new fire station would serve the Playa Vista development as well as a portion of the Westchester community, decreasing the cumulative demand for fire services within the service area for Fire Station 5.<sup>316</sup> As the first phase of Playa Vista is already under construction, and the LAX Northside development would not be completed until 2015, the potential for cumulative impacts prior to completion of the new Playa Vista fire station is considered less than significant. Furthermore, the relocation and expansion of Fire Station 5, a development independent of the Master Plan, would maintain fire protection services in the Westchester community.<sup>317</sup>

Playa Vista and other independent projects would, however, in combination with the project, contribute to traffic congestion that would result in intersection level of service deficiencies (i.e., LOS E or F). As discussed in Section 4.3.2 (subsection 4.3.2.6.1.2), under Alternative D, these deficiencies are expected to occur at 50 of the 85 intersections that were analyzed. The LOS deficiencies at intersections would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. Implementation of Alternative D would result in the same number of deficient intersections within the study area as the adjusted environmental baseline (2015) conditions (50 intersections in both conditions). Alternative D would also result in fewer significantly-affected surface transportation facilities (i.e., intersections, street links, freeway segments and freeway ramps) in 2015 than the No Action/No Project Alternative, and after mitigation would have the least number of significantly-affected facilities of any build alternative. With mitigation of almost all project impacts, Alternative D would serve, in some cases, to improve regional traffic flow compared to conditions that would exist if the Master Plan were not developed. Furthermore, the continued use of emergency vehicle sirens, alternate response routes during peak periods or congested conditions, and multiple station responses when necessary would be expected to facilitate adequate emergency access and response, as occurs under existing, albeit deficient, roadway conditions.

Direct impacts would be avoided or reduced to less than significant through Master Plan design features, Master Plan commitments, and regulatory compliance. Furthermore, and it is expected that essential fire and emergency service levels will keep pace with independent project and indirect population growth that is within regional forecasts. Therefore, cumulative impacts after project and independent project mitigation, on fire protection services are considered less than significant.

### 4.26.1.8 Mitigation Measures

With the implementation of Master Plan Commitments FP-1, PS-1, PS-2, LU-1, C-1, and ST-9 through ST-22, the mitigation measures identified in Section 4.3, *Surface Transportation*, and project-by-project plan review to enforce code requirements, the impacts to fire protection under Alternatives A, B, C, and D would be less than significant. Therefore, no mitigation measures are required.

<sup>315</sup> City of Los Angeles, Conditions of Approval for Vesting Tentative Tract Map No. 49104 (VTM 49104), Condition No. 114, as revised December 8, 1995.

<sup>316</sup> Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, Personal Communication, March 10, 2000.

<sup>317</sup> Reagan, Michael D., Battalion Chief, Los Angeles Fire Department, Personal Communication, January 17, 2003.

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## 4.26.2 Law Enforcement (CEQA)

### 4.26.2.1 Introduction

The law enforcement analysis addresses the potential for the Master Plan alternatives to directly increase demand for law enforcement services to an extent that would result in understaffed law enforcement services, inadequate facilities, or increased and unacceptable response times at LAX, as more fully described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.1), of the Draft EIS/EIR. This analysis considers law enforcement needs in light of changes to security requirements resulting from the events of September 11, 2001. Additional information pertaining to law enforcement at LAX is provided in Technical Report 16, *Public Services Technical Reports*, of the Draft EIS/EIR.

### 4.26.2.2 General Approach and Methodology

The analysis of law enforcement presented below is based on the general approach and methodology described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.26.2.3 below). Changes in the methodology incorporated into this Supplement to the Draft EIS/EIR include the following:

- ◆ Since the Draft EIS/EIR was prepared, and due in part to new security priorities following the events of September 11, 2001, law enforcement needs have increased and changes are currently underway to expand and restructure the delivery of law enforcement services at LAX. As a result, the quantitative estimates of future facility needs included in the Draft EIS/EIR are no longer applicable. While law enforcement facilities have been programmed into all of the build alternatives, specific space requirements based on current and evolving security priorities will be determined through coordination with the Los Angeles World Airports Police Division (LAWAPD) (formerly Los Angeles World Airports Police Bureau) and the Los Angeles Police Department (LAPD) LAX Detail as plans are being finalized. This coordination is provided for through a new commitment in the Master Plan described below under 4.26.2.5, *Master Plan Commitments*.

### 4.26.2.3 Affected Environment/Environmental Baseline

The affected environment/environmental baseline related to law enforcement used in this Supplement to the Draft EIS/EIR is similar to that described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.3), of the Draft EIS/EIR, with the following exceptions identified below that reflect current conditions. The following changes to the affected environment/environmental baseline do not materially alter the conclusion of the Draft EIS/EIR (see section 4.26.2.6, *Environmental Consequences*, below).

#### Law Enforcement Services at LAX

In response to heightened security needs following the events of September 11, 2001, new security measures are being implemented at LAX.<sup>318,319</sup> These security measures include, but are not limited to:

- ◆ Heightened security at parking structure entrances and metered surface parking lots, including lower height bars to restrict large vehicles and random searches.
- ◆ Screening of all checked luggage by an explosive detection system or explosive trace detection.
- ◆ Establishment of a new Traffic Operations Center, including video surveillance of all on-airport roadways.
- ◆ Implementation of a high visibility and enforcement policy for curbside access, including zero tolerance for curbside parking of privately owned vehicles.
- ◆ Increased security requirements for granting access to critical secured airfield areas.
- ◆ Planned additional 1,200 closed-circuit security cameras to be installed throughout the airport (estimated completion in late 2004).

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<sup>318</sup> Office of the Mayor James K. Hahn, City of Los Angeles, "Mayor Hahn Reviews Security Measures Taken Since September 11, 2001," <http://www.lacity.org/mayor/oldpresss/ND5913.pdf>, September 9, 2002.

<sup>319</sup> Los Angeles World Airports, "Mayor Hahn, Minority Leader Gephardt Unveil Initiative to Install Closed-Circuit Video Cameras at LAX Terminals," [http://www.lawa.org/news/news\\_show.aspNewsID=401](http://www.lawa.org/news/news_show.aspNewsID=401), August 1, 2002.

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- ◆ Planned Perimeter Security Improvements, consisting of approximately 8 miles of upgraded fencing surrounding the airport.<sup>320</sup>
- ◆ Deployment of Transportation Security Administration (TSA) staff for security screening.

### **Los Angeles World Airport Police Division (LAWAPD)**

The LAWAPD contains 6 service sections: Patrol Services, Traffic Services, Security Services, Planning and Development, Field Support, and Security Technologies.<sup>321</sup>

Current LAWAPD has a staff of 734 workers with an additional 110 to 180 staff positions expected to be funded over the next year.<sup>322</sup> For purposes of this analysis, it is expected that with these hires staffing will be adequate to serve existing needs. This level of staffing represents a ratio of 914 LAWAPD staff to 67.3 million annual passengers (MAP)<sup>323</sup> or about one LAWAPD staff per 73,600 passengers. Current personnel levels represent an increase of 81 LAWAPD staff compared to the baseline staffing conditions presented in the Draft EIS/EIR. A comparison between current LAWAPD staffing levels and baseline staffing levels is shown on **Table S4.26.2-1**, Comparison of On-Airport Law Enforcement Staffing and Facility Space (Baseline and Current Conditions).

**Table S4.26.2-1**

**Comparison of On-Airport Law Enforcement Staffing and Facility Space  
(Baseline and Current Conditions)**

Department	Staffing		Facility Space (SF)	
	Baseline	Current	Baseline	Current
LAWAPD	653 <sup>1</sup>	914 <sup>2</sup>	32,840 <sup>3</sup>	47,840
LAPD LAX Detail	54	72	2,808	2,808
<b>Total On-Airport</b>	<b>707</b>	<b>986</b>	<b>35,648</b>	<b>50,648</b>

<sup>1</sup> Includes hiring that occurred in Year 2000.

<sup>2</sup> Includes hiring projected to occur through 2003.

<sup>3</sup> Planned and authorized facility space is less than the 62,840 SF presented in the Draft EIS/EIR, since the 30,000 SF modular complex previously included in this total was not constructed.

Sources: LAWAPD and PCR Services Corporation, 2003.

Preliminary crime investigation for approximately 97 percent of all incidents at LAX is conducted by the LAWAPD. Investigative follow-up procedures involve the LAPD LAX Detail. The majority of crimes reported at LAX are property theft and vehicle burglary. In 1996, a total of 2,992 crimes were reported at LAX, including 2,071 thefts. In 2000, a total of 2,900 crimes were reported at LAX, including 1,609 thefts.<sup>324</sup>

Section 4.26.2.3 of the Draft EIS/EIR indicated that LAWAPD occupies 19,600 square feet (SF) of permanent structure northeast of Terminal Building 1 and 8,200 SF in a modular building and emergency trailers. The Draft EIS/EIR also accounted for addition space that was pending, including two trailers (5,040 SF total) and a modular complex (30,000 SF).<sup>325</sup> The 30,000 SF modular complex was not ultimately constructed, therefore, baseline conditions have been adjusted to reflect 32,840 SF of facility space. Under current conditions an additional 15,000 SF of facility space has been added for a total of

<sup>320</sup> Los Angeles World Airports, "Mayor Hahn Announces New Measures To Fortify LAX Perimeter," [http://www.lawa.org/news/news\\_show.asp?NewsID=402](http://www.lawa.org/news/news_show.asp?NewsID=402), July 26, 2002.

<sup>321</sup> Los Angeles World Airports, Airport Police, "Service Sections," <http://www.lawa.org/police/service%20sections/sections.html>, September 12, 2002.

<sup>322</sup> Greene, Gary, Captain, Personal Communication, March 10, 2003.

<sup>323</sup> A 67.3 MAP for Year 2000 conditions is used since this is considered more representative of average passenger levels than MAP levels after the events of September 11, 2001.

<sup>324</sup> LAWAPD, LA World Airways, December 2000 Crime Reports.

<sup>325</sup> Bangs, John, Captain, LAWAPB Chief of Police, Letter, January 19, 2000.

47,840 SF of LAWAPD facility space.<sup>326</sup> Based on discussions with LAWAPD, existing facility space is not considered sufficient to support current needs.<sup>327</sup> A comparison of LAWAPD current facility space against baseline conditions is shown on **Table S4.26.2-1**.

### **Los Angeles Police Department (LAPD)**

Since preparation of the Draft EIS/EIR, LAPD LAX Detail staffing has increased from 49 to 72 employees, representing 23 additional LAPD personnel, who are assigned from the Pacific Division located at 12312 Culver Boulevard. **Table S4.26.2-1** presents a comparison of current on-site LAPD staffing and facility space against baseline conditions.

### **Other Agencies Providing Law Enforcement Services at LAX**

As further described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.3), of the Draft EIS/EIR, the U.S. Customs Service, Drug Enforcement Agency (DEA), Federal Bureau of Investigation (FBI), and Los Angeles County Sheriff's Department also have law enforcement responsibilities at LAX. In response to the current environment of heightened security needs and pursuant to the Aviation and Transportation Security Act enacted by Congress on November 19, 2001, LAWLA in cooperation with the Transportation Security Administration (TSA) and tenant airlines, has met a series of mandated deadlines for implementing new federal security requirements. Most notably, these requirements have involved installation of new baggage screening equipment and deployment of a TSA federal workforce of about 2,900 staff to conduct baggage and passenger screening and fulfill associated security needs. Baggage screening equipment and TSA staff are primarily accommodated within existing terminal areas which will be reconfigured over time as more permanent systems are put in place.

## **4.26.2.4 Thresholds of Significance**

### **4.26.2.4.1 CEQA Thresholds of Significance**

As stated in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.4.1), of the Draft EIS/EIR, a significant impact on law enforcement services would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the following conditions:

- ◆ An increase in on-airport 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, expansion of airport property, or the location of new land uses, emergency response times increase beyond the limits required by applicable jurisdictions within the study area.

These thresholds are utilized because they address the potential impacts to law enforcement services associated with the LAX Master Plan build alternatives, namely, staffing and facility needs and emergency response times. The first threshold listed above is derived from the *Draft L.A. CEQA Thresholds Guide*,<sup>328</sup> which states that consideration of impacts to law enforcement services must be given if the population increases as a result of implementation of the proposed project and/or demand for law enforcement services increases due to buildout of the proposed project when compared with the expected level of service available. The second threshold, also derived from the *Draft L.A. CEQA Thresholds Guide*, states that increased traffic congestion may affect response times if any street intersections contain a level of service (LOS) of "E" or "F" at project buildout.<sup>329</sup> This *Draft L.A. CEQA Thresholds Guide* threshold was broadened for this analysis to include the potential law enforcement service impacts associated with the Master Plan build alternatives.

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<sup>326</sup> Greene, Gary, Captain, Personal Communication, March 10, 2003.

<sup>327</sup> Bangs, John, Captain, LAWAPB Chief of Police, Letter, January 19, 2000.

<sup>328</sup> City of Los Angeles, Draft L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, May 14, 1998.

<sup>329</sup> The Police Protection section, Section J.1, of the Draft L.A. CEQA Thresholds Guide states that the effect of increased traffic congestion on response times for police protection and other emergency services is guided by the discussion in the Fire Protection and Emergency Medical Services section. As such, this threshold is derived from the Fire Protection and Emergency Medical Services section, Section J.2, of the Draft L.A. CEQA Thresholds Guide, May 14, 1998.

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### 4.26.2.4.2 Federal Standards

As stated in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.4.2), of the Draft EIS/EIR, the FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis.

### 4.26.2.5 Master Plan Commitments

The following Master Plan Commitments proposed for law enforcement are materially the same as those presented in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.5), of the Draft EIS/EIR.

◆ **LE-1. Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D).**

LAWA will assure 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 (Alternatives A, B, C, and D).**

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 environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.

◆ **PS-1. Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D).**

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 airport planners. 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.

In addition, the following Master Plan commitment has been added since publication of the Draft EIS/EIR to respond to changing security needs at LAX.

◆ **PS-2. Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D).**

During the early design phase for implementation of the LAX Master Plan, 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 Master Plan commitments from other environmental disciplines are also relevant to this analysis.

◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D).**

◆ **LU-1. Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D).**

◆ **ST-9 through ST-22.** Surface transportation commitments that would alleviate potential traffic impacts (see Section 4.3, *Surface Transportation* (subsection 4.3.2.5), of this Supplement to the Draft EIS/EIR).

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*, of this Supplement to the Draft EIS/EIR.

## 4.26.2.6 Environmental Consequences

### 4.26.2.6.1 No Action/No Project Alternative

The environmental impacts to law enforcement under the No Action/No Project Alternative have not changed from those described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.6.1), of the Draft EIS/EIR, with the exception of information pertaining to staff needs described below.

#### Staff Needs

Staffing and facility needs under the No Action/No Project Alternative compared to existing conditions are shown in **Table S4.26.2-2**, Estimated Law Enforcement Staffing Needs - 2015 (Compared to Existing Conditions). For LAWAPD to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 150 additional staff or 1,060 total staff would be required by 2015. For the LAPD LAX Detail, an estimated 12 additional staff or 84 total staff would be needed by 2015. These are estimates only as actual staffing needs would be determined by LAWAPD and LAPD through routine evaluations and measures would be taken to ensure adequate basic levels of service are maintained for these agencies. The new information on staffing, facility needs and response times does not materially alter the conclusions in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.6.1), of the Draft EIS/EIR.

**Table S4.26.2-2**

**Estimated Law Enforcement Staffing Needs - 2015  
(Compared to Existing Conditions)**

<b>Staffing Needs</b>	<b>NA/NP and Alternative D</b>	<b>Alternatives A and B</b>	<b>Alternative C</b>
<b>Staffing Increase</b>			
LAWAPD <sup>1</sup>	150	409	297
LAPD LAX Detail <sup>2</sup>	12	32	23
<b>Subtotal LAWAPD/LAPD</b>	<b>162</b>	<b>441</b>	<b>320</b>
<b>Total 2015 Staffing Needs</b>			
LAWAPD	1060	1323	1211
LAPD LAX Detail	84	104	95
<b>Subtotal LAWAPD/LAPD</b>	<b>1144</b>	<b>1427</b>	<b>1306</b>

<sup>1</sup> Based on LAWAPD staffing projected through 2003 of 914 employees per 67.3 MAP.

<sup>2</sup> Based on 2003 LAPD LAX Detail staffing of 72 employees per 67.3 MAP.

Source: PCR Services Corporation, 2003.

### 4.26.2.6.2 Alternatives A, B, and C

The environmental impacts to law enforcement under Alternatives A, B, and C have not changed from those described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.6), of the Draft EIS/EIR, with the exception of information pertaining to staff and facilities needs described below.

As shown in **Table S4.26.2-2**, to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 1,323 LAWAPD staff would be needed under Alternatives A and B by 2015, a net increase of 409 staff over current conditions. Under Alternative C, 1,211 LAWAPD staff would be needed, a net increase of 297 staff over current conditions. For the LAPD LAX Detail, under Alternatives A and B, 104 staff would be needed by 2015, an increase of 32 staff over current conditions. Under Alternative C, 95 LAPD LAX Detail staff would be needed, an increase of 23 staff over current conditions.

Due to increases in passengers and other activities at the airport, the estimated combined staffing increase over current conditions for the two agencies by 2015 would total 441 law enforcement personnel under Alternatives A and B and 320 law enforcement personnel under Alternative C. Potential impacts associated with the increase in staffing needs would be avoided through implementation of Master Plan Commitment LE-1, Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D),

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which requires routine evaluation and provision of officers to keep pace with forecast increases in activity and development at LAX.

As further described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.6), of the Draft EIS/EIR, Alternatives A, B, and C include relocation and expansion of existing facilities through the proposed construction of four new police facilities. The total space allocation for these facilities is 168,000 SF under Alternatives A and B and 169,000 SF under Alternative C. Although these facility allocations met needs at the time the Draft EIS/EIR was prepared, subsequent uncertainty regarding staffing and facility needs require that these facility proposals be re-evaluated. Potential impacts on LAWAPD and LAPD LAX Detail facilities would be avoided through implementation of Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D). This commitment indicates that consultation will be undertaken to ensure that adequate facility space, siting and design is achieved.

Accepting that final facility space allocations and siting will be established as specific plans are prepared, it is assumed that LAWAPD and LAPD input in this process will ensure that the location of new facilities and substations will support adequate or improved response times. Adequate response times would also be supported by proposed circulation improvements that would reduce traffic congestion on the airport compared to baseline conditions, as further described in Section 4.3, *Surface Transportation*, of the Draft EIS/EIR. Furthermore, Master Plan Commitment PS-1, Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D), would ensure continued law enforcement agency involvement in establishing space requirements, siting, and design. Based on the above, impacts on response times for LAWAPD and the LAPD LAX Detail would be less than significant.

The new information on staffing, facility needs and response times presented above does not materially alter the conclusions in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.6), of the Draft EIS/EIR.

### 4.26.2.6.3 Alternative D - Enhanced Safety and Security Plan

#### **Project Development**

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. The features of Alternative D that are relevant to the analysis of law enforcement are summarized herein. Alternative D would provide enhanced safety and security through a variety of means, including consolidated passenger boarding and departure areas, and the location of baggage check-in and screening areas to the east of the terminal facilities at the GTC. Other features of this alternative that influence law enforcement services include increases in passenger activity, property acquisition, roadway improvements, police station development, and terminal and cargo facility development.

Under Alternative D, acquisition of 77 acres would increase the size of the LAX law enforcement services area, potentially affecting on-airport response times and service levels. Similar to Alternatives A, B, and C, existing LAWAPD and LAPD facilities would be relocated to a new 110,000 square foot on-airport facility at the northwest corner of Westchester Parkway and Emerson Avenue. Additional police substations would be located in the terminal facilities and at the GTC. Because security needs at LAX are still evolving due to the events of September 11, 2001, planning with LAWAPD and LAPD regarding the size and specific locations of these substations is ongoing. Therefore, the police facility proposals for Alternative D will be reviewed as plans proceed in keeping with Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D).

#### **Service Effects**

Similar to Alternatives A, B, and C, Master Plan development under Alternative D would increase demand for law enforcement services. Increases in passengers, traffic, parking areas, and other facilities, as well as the increased size of the airport, would all contribute to the need for additional staffing, facilities, and equipment. However, under Alternative D, the physical arrangement of airport facilities, including the location and design of the GTC, would enhance the effectiveness of law enforcement. Estimated staffing needs for LAWAPD and the LAPD LAX Detail are summarized in **Table S4.26.2-2**. Staffing needs for maintaining adequate service levels are estimated based on forecasted annual increases in passengers. Since activity levels for Alternative D are approximately the same as those associated with the No Action/No Project Alternative, the staffing levels estimated to maintain adequate levels of service are the same for both alternatives.

### **LAWAPD Staffing and Facility Needs**

As shown in **Table S4.26.2-2**, and accounting for existing staffing requirements, an estimated 1,060 LAWAPD staff would be needed by 2015 under Alternative D, representing an increase of 150 employees over current conditions. This estimated increase in staffing would translate to additional facility needs, exacerbating existing deficiencies in facility space for LAWAPD.

### **LAPD Staffing and Facility Needs**

For the LAPD LAX Detail, as shown in **Table S4.26.2-2**, approximately 84 LAPD staff would be needed by 2015 in order to maintain current staffing to passenger ratios. This represents an increase of 12 LAPD staff compared to current conditions. As noted for LAWAPD, increases in staffing needs would exacerbate existing deficiencies in LAPD LAX Detail facilities.

### **Combined Staffing and Facility Needs**

Due to increases in passengers and other activities at the airport, the combined staffing increase over current conditions for the two agencies by 2015 would total 162 law enforcement personnel. It should be noted that the number of officers represents a long-range estimate and actual staffing needs are likely to change over time due to a variety of factors. As a result, it is accepted that the number of officers needed to support proposed Master Plan development would be specifically defined by LAWAPD and LAPD through their ongoing assessments of service levels. Potential impacts associated with changes in staffing needs are less than significant and would be avoided through implementation of Master Plan Commitment LE-1, Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D), which requires routine evaluation and provision of officers to keep pace with forecast increases in activity and development at LAX.

Staffing for private security personnel, the U.S. Customs Service, the DEA, and the FBI, who all occupy space within existing terminal facilities is expected to increase in light of heightened security requirements and in general proportion to passenger levels. The facility space needs of these personnel are accounted for within the overall terminal space requirements addressed by the proposed Master Plan. Therefore, impacts on these agencies are considered to be less than significant.

Additional facility space would be required to support increases in service demand and forecasted increases in staffing. This space would be provided through a 110,000 SF facility within LAX Northside, with additional space provided in terminal substations and a substation at the GTC. As previously indicated, detailed planning and final facility requirements for LAWAPD and the LAPD LAX Detail have not been completed. Potential impacts on LAWAPD and LAPD LAX Detail facilities would be avoided through implementation of Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which provides that consultation with these agencies be undertaken by LAWA to ensure that adequate facility space, siting and design is achieved.

The design of the GTC would enhance the effectiveness of law enforcement resources, by providing preliminary screening of passengers and baggage at one location. Final substation locations and space allocations would be established as specific plans are prepared, subject to the approval of LAWAPD and LAPD, therefore, it is expected that the location of the new police facilities will support maintenance of adequate response times. Adequate response times would also be supported by proposed circulation improvements that would reduce traffic congestion on the airport compared to baseline conditions and the No Action/No Project Alternative, as further described in Section 4.3, *Surface Transportation*, of this Supplement to the Draft EIS/EIR. Additionally, Master Plan Commitments LE-1, LE-2, and PS-2 would ensure continued law enforcement agency involvement in establishing space requirements, siting, and design. Based on the these provisions, the potential impacts of Alternative D on LAWAPD and LAPD LAX Detail response times would be less than significant.

Implementation of the proposed Master Plan, with proposed facilities and compliance with Master Plan Commitments LE-1 and PS-2 would ensure that staffing and facilities keep pace with passenger activity and expansion of the airport through advanced planning and the routine evaluation and provision of needed staffing, equipment, and facilities. Crime statistics at LAX show that between 1996 and 2000 the crime at LAX declined slightly even with an 11 percent increase in passengers. These statistics suggest that ongoing hiring and policing practices of the LAWAPD and LAPD LAX Detail will continue to ensure that high levels of law enforcement at LAX are maintained as the airport is expanded.

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### LAX Northside Project

Although development of LAX Northside would increase demand on law enforcement services, with review of project plans by LAWAPD and LAPD, implementation of the security features referenced in the approved [Q] Zoning Conditions for LAX Northside, and fulfillment of Master Plan Commitments LE-1, PS-2, and LU-1, Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project (Alternatives A, B, C, and D), impacts on law enforcement services associated with the project would be less than significant.

### Construction

Similar to Alternatives A, B, and C, construction activities and associated traffic congestion would have the potential to increase response times and increase traffic patrol and other law enforcement activities during periods of demolition and construction within and adjacent to the LAX property. While these impacts are potentially significant, they would be addressed through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D) and Master Plan Commitments ST-9, ST-12, and ST-14 through ST-22 (refer to Section 4.20, *Construction Impacts*, and Section 4.3, *Surface Transportation*, of this Supplement to the Draft EIS/EIR, respectively). These commitments would ensure, among other things, proper coordination and planning with law enforcement and fire protection agencies to reduce effects from construction on traffic, emergency access, and response times.

Without proper coordination and phasing, the relocation process for on-airport police facilities could temporarily compromise law enforcement services. To address this potentially significant impact and maintain adequate law enforcement services with new development under Alternative D, Master Plan Commitment PS-1, Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D) would be implemented to properly coordinate relocation of facilities with the LAWAPD and LAPD.

### 4.26.2.7 Cumulative Impacts

#### 4.26.2.7.1 No Action/No Project Alternative

The cumulative impacts to law enforcement associated with the No Action/No Project Alternative, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.7.1), of the Draft EIS/EIR.

#### 4.26.2.7.2 Alternatives A, B, and C

The cumulative environmental impacts to law enforcement associated with Alternatives A, B, or C, in combination with other past, present and probable future projects, have not changed from those described in Section 4.26.2, *Law Enforcement* (subsection 4.26.2.7.2), of the Draft EIS/EIR, with the following exception that reflects added information pertaining to intersection levels of service within the study area. The following additional information alters the conclusions of the Draft EIS/EIR relative to cumulative impacts.

Playa Vista and other independent projects would, in combination with Alternative A, B, or C, contribute to traffic congestion that would result in intersection level of service deficiencies. These deficiencies would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. With implementation of Alternative B or C, the number of deficient intersections within the study area would not increase due to the project itself. Under the adjusted environmental baseline (2015) conditions, 34 of 61 study intersections would operate at LOS E or F, whereas under Alternatives B and C, only 31 of such intersections would operate at deficient levels of service. Under Alternative A, one additional intersection, for a total of 35 of 61 study intersections, would operate at LOS E or F. In addition, as discussed in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.6), of the Draft EIS/EIR, Alternatives A, B, and C would each result in fewer significantly-affected surface transportation facilities (i.e., intersections, street links, freeway segments and freeway ramps) in 2015 than the No Action/No Project Alternative.<sup>330</sup>

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<sup>330</sup> The LADOT analyzed an additional 14 intersections for Alternative C; if these were counted as well, Alternative C would have more significantly-affected facilities than Alternatives A and B, but still fewer than the No Action/No Project Alternative.

Improvements in roadway conditions and emergency access relative to No Action/No Project conditions would occur due to the implementation of project design features and mitigation proposed as part of the Master Plan build alternatives. Thus, Alternatives A, B, and C would mitigate almost all project impacts and, in some cases, improve regional traffic flow compared to conditions that would exist if the Master Plan were not developed. Furthermore, it should be noted that, even with existing intersection deficiencies under baseline (1996) conditions, adequate emergency access is maintained. The use of emergency vehicle sirens, alternate response routes during peak periods or congested conditions, and multiple station/jurisdiction responses when necessary may partially account for the adequacy of current emergency access. As such measures would continue to be employed in the future, adequate emergency access, despite intersection deficiencies in some areas, would continue to be expected. Therefore, cumulative impacts after project and independent project mitigation, on law enforcement are considered to be less than significant.

### **4.26.2.7.3 Alternative D - Enhanced Safety and Security Plan**

As previously discussed under Section 4.26.2.6, *Environmental Consequences*, demand for law enforcement services would increase at LAX due to new development and increases in passenger activity. Ongoing review of staffing, equipment levels, and response times would ensure provision of adequate service levels to meet this demand. These impacts would be avoided through Master Plan provisions for relocation and expansion of existing police stations, and Master Plan commitments to ensure maintenance of adequate staffing, equipment levels, and emergency response times.

Similar to the No Action/No Project Alternative, Alternative D would result in LAX-related decreases in population associated with decreases in direct employment. This population decrease could be 123,479 within the five-county region, and a decrease of 10,382 people within a ten-mile radius of LAX. This decrease in population, in combination with relocation of residents from Manchester Square and overall forecast growth, would not require additional law enforcement staffing and equipment within individual jurisdictions. Although some jurisdictions would likely experience interim periods of degraded service due to cumulative impacts, it is expected that law enforcement services and public safety will remain high priorities with overall levels of service maintained at adequate levels through local funding, project-by-project review, ongoing traffic mitigation and transportation improvements, and conditioning of new development projects.

In considering impacts associated with independent project development in the vicinity of LAX, the proposed Playa Vista development would be constructed within an area that is currently vacant, which would directly increase the population and the demand for law enforcement services in the Westchester area. However, cumulative impacts from Alternative D and the Playa Vista development would not be significant, since the Playa Vista project would include mitigation measures to reduce impact on law enforcement and development of Alternative D would have less than significant impacts on law enforcement services and minimal effects on the LAPD Pacific Division.

Playa Vista and other independent projects would, however, in combination with Alternative D, contribute to traffic congestion that would result in intersection level of service deficiencies. As discussed in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.6.1.2), of this Supplement to the Draft EIS/EIR, under Alternative D, these deficiencies are expected to occur at 50 of the 85 intersections that were analyzed. The LOS deficiencies at these intersections would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. Implementation of Alternative D would result in the same number of deficient intersections within the study area as the adjusted environmental baseline (2015) conditions (50 intersections in both conditions). Alternative D would also result in fewer significantly-affected surface transportation facilities (i.e., intersections, street links, freeway segments and freeway ramps) in 2015 than the No Action/No Project Alternative, and after mitigation would have the least number of significantly-affected facilities of any build alternative. With mitigation of almost all project impacts, Alternative D would serve, in some cases, to improve regional traffic flow compared to conditions that would exist if the Master Plan were not developed. Furthermore, the continued use of emergency vehicle sirens, alternate response routes during peak periods or congested conditions, and multiple station/jurisdiction responses when necessary would be expected to facilitate adequate emergency access and response, as occurs under existing, albeit deficient, roadway conditions.

The voluntary residential acquisition activities in the Manchester Square and Belford areas, that would be proceeding as an independent project, would not contribute to cumulative impacts as demand for law

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enforcement services would decrease with the transition from residential to airport-related land uses. Alternative D's potential to result in direct impacts would be avoided through implementation of Master Plan Commitments LE-1, LE-2 and PS-2. In addition, any increase in demand on the LAPD Pacific Division is expected to be small; particularly recognizing that the residential land in the Manchester Square and Belford areas that is currently policed by the Pacific Division would shift to LAWAPD jurisdiction.

Direct impacts would be avoided or reduced to less than significant levels through Master Plan design features, Master Plan commitments, and regulatory compliance. Furthermore, it is expected that essential law enforcement service levels will keep pace with independent project and indirect population growth that is within regional forecasts. Therefore, cumulative impacts after project and independent project mitigation, on law enforcement are considered less than significant.

### **4.26.2.8 Mitigation Measures**

#### **4.26.2.8.1 Alternatives A, B, C, and D**

With the implementation of Master Plan Commitments LE-1, LE-2, PS-1, PS-2, LU-1, C-1, and ST-9 through ST-22, along with mitigation measures identified in Section 4.3, *Surface Transportation*, impacts on law enforcement services under Alternatives A, B, C, and D would be less than significant. Therefore, no mitigation measures are required.

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## 4.26.3 Parks and Recreation (CEQA)

### 4.26.3.1 Introduction

The parks and recreation analysis focuses on the potential for the Master Plan alternatives to create or exacerbate deficiencies in public parks and recreation areas through increased demand for facilities, acquisition, construction activities, or alteration of existing facilities, as more fully described in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.1), of the Draft EIS/EIR. Section 4.8, *Department of Transportation Act, Section 4(f)*, of the Draft EIS/EIR and this Supplement to the Draft EIS/EIR, addresses potential impacts on public park and recreational facilities as required by Section 4(f) of the U.S. Department of Transportation Act, which includes an assessment of acquisition, noise, access, and other indirect effects. Impacts on bikeways are analyzed in Section 4.2, *Land Use*, and in Section 4.14, *Coastal Zone Management and Coastal Barriers*.

### 4.26.3.2 General Approach and Methodology

The analysis of parks and recreation presented below is based on the general approach and methodology described in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.26.3.3 below), using the same methodology applied to the 1996 baseline analysis.

### 4.26.3.3 Affected Environment/Environmental Baseline

The affected environment/environmental baseline related to parks and recreation used in this Supplement to the Draft EIS/EIR is the same as described in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.3), of the Draft EIS/EIR. Evaluation of Year 2000 conditions indicated that no material changes to the affected environment/environmental baseline have occurred that alter the conclusions of the Draft EIS/EIR.

### 4.26.3.4 Thresholds of Significance

#### 4.26.3.4.1 CEQA Thresholds of Significance

As stated in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.4.1), of the Draft EIS/EIR, a significant impact on parks and recreation areas would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of these conditions:

- ◆ Directly generate a substantial increase in the population of the project area that creates or exacerbates deficiencies in parkland as determined by the applicable ordinances and/or adopted standards.
- ◆ Directly results in the need for new parks or recreational facilities due to degradation or acquisition of parkland or substantially alters existing parks or recreational facilities so that it would decrease the use of the park or recreational facility.

These thresholds are utilized because they address the concerns for parks and recreation areas potentially directly affected by the proposed Master Plan build alternatives. The first threshold is a modification of a threshold in the *Draft L.A. CEQA Thresholds Guide*, which states that the "demand for recreation and park services anticipated at the time of project buildout" be "compared to the expected level of service available."<sup>331</sup> In the following analysis, demand is based on whether the public park or recreational facilities would serve the surrounding population as determined through adopted ordinances and standards. Assessment of demand for recreational facilities is based on increases in employees, airport users or changes in population resulting directly from project development. The second threshold was derived from Appendix G of the State CEQA Guidelines, which states that a project would have a significant impact on parks if it results in the "need for new or physically altered" facilities and/or results in

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<sup>331</sup> City of Los Angeles, *Draft L.A. CEQA Thresholds Guide*, Section J.4. Recreation and Parks, J.4-3, May 14, 1998.

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"substantial physical deterioration of the facility." Physical deterioration in this analysis includes acquisition, decreased access, or a change in the use of a park or recreational facility.

#### **4.26.3.4.2 Federal Standards**

As stated in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.4.2), of the Draft EIS/EIR, the FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis. Environmental effects on parks and other resources associated with acquisition, noise, access, and other indirect effects are however, addressed pursuant to federal standards in Section 4.8, *Department of Transportation Act, Section 4(f)*, of this Supplement to the Draft EIS/EIR.

#### **4.26.3.5 Master Plan Commitments**

No Master Plan commitments for parks and recreation are proposed. However, the following Master Plan commitments from other environmental disciplines are relevant to this analysis.

- ◆ **LU-3. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternatives A, B, and C).**
- ◆ **LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D).**
- ◆ **ST-18. Detour Plan (Alternatives A, B, C, and D).**

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*, of this Supplement to the Draft EIS/EIR.

#### **4.26.3.6 Environmental Consequences**

The environmental impacts to parks and recreation under the No Action/No Project Alternative and Alternatives A, B, and C have not changed from those described in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.6), of the Draft EIS/EIR.

##### **4.26.3.6.1 Alternative D - Enhanced Safety and Security Plan**

#### **Project Development**

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. The features of Alternative D that are relevant to the analysis of parks and recreation are summarized herein. Under Alternative D, no residential development or acquisition of park or recreational facilities is proposed. The Westchester Golf Course would be expanded by 6 acres, with the addition of 3 holes. Alternative does not propose acquisition or relocation of residences. Under Alternative D, no changes to Carl E. Nielson Youth Park would occur.

#### **Service Effects**

Although no residential development is proposed, increases in passenger activity may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by a decrease of 9,261 on-airport employees that would occur under Alternative D.<sup>332</sup> Furthermore, expansion of the Westchester Golf Course and provision of a bikeway and other recreational amenities within LAX Northside would offset the potential demand for parks and recreation that could occur from passengers. Local demand would also be reduced with the relocation of 4,987 residents, independent from the Master Plan, under LAWA's existing acquisition program. As a result, impacts on parks and recreational facilities due to changes in passenger activity would be less than significant.

Access to public parks or recreation areas within the study area would not be impaired with implementation of Alternative D. As described in Section 4.14, *Coastal Zone Management and Coastal*

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<sup>332</sup> The decline in employment in spite of increasing aviation activity reflects productivity increases (i.e., producing more economic output per worker within manufacturing industries related to LAX that would outpace increases in employment).

*Barriers*, Alternative D would not inhibit bicycle access to Dockweiler State Beach. Furthermore, implementation of Master Plan Commitment LU-5, Comply with City of Los Angeles Transportation Element Bicycle Plan (Alternative D), as further described in Section 4.2, *Land Use* (subsection 4.2.5), would support incorporation of bicycle paths and lanes as part of the Master Plan circulation system.

As further described in Section 4.8, *Department of Transportation Act, Section 4(f)*, within the Section 4(f) study area, park use would not be significantly impacted by noise.

### **LAX Northside Project**

Similar to the No Action/No Project Alternative, approximately 4.5 million square feet of commercial and research/development uses would be constructed on 340-acres under the LAX Northside project. Although no residential uses are proposed, the *LAX North Side Development Project Final EIR* indicated that the project would increase the use of public parks and recreational facilities in the Westchester/Playa del Rey area due to daytime or lunchtime employee use. Consistent with the conclusions in the *LAX North Side Development Project Final EIR*, incidental increases in daytime employee demand for public parks and recreational facilities would be minimal and demand would be offset by the construction of a 2.3-mile bikeway.<sup>333</sup> Demand would also be offset by a 6 acre expansion of the Westchester Golf Course. As a result, impacts on parks and recreational facilities from development of LAX Northside would be less than significant.

### **Construction**

The extent and duration of construction would be reduced under Alternative D when compared to the other build alternatives. Construction of transportation facilities and other improvements in proximity to park and recreational facilities are not expected to restrict access to area parks and recreation areas.

As shown in Figure S4.1-4, Potential Construction Noise Impacts - Alternative D, in Section 4.1, *Noise* (subsection 4.1.6.4.3), of this Supplement to the Draft EIS/EIR, construction noise impacts would occur at a small portion of Imperial Strip, just south of Imperial Highway in the City of El Segundo. However, Imperial Strip serves as a buffer between the airport and the City of El Segundo and much of its use is for viewing aircraft, rather than quiet activities. Furthermore, construction noise at Imperial Strip would be temporary and additive to a currently noisy environment. Therefore, construction noise impacts at Imperial Strip relative to park use are considered less than significant.

Construction of the LAX Northside project may temporarily impair access to Westchester Park Recreation Center (via Lincoln Boulevard). However, Master Plan Commitment ST-18 would provide alternate routes or detours if access is impaired. Therefore, potential impacts to the Westchester Park Recreation Center would be less than significant.

As the focus of construction would be largely on airport property and within immediately adjacent acquisition areas, there would be no significant impacts on Vista del Mar Park, Dockweiler State Beach, or the South Bay Bicycle Trail (see Section 4.20, *Construction Impacts* (subsection 4.20.6.3), for additional information).

### **4.26.3.7 Cumulative Impacts**

The cumulative impacts to parks and recreation associated with the No Action/No Project Alternative and Alternatives A, B, or C, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.26.3, *Parks and Recreation* (subsection 4.26.3.7), of the Draft EIS/EIR.

#### **4.26.3.7.1 Alternative D - Enhanced Safety and Security Plan**

Similar to the No Action/No Project Alternative, employment-related demand for parkland would decrease due to a reduction in direct employment generated by LAX. While passenger activity would increase, use of local park and recreation areas by visitors to LAX is expected to be small and would be offset by proposed recreational facility improvements. The acquisition of residential properties and relocation of 4,987 residents from the Manchester Square and Belford areas would also substantially reduce local

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<sup>333</sup> City of Los Angeles, Department of Airports, *Final Environmental Impact Report LAX North Side Development Project*, IV-102, April 1993.

### ***4.26.3 Parks and Recreation (CEQA)***

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demand for parkland. Therefore, the potential impacts of Alternative D on parks and recreation would be fully offset and less than significant, and would not contribute to cumulative effects associated with other local or regional projects.

#### **4.26.3.8 Mitigation Measures**

Alternatives A, B, C, and D would not have a significant impact on parks and recreation, therefore, no mitigation is required.

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## 4.26.4 Libraries (CEQA)

### 4.26.4.1 Introduction

The libraries analysis addresses the potential for the Master Plan alternatives to affect library facilities through increased demand for services, acquisition, or construction activities, as more fully described in Section 4.26.4, *Libraries* (subsection 4.26.4.1), of the Draft EIS/EIR. Noise impacts on libraries are discussed in Section 4.1, *Noise*, and Section 4.2, *Land Use*, of the Draft EIS/EIR and this Supplement to the Draft EIS/EIR.

### 4.26.4.2 General Approach and Methodology

The analysis of libraries presented below is based on the general approach and methodology described in Section 4.26.4, *Libraries* (subsection 4.26.4.2), of the Draft EIS/EIR. In addition, the analysis completed for this Supplement to the Draft EIS/EIR includes consideration of changes to baseline conditions (see Section 4.26.4.3 below), using the same methodology applied to the 1996 baseline analysis.

### 4.26.4.3 Affected Environment/Environmental Baseline

The affected environment/environmental baseline related to libraries used in this Supplement to Draft EIS/EIR is the same as described in Section 4.26.4, *Libraries* (subsection 4.26.4.3), of the Draft EIS/EIR, with the following exception identified below that reflects current conditions. The following change to the affected environment/environmental baseline alters the conclusions of the Draft EIS/EIR relative to Alternatives A, B, and C (see subsection 4.26.4.6.2 below).

- ◆ The Loyola Village Branch Library, which was a 4,369 square foot (SF) facility, closed in 2001. A new 12,500 SF library is being constructed at the same site to serve up to 100,000 persons. The new library will replace the Loyola Village Branch Library and the Westchester Branch Library, which closed on March 29, 2003. The new Westchester-Loyola Village Branch Library is scheduled for completion in June 2003.<sup>334</sup> Once constructed, this larger consolidated library will eliminate the existing service capacity deficiency in the area and will provide excess capacity to serve future demand.

### 4.26.4.4 Thresholds of Significance

#### 4.26.4.4.1 CEQA Thresholds of Significance

As stated in Section 4.26.4, *Libraries* (subsection 4.26.4.4.1), of the Draft EIS/EIR, a significant library services impact would occur if the direct and indirect changes in the environment that may be caused by a build alternative 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 utilized because they address the potential impacts to libraries associated with the proposed Master Plan build alternatives, namely, increased demand for library services or direct physical impacts that would close or restrict the use of library facilities. The first threshold is modified from the *Draft L.A. CEQA Thresholds Guide*.<sup>335</sup> It states that a significant impact to library services would occur if the increases in net population due to a project or the demand for library services at the time of project buildout is higher than the expected level of service available. In this analysis, expected levels of service are based on adopted Los Angeles Public Library planning standards and existing library construction plans.<sup>336</sup> The second threshold was developed specifically to address potential impacts of the Master Plan build alternatives relative to proposed acquisition areas.

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<sup>334</sup> Los Angeles Public Library, Bureau of Engineering, 1998 Library Bond Program January 2003 Progress Report, March 2003.

<sup>335</sup> City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998.

<sup>336</sup> Los Angeles Public Library, Bureau of Engineering, 1998 Library Bond Program December 1999 Progress Report, March 2003.

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### **4.26.4.4.2 Federal Standards**

As stated in Section 4.26.4, *Libraries* (subsection 4.26.4.4.2), of the Draft EIS/EIR, the FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis.

### **4.26.4.5 Master Plan Commitments**

No Master Plan commitments for libraries are proposed.

### **4.26.4.6 Environmental Consequences**

#### **4.26.4.6.1 No Action/No Project Alternative**

The environmental impacts to libraries under the No Action/No Project Alternative have not changed from those described in Section 4.26.4, *Libraries* (subsection 4.26.4.6.1), of the Draft EIS/EIR.

#### **4.26.4.6.2 Alternatives A, B, and C**

The environmental impacts to libraries under Alternatives A, B, and C have not changed from those described in Section 4.26.4, *Libraries* (subsection 4.26.4.6), of the Draft EIS/EIR, with the exception of information pertaining to the provision of service described below.

#### **Service Effects**

As described in Section 4.26.4, *Libraries* (subsection 4.26.4.6), of the Draft EIS/EIR, a potentially significant impact was identified in the Draft EIS/EIR because Alternatives A, B, and C could have resulted in acquisition of the Westchester Branch Library prior to the opening of the new Westchester-Loyola Village Branch Library. This potential impact would no longer occur as completion of the Westchester-Loyola Village Branch Library is now expected in June 2003.<sup>337</sup>

#### **4.26.4.6.3 Alternative D - Enhanced Safety and Security Plan**

#### **Project Development**

A complete description of the facilities associated with Alternative D is provided in Chapter 3, *Alternatives* (subsection 3.3.2), of this Supplement to the Draft EIS/EIR. As with the No Action/No Project Alternative and Alternatives A, B, and C, no additional libraries or residential development are proposed under Alternative D. Similar to the No Action/No Project Alternative, under Alternative D there would be a decrease in employment due to increases in worker productivity with advances in technology in certain industries.

#### **Service Effects**

Library planning standards and demand are based on the residential populations that surround a given library facility. Although Alternative D does not include new residential development, it is possible that increases in passenger activity could result in an increase in demand for library services (no increase would result from employment since under Alternative D there would be a decrease in employment). Under Alternative D, passenger use of the new Westchester-Loyola Village Branch Library on an annual basis is expected to increase by 4,687 patrons in 2015, a net increase of 1,233 library patrons over 1996 baseline conditions and a net decrease of 13 library patrons compared to the No Action/No Project Alternative. However, as with the other build alternatives, this direct increase in demand for libraries resulting from increases in on-airport employment and passengers would be less than significant.

The acquisition and demolition of the Belford and Manchester Square areas, under LAWA's Aircraft Noise Mitigation Program (ANMP), would decrease the service population of the Westchester Branch Library through the potential relocation of an estimated 4,987 residents. Demand associated with these residents would be disbursed mostly to areas served by libraries outside the libraries study area. Moreover, the new Westchester-Loyola Village Branch Library would be able to serve up to 39,381 more people than the combined service population of the two existing libraries (60,619). When combined with a decrease

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<sup>337</sup> Los Angeles Public Library, Bureau of Engineering, 1998 Library Bond Program January 2003 Progress Report, March 2003.

of 4,987 persons due to relocation of residents in Belford and Manchester Square and a net patron increase of 1,233 from growth in passenger activity,<sup>338</sup> there would be an estimated surplus service capacity of 43,135 persons within the Westchester-Loyola Village Branch Library service area. Therefore, overall library capacity would improve within the library study area. Furthermore, no impacts are anticipated at the more remotely located El Segundo Main Library, which has ample available capacity to serve any project-related increases in demand.

Impacts on libraries relative to noise are evaluated in Section 4.2, *Land Use*, and Technical Report S-1, *Supplemental Land Use Technical Report*, of this Supplement to the Draft EIS/EIR. While the Westchester Branch Library, prior to its recent closure would have been significantly impacted by aircraft noise in 2015, the new Westchester-Loyola Village Branch Library, scheduled to open in June 2003, is located outside of the noise impact area. Overall, there would be no impacts on libraries within the libraries study area due to the effects of aircraft noise under Alternative D.

### **LAX Northside Project**

As under the No Action/No Project Alternative, the LAX Northside project would not involve new housing, but could potentially increase local library use to a limited extent, given the increase in project employees. The decrease in library service demand due to residential relocation associated with the ANMP and the anticipated surplus in capacity with new library construction described above, however, would more than offset these effects.

### **Construction**

Similar to the No Action/No Project Alternative, construction of projects within and adjacent to LAX property under Alternative D, such as the LAX Northside project, cargo facilities, and parking facilities, would not occur adjacent to local libraries. Due to the distance between construction activities and libraries, 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 (which will be accessed via Manchester Avenue and Lincoln Boulevard). Therefore, construction activities associated with Alternative D would not result in impacts to local libraries. Construction noise impacts are further addressed in Section 4.2, *Land Use* (subsection 4.2.6.5), and Section 4.20, *Construction Impacts*, of this Supplement to the Draft EIS/EIR.

### **4.26.4.7 Cumulative Impacts**

The cumulative impacts to libraries associated with the No Action/No Project Alternative and Alternatives A, B, or C, in combination with other past, present, and probable future projects, have not changed from those described in Section 4.26.4, *Libraries* (subsection 4.26.4.7), of the Draft EIS/EIR.

#### **4.26.4.7.1 Alternative D - Enhanced Safety and Security Plan**

Similar to the No Action/No Project Alternative, under Alternative D, there would be a reduction in direct employment generated by LAX due to increases in worker productivity with advances in technology among affected industries. As a result, demand for library services from both employees and employee-related households in close proximity to LAX would decrease. While passenger activity would increase, associated use of libraries by visitors to LAX is expected to be offset by the decrease in library patrons due to the relocation of residents from Belford and Manchester Square. Although regional growth would contribute to deficiencies in library services within some jurisdictions, Alternative D would not contribute to a cumulative impact due to the limited use of local libraries by passengers, a decrease in demand from employees and employee households, and the forecast ample supply of local library facilities. Furthermore, the shift in demand from relocation activities would be disbursed throughout the region or beyond and would not represent net new demand or a substantial increase in demand for any one library facility. Therefore, cumulative impacts on library services are considered to be less than significant.

### **4.26.4.8 Mitigation Measures**

Alternatives A, B, C, and D would not have a significant impact on libraries; therefore, no mitigation is required.

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<sup>338</sup> A total of 4,687 airport passengers would potentially patronize local libraries in 2015, a net increase of 1,233 persons.

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