
IV.J. PUBLIC SERVICES

1. POLICE PROTECTION

ENVIRONMENTAL SETTING

The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police services to the project site and the immediate project vicinity. The City of Los Angeles Police Department is divided into 4 Police Station Bureaus: Central Bureau, South Bureau, Valley Bureau, and West Bureau. The proposed project site is located in the Valley Bureau. Each of the bureaus encompasses several community stations. The Valley Bureau includes the Devonshire Community Police Station, the Foothill Community Police Station, the North Hollywood Community Police Station, the Van Nuys Community Police Station and the West Valley Community Police Station. The Van Nuys Community Police Station located at 6240 Sylmar Avenue, Van Nuys, serves the project site area. As depicted in Figure IV.J-1, the Van Nuys Community Police Station covers approximately 27.62 square miles and is bounded by Roscoe Boulevard to the north, Mulholland Drive and the Ventura Freeway (101) to the south, White Oak Avenue, Louise Avenue and the San Diego Freeway (405) to the west and Coldwater Canyon Boulevard to the east. The Van Nuys Community Police Station Service Area is made up of multiple reporting districts. The project site falls within Reporting District (RD) 963 which is generally bounded by Burbank Boulevard to the north, San Diego Freeway (405) to the west, Magnolia Boulevard to the south, and Van Nuys Boulevard to the east.

The Van Nuys Community Police Station has approximately 307 sworn officers and 24 civilian support staff deployed over three watches.¹ Table IV.J-1 provides crime statistics for the project area as well as Citywide. According to the LAPD, the current population in the area served by the Van Nuys Community Police Station is estimated at 270,550. In 2002, an estimated 11,826 crimes were reported in the Van Nuys Community Police Station Service Area. The predominant crimes in the Van Nuys Community Police Station Service Area were vehicle theft, burglary from vehicle and aggravated assault. In 2002, an estimated 277 crimes were reported in RD 963. The predominant crimes in RD 963 were burglary from vehicle, vehicle theft, other theft and burglary from residence.

¹ *Correspondence from Lieutenant Fred Booker, Officer in Charge, Community Relations Section, December 24, 2003.*

Figure IV.J-1 Police Station Location Map

The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the LAPD. To some extent, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime, increases. However, because a number of other factors also contribute to the resultant crime rate such as police presence, crime prevention measures, and on-going legislation/funding, the potential for increased crime rates is not necessarily directly proportional to increases in land use activity.

**Table IV.J-1
2002 Crimes by Occurrence**

Type of Crime	RD 963	Van Nuys Community Police Station Service Area	Citywide
Burglary from Business	2	432	5,407
Burglary from Residence	30	985	15,155
Burglary Other	14	271	4,758
Street Robbery	5	426	11,259
Other Robbery	7	326	5,998
Murder	0	14	655
Rape	3	75	1,400
Aggravated Assault	29	1,703	32,491
Burglary from Vehicle	58	1,933	29,135
Theft from Vehicle	26	885	13,467
Grand Theft	16	737	12,408
Theft from Person	0	39	1,006
Purse Snatch	0	16	348
Other Theft	31	1,444	22,890
Bicycle Theft	1	15	306
Vehicle Theft	55	2,513	34,123
Bunco (Fraud including embezzlement)	0	12	133
Total	277	11,826	190,939

Source: Correspondence from Lieutenant Fred Booker, Officer in Charge, Community Relations Section, December 24th, 2003.

Unlike fire protection services, police units are often in a mobile state; hence, actual distance between a headquarters facility and the project site is often of little relevance. Instead, the number of officers out on the street is more directly related to the realized response time. Response time is defined as the total time from when a call requesting assistance is placed until the time that a police unit responds to the scene. Calls for police assistance are prioritized based on the nature of the call. The LAPD has a preferred response time of seven minutes to emergency calls. The average response time to emergency

call for service in the Van Nuys Community Police Station Service Area during 2002 was 9.6 minutes. The Citywide average for 2002 was 10.2 minutes.²

ENVIRONMENTAL IMPACTS

Thresholds of significance

According to the Los Angeles CEQA Thresholds Guide, the proposed project's impacts to police protection service would be considered significant if the proposed increase in population and building area would result in a substantial need for additional police services or equipment, or would substantially diminish the current status of adequacy within the LAPD. The level of police protection is based upon the availability of police personnel and equipment, response time, and the LAPD's judgment for project needs (e.g. anticipated crime rate and police activity level) in the area.

Project impacts

Construction

The majority, if not all, of construction workers generally arrive and leave construction sites outside of the AM and PM peak traffic hours. Traffic generated by construction trucks would also occur during off peak hours. Given that these trips would occur during off peak hours, the proximity to regional freeways and the acceptable levels of service (LOS) at intersections in the vicinity of the proposed project, impacts on area surface streets would be minimal. Although minor traffic delays may result at times, these impacts would be temporary in nature, and would be coordinated with local police and emergency officials, and therefore would not be significant. See Section IV.K, Transportation and Traffic, for a more detailed discussion on temporary construction related traffic impacts. As shown in Figure IV.J-1, the Van Nuys Area Community Police Station is centrally located within its service area. Police vehicles can generally respond to sites throughout the Van Nuys Community Police Station Service Area without the use of nearby freeways. Therefore, LAPD emergency response times would not be significantly impacted by construction traffic associated with the proposed project.

Throughout the demolition and construction process, policing of existing structures would be necessary. However, construction site security features, such as locked entrances and fencing would serve to minimize the need for LAPD demands. Therefore, demands for LAPD services during the construction of the project would be less than significant.

² *Correspondence with Lieutenant Fred Booker, Officer in Charge, Community Relations Section, December 24, 2003.*

Operation

Implementation of the proposed project would result in additional residents and visitors in the project area as well as pedestrian and vehicular traffic, which may increase the existing demands for the police protection, and traffic enforcement services provided by the LAPD. Responses to thefts, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. However, according to the LAPD, implementation of the proposed project would be considered urban renewal. The clearance and occupancy of the project site would remove an under-utilized area of land and could result in a reduction in crime in that localized area.³ The LAPD states that in addition to crime reduction through urban renewal, site plan review by the LAPD's Crime Prevention Unit prior to project implementation would reduce the potentially significant impact on police services to less than significant.

CUMULATIVE IMPACTS

Implementation of the proposed project in conjunction with the related projects would further increase demands for police services in the Van Nuys Community Police Station area. Increases in population and employee uses in the City would increase average response times, primarily for non-emergency calls. Construction activities that result in the closure of streets or traffic lanes could potentially affect police response times. The storage of construction materials on building sites could invite theft of those materials. As additional development occurs within the Police Department's Van Nuys Community Police Station jurisdiction and its immediate area, there would be an increase in daytime population and the permanent residential population of the area. This would result in an increase in demand on the local law enforcement agency. Such increases in demand are routinely assessed by the law enforcement agency. The Los Angeles Police Department monitors the need for police services, and proposes appropriate service enhancements through the Department's yearly budgetary process. As a result, project and related project impacts are not cumulatively considerable in relation to police protection services and, are therefore, less than significant.

³ Telephone conversation with Sergeant John Amendola, Community Relations Department, City of Los Angeles Police Department, March 11, 2003.

MITIGATION MEASURES

Recommended

1. Prior to certificate of occupancy, the project applicant shall submit plot plans to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features shall include the following elements:
 - Design of entryways, lobbies, elevators, and parking areas shall be provided with good illumination and minimum dead space to eliminate areas of concealment;
 - Landscaping shall be designed so as to not conceal potential criminal activities near windows or doors;
 - Outdoor night lighting should be provided to aid crime prevention and enforcement efforts;
 - All garages should be enclosed;
 - Provide solid core doors with deadbolt locks to all units;
 - Entry keys to building will be limited to residents and staff; and
 - The use of louvered windows should be prohibited.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts to police protection services would be less than significant.

2. FIRE PROTECTION

ENVIRONMENTAL SETTING

Fire Protection

Fire prevention, fire suppression, and life safety services are provided throughout the City of Los Angeles by the Los Angeles Fire Department (LAFD), as governed by the Fire Protection and Prevention Plan (Plan), an element of the City's General Plan, as well as the Fire Code section of the Los Angeles Municipal Code. The Plan and the Fire Code serve as guides to City Departments,

government offices, developers, and the public for the construction, maintenance, and operation of fire protection facilities located within the City of Los Angeles. Policies and programs addressed in these documents include the following: fire station distribution and location, required fire flow (i.e. water supply), fire hydrant standards and locations, access provision, and emergency ambulance service.

Fire Stations

The project site would receive fire protection and paramedic services from three fire stations: Station Numbers 39, 83 and 88. The locations of these fire stations are presented in Figure IV. J-2. Fire Station No. 39 is located at 14415 Sylvan Street which is approximately 2.5 miles from the project site. This fire station is comprised of a Task Force Truck and Engine Company, a Hazardous Materials Squad and a Paramedic Rescue Ambulance. Currently, this fire station has a total LAFD staff of 17. Fire Station No. 83 is located at 5001 Balboa Boulevard which is approximately 3 miles from the project site. This fire station is comprised of a Single Engine Company with a LAFD staff of 4. Fire Station No. 88 is located at 5101 Sepulveda Boulevard which is approximately 1 mile from the project site. This fire station is comprised of a Task Force Truck and Engine Company and a Paramedic Rescue Ambulance. Currently this fire station has a total LAFD staff of 13.

The City of Los Angeles Fire Code specifies maximum response distances allowed between specific sites and engine and truck companies, based upon land use and fire flow requirements. The maximum response distance for fire stations based on a project's proposed land use is shown in Table IV.J-2. The Los Angeles Fire Code states that the maximum response distance from an engine company to a residential neighborhood should be 1.5 miles and the maximum response distance from a truck company to a residential neighborhood should be 2.0 miles.⁴ When response distances exceed these requirements, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g. fire signaling systems, fire extinguishers, smoke removal systems, etc.).

Response time relates directly to the physical linear travel distance (i.e., miles between a fire station and a site) and the Fire Department's ability to successfully navigate the given access ways and adjunct circulation system. Roadway congestion, intersection level of service, weather conditions, and construction traffic along the response route can affect the response distance in terms of travel time.

⁴ *Los Angeles Fire Code, Los Angeles Municipal Code (LAMC), Section 57.09.07.*

Figure IV.J-2 Fire Station Location Map

**Table IV.J-2
Maximum Response Distance (miles)**

Land Use	Engine Company	Truck Company
Neighborhood Land Uses Low Density Residential/High Density Residential/Neighborhood	1.5	2.0
Regional Land Uses Commercial Industrial/Commercial	1.0	1.5
Commercial and Industrial Centers High Density Commercial/High Density Industrial	0.75	1.0

Source: City of Los Angeles Fire Code, Los Angeles Municipal Code (LAMC), Section 57.09.07.

Fire Flow

The adequacy of fire protection for a given area is based on required fire flow, response time from existing fire stations, and the LAFD's judgment of assessing the needs in a given area. The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas, to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing.⁵ As determined by the LAFD, the overall fire flow requirement for the proposed project is 4,000 gpm at 20 psi residual pressure from four fire hydrants flowing simultaneously.⁶

The City of Los Angeles Department of Water and Power (DWP) currently provides fire flow for the proposed project. Fire flows are supplied by the same water mains as the domestic water system, including the lines located in local streets and major roadways. Fire hydrants and building fire water service systems connect directly to local water mains. The fire service system for each building or

⁵ *Los Angeles Fire Code, LAMC, Section 57.09.06.*

⁶ *Correspondence from the City of Los Angeles Fire Department, Alfred B. Hernandez, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, December 22, 2003.*

structure, however, has water lines, vaults, etc., for firewater flows that are separate from their respective domestic water systems.

ENVIRONMENTAL IMPACTS

Thresholds of significance

According to the Los Angeles CEQA Thresholds Guide, fire and emergency services impacts would be considered significant if existing available Fire Department stations, personnel or equipment can not adequately meet the demand for fire and emergency services caused by the proposed project at the time of project buildout.

Project impacts

Construction

As shown in Figure IV.J-2, the proposed project site is located approximately 1 mile from the nearest fire station. This distance from the project site to the fire station falls within the maximum response distance for residential uses criteria of the LA Fire Department. Therefore, LAFD emergency response times would not result in a significant impact project by construction traffic associated with the proposed project, and impacts would be less than significant.

Operation

Implementation of the proposed project would increase the need for fire protection and emergency medical services in the project area due to the increased number of residents and visitors to the project site. The proposed project site is located approximately 1 mile from the nearest fire station. This response distance is within City Fire Code requirements of 1.5 miles for an Engine Company and 2.0 miles for a Truck Company, and therefore projects impacts to emergency response times would be less than significant.⁷

The LAFD states that the existing staffing and equipment levels at the fire stations serving the proposed project site could accommodate the additional demand for fire services that project implementation would generate.⁸ Therefore project impacts to facilities and staffing would be less than significant.

⁷ *Los Angeles Fire Code, LAMC, Section 57.09.07*

⁸ *Telephone conversation with Inspector Richard Griffin, Hydrants and Access Unit, Fire Prevention Bureau, City of Los Angeles Fire Department, March 11, 2004.*

Emergency vehicle access to the project site would continue to be provided from local roadways. Major roadways traversing and adjacent to the project site (Sepulveda Boulevard and Magnolia Boulevard) would continue to provide public and emergency access. Furthermore, the building design would allow for adequate fire access to the project site. Therefore impacts to emergency access would be less than significant.

The proposed project also would incorporate a number of fire safety features in accordance with applicable City fire-safety code and ordinance requirements such as fire extinguishers, smoke detectors, clear access lanes during construction and operation of the project, and additional fire hydrants as required by the LAFD. Water service for fire protection services would continue to be provided by the City of Los Angeles DWP.

CUMULATIVE IMPACTS

Implementation of the proposed project in conjunction with the related projects would further increase demands for fire and emergency services. The development of the proposed project, along with related projects development could result in the need for additional fire protection staff, equipment, and stations. Construction activities that result in the closure of streets or traffic lanes could potentially affect fire and emergency response times. The LAFD continually evaluates fire station placement and overall Fire Department services for the entire City, as well as specific areas. Impacts created by new development would be reduced by the incorporation of mitigation measures as well as compliance with existing fire-safety code and ordinance requirements. In addition, the LAFD would monitor the need for fire services, and would propose appropriate service enhancements through the yearly budgetary process. Project and related project impacts on fire protection services are not cumulatively considerable and, are therefore, less than significant.

MITIGATION MEASURES

The following mitigation measures would further reduce the project's less than significant impacts to fire protection services:

1. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.
2. The following recommendations of the Fire Department relative to fire safety shall be incorporated into building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit.
 - During demolition, the Fire Department access will remain clear and unobstructed.

- The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designed fire lane to the main entrance, or exit of individual units.
- The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Adequate public and private fire hydrants shall be required.
- Sprinkler systems, and fire extinguishers shall be required
- Access for Fire Department apparatus and personnel to and into all structures shall be required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project Impacts on fire and emergency services would be less than significant.

3. SCHOOLS

ENVIRONMENTAL SETTING

Public education within the City of Los Angeles is administered by the Los Angeles Unified School District (LAUSD). The Department of Facilities Services Division of the LAUSD has identified the need for construction of 79 new schools, 60 on-site building additions and 20 playground expansion over the next six years to accommodate the increases in student population experienced across the LAUSD. However, none of the development projects listed with the Department of Facilities Services Division include schools that serve the project area⁹.

The project area is served by the following LAUSD public schools:

- Kester Elementary School (grades K-5), located at 5353 Kester Avenue;
- Van Nuys Middle School (grades 6-8), located at 5435 Vesper Avenue; and
- Van Nuys Senior High School (grades 9-12), located at 6535 Cedros Avenue.

The locations of the schools serving the project area are shown in Figure IV.J-3. The school capacity and enrollment history of these schools, between the years 1999 and 2003, is summarized in Table IV.J-3.

Table IV.J-3
School Capacity and Enrollment History

School	Enrollment Capacity ^a	1999 enrollment	2000 enrollment	2001 enrollment	2002 enrollment	2003 enrollment ^a
Kester Elementary School (grades K-5)	1,015	727	696	685	692	934
Van Nuys Middle School (grades 6-8)	2,115	1,183	1,194	1,366	1,498	1,669
Van Nuys Senior High School (grades 9-12)	5,420	2,397	2,412	2,521	2,584	3,948

^a Correspondence from the Los Angeles Unified School District, Office of Environmental Health and Safety, Raymond Dippel, Assistant Environmental Planning Specialist, February 26, 2004.
Source: Los Angeles Unified School District: <http://www.lausd.k12.ca.us/welcome.html>, January 2004.

⁹ LAUSD Facilities Learning Division Website <http://laschools.org/myschool>, January 21, 2004.

Figure IV.J-3, School Location Map

School Facilities Fee Plan

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The interrelated nature of commercial and residential development justified the California legislature's adoption of fee legislation that recognized both elements as contributing to enrollment growth in schools.

The School Facilities Fee Plan (March 2, 2000), for the LAUSD, has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. The LAUSD has a development fee program to provide funding for facilities needed to house students from new residential and commercial development projects. Due to recent legislation, the LAUSD is permitted to levy alternative (higher) fees per Section 65995.5-7 of the California Government Code. The new fee level would allow the LAUSD to recover a larger portion of the cost impacts from new development.

Per Section 65995.5-7 of the California Government Code, the Alternative Level 2 residential developer fees have been imposed at a rate, effective as of October 14, 2003, of \$3.73 per square foot on new residential construction within the boundaries of the LAUSD. Payment of the required fees would ensure that no significant impacts to schools are generated as such payment would constitute a full and complete mitigation of impacts under CEQA per California Government Code Section 65995 (h).

ENVIRONMENTAL IMPACTS

Thresholds of significance

Based upon Los Angeles CEQA Thresholds Guide, impacts upon public schools would be considered significant if the proposed project's demand for school services would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the schools.

Methodology

To assess how many students are generated each year, the LAUSD has established Student Generation Rates (SGRs) based on types of land uses. SGRs are the rates at which housing units, on average, house students who attend LAUSD. The elementary, middle and high school SGRs and student generations for project land uses are shown in Table IV.J-4.

**Table IV.J-4
Student Generation by the Proposed Project**

Land Use	Size	Total Elementary School Students (0.199)	Total Middle School Students (0.122)	Total High School Students (0.116)
Multi-Family Residential (Apartments)	98 du	20	12	12
Total Student Generation				44
<i>Factors rounded to the nearest whole number.</i>				
<i>Source: School Facilities Fee Plan, LA Unified School District, March 2, 2000.</i>				

Project impacts

The increase in the number of permanent residents on the project site and the potential need to enroll any school-aged children into LAUSD schools would result in an increased demand for school services. Table IV.J-4, shows the estimated number of students that would be generated by the proposed project. Based on LAUSD student generation rates, the proposed project would generate a total of approximately 44 students including: 20 elementary students, 12 middle school students, and 12 high school students.

It is probable that some of the future residents of the proposed project would already reside within the service boundaries of the LAUSD with their school-aged children enrolled in the LAUSD schools serving the project site. However, to provide for a worst-case scenario, it is assumed that all of the students projected to be generated by the proposed project are not currently enrolled in the LAUSD schools near the project site and would be enrolled upon relocation to the project site. As shown in Table IV.J-4, given the worst-case student generation factors, the total number of elementary, middle school, and high school students would be 44. All three schools which serve the project site currently have enrollments which are less than their permitted operating capacities, and all three could accommodate additional students generated by the proposed project without going over their permitted capacities. Therefore, project impacts on school services will be less than significant.

CUMULATIVE IMPACTS

There are 5 related commercial projects within 1 mile of the project site. The commercial projects are not expected to generate additional students. Therefore, project and related project impacts on LAUSD schools are not cumulatively considerable and, are therefore, less than significant.

MITIGATION MEASURES

Code Required

The following mitigation measure is required to ensure that the proposed project does not result in any significant impacts to schools:

1. The applicant shall pay the required school fees to the LAUSD in accordance with Alternative Level 2 residential developer fees required by California Government Code Section 65995.5-7.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts on school services would be less than significant.