

2. POLICE

ENVIRONMENTAL SETTING

The Project Site is located within the boundaries of the Los Angeles Police Department (LAPD) Devonshire Division. The Devonshire Police Station is located at 10250 Etiwanda Avenue, approximately three miles northeast of the Project Site. The approximate boundaries of the Devonshire Division are roughly San Fernando Road and the Los Angeles City/County boundary on the north, the Los Angeles City/County boundary on the west, Roscoe Boulevard to the south, and Woodman Avenue and the San Diego Freeway (I-405) to the east.

The project area is located within Reporting District 1754. Reporting District 1754 is roughly bounded by Devonshire Street to the north, Limekiln Canyon Road and Wash to the west, the Southern Pacific Railroad to the south, and Tampa Avenue to the east. Reporting District 1754 is described by detectives at the Devonshire Community Police Station as an area with a high level of gang activity, vandalism (graffiti), auto theft, and theft/burglary from motor vehicle activity. Approximately 351 major (part I) crimes were reported within Reporting District 1754 in 2001; approximately 12,582 part I crimes for 2001 within the Devonshire Division; and approximately 187,069 part I crimes were reported Citywide in 2001.⁷¹ Part I crimes include homicide, rape, robbery, aggravated assault, burglary, burglary/theft from a motor vehicle, grand theft, and auto theft. Based on this data, the annual crime rate within Reporting District 1754 is higher than the Citywide average annual crime rate of approximately 186 crimes per Reporting District.⁷² Further, the annual crime rate within Reporting District 1754 is higher than the average annual crime rate within the Devonshire Division of approximately 153 crimes per Reporting District.⁷³

Average response time to emergency calls for the Devonshire Division in 2001 was approximately 11 minutes. Within Reporting District 1754, the average response time to emergency calls was approximately 9 minutes. The Citywide average response time to emergency calls in 2001 was 9.8 minutes.

The Devonshire Division currently has approximately 324 sworn officers and 27 civilian support staff. Currently, the Devonshire Division is underdeployed by approximately 30 police officers, 18 percent below their authorized strength.

⁷¹Letter from Bradley R. Merritt, Captain, Commanding Officer Management Services Division, LAPD, to Carrie Riordan, Planning Associates, Inc.; June 5, 2002.

⁷²Based on 1,006 Reporting Districts Citywide.

⁷³Based on 82 Reporting Districts within the Devonshire Division.

THRESHOLDS OF SIGNIFICANCE

According to the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case, considering the following factors:

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

Additionally, increase or decrease in LAPD response time due to traffic congestion during either construction or operation of the project should be considered.

ENVIRONMENTAL IMPACTS

Project Site

As shown in **Section IV, I: Population and Housing, Table 37: Proposed Project Site Population**, the development scenarios could increase the resident or permanent population on the Project Site by approximately 1,547 residents. Additionally, as shown in **Section IV, I: Population and Housing, Table 40: Proposed Project Site Employees**, approximately 3,074 new employees could be generated at the Project Site as a result of the proposed Project. The LAPD estimates the need for one officer per 758 people. Therefore, the proposed Project at the Project Site could require approximately seven additional officers. Based on the existing understaffed conditions in the Devonshire Area, a potential increase in the need for officers may result in a significant impact on police services in the project area due to increased staffing needs and subsequent delayed response times.

Ambient traffic increases, as well as potential traffic impacts resulting from the proposed and related projects, could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [1] of Tables 61, 63, 65, and 67: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at an LOS of E or F.

As identified in the **Section IV. M: Traffic**, the proposed Project at the Project Site will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the proposed Project at the Project Site will not result in a significant impact on police services due to intersection conditions.

Add Area

As shown in **Section IV, I: Population and Housing, Table 38: Proposed Add Area Population**, the development scenarios could increase the resident or permanent population within the Add Area by approximately 250 residents. Additionally, as shown in **Section IV, J: Employment, Table 41: Proposed Add Area Employees**, approximately 2,015 employees could be generated at the Add Area as a result of the development scenarios analyzed. The LAPD estimates the need for one officer per 758 people. Therefore, the Add Area could require approximately three additional officers. Based on the existing understaffed conditions in the Devonshire Area, the potential increase in the need for officers may result in a significant impact on police services in the project area due to increased staffing needs and subsequent delayed response times.

Pursuant to the request of the LADCP, the “Add Area” north of Prairie Street has been included in the environmental analysis. The traffic study conducted for the proposed Project analyzed full build out which includes development at both the Project Site and Add Area. The information presented in this section does not include LOS for development of the Add Area individually but rather data for full build out (Project Site and Add Area).

Ambient traffic increases as well as potential traffic impacts as a result of the proposed and related projects could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [1] of Tables 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at a LOS of E or F.

As shown in **Section IV. M: Traffic**, the Add Area will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, the Add Area will not result in a significant impact on police services due to intersection conditions.

MITIGATION MEASURES

Potential impacts identified at the Project Site and Add Area are a result of existing understaffed conditions within the Devonshire Division of the LAPD. The applicant does not have control over staffing within the LAPD and therefore can attempt to mitigate existing and potential impacts only through physical design measures. Therefore, potential impacts at the Project Site and Add Area will be mitigated to the greatest extent possible by the following measures:

58. a comprehensive security plan that includes uniformed security and video monitoring; (O, C, R)
59. a graffiti removal plan; (O, C, R)
60. the establishment of a Business Coalition/Neighborhood Watch program; (O, C, R)
61. a comprehensive traffic control plan; and (O, C)
62. incorporate into plans the design guidelines relative to security in semi-public and private spaces, which may include, but not be limited to, access control of building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. (O, C, R)

LEVEL OF IMPACT AFTER MITIGATION

With the incorporation of the proposed mitigation measures, significant impacts anticipated from the proposed Project at the Project Site, development scenarios analyzed for the Add Area, and related projects will be reduced to the greatest extent possible. However, the LAPD does not have plans to increase staffing within the Devonshire Division that would mitigate the existing understaffed conditions. Therefore, the proposed Project at the Project Site and development scenarios analyzed at the Add Area will result in a significant impact to police protection services after the incorporation of mitigation measures.

CUMULATIVE IMPACTS

Related Projects

Related projects in the area have the potential to increase the permanent population by approximately 11,258 residents. Further, approximately 9,442 employees could be introduced to

the area as a result of related projects. Based on the LAPD staffing requirements, related projects could result in a significant impact on police services due to increased staffing needs. Due to existing understaffed conditions within the LAPD, the potential for an increased need for officers could result in a significant impact on police protection services due to staffing needs and subsequent delayed response times.

Ambient traffic increases, as well as potential traffic impacts resulting from the related projects, could result in a LOS of E or F during peak hours at intersections throughout the San Fernando Valley. **Column [3] of Tables 61, 63, 65, 67, 73, 75, 77, and 79: Summary of Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours** identifies intersections within the project area that currently operate at an LOS of E or F. As shown in **Section IV. M: Traffic**, the related projects will not increase the number of intersections operating at a LOS of E or F and will not decrease the LOS at intersections already operating at these conditions. Therefore, related projects will result in less than significant impact on police services due to intersection conditions.

Proposed Project, Add Area, and Related Projects

Development of the proposed Project at the Project Site and the development scenarios analyzed for the Add Area, in combination with any related project, could result in a significant impact on police services in the western San Fernando Valley. This development could result in an increase in the permanent population of approximately 13,055 people. Additionally, development could introduce approximately 9,442 employees into the area. Due to police staffing requirements of one officer per 758 residents and existing understaffed conditions, an increase in residents and employees could result in a significant cumulative impact on police protection services.

However, as indicated in **Section IV. M: Traffic**, the number of intersections operating at an LOS of E or F will not increase and the LOS at intersections already operating at these conditions will not decrease. Therefore, a significant cumulative impact on police protection services is not anticipated due to intersection conditions.