IV. ENVIRONMENTAL IMPACT ANALYSIS

J. PUBLIC SERVICES

1. FIRE PROTECTION

INTRODUCTION

This section evaluates the potential impacts of the Proposed Project on the fire and police protection services and facilities in the project area.

ENVIRONMENTAL SETTING

Fire prevention, fire suppression, and life safety services in the City of Los Angeles are provided by the City of Los Angeles Fire Department (LAFD), as governed by the Fire Protection and Prevention Plan (the “Fire Plan”), an element of the City’s General Plan, as well as the Fire Code in the Los Angeles Municipal Code (LAMC). The Fire Plan and Fire Code serve to guide City departments, government offices, developers and the public for the construction, maintenance and operation of fire protection facilities located within the City. Policies and programs addressed in these documents include the following: fire station distribution and location, required fire flow, fire hydrant standards and locations, access provision, and emergency ambulance service.

The LAFD currently employs 3,562 uniformed personnel and 338 non-uniformed support staff. Services of the LAFD include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. A professionally trained staff of 1,091 firefighters (including 223 paramedic-trained personnel) is on duty at all times at 103 neighborhood fire stations located across the LAFD’s 470 square-mile jurisdiction.1

The project site is located within LAFD’s Division 1, which has jurisdiction over a 121 square-mile district that encompasses Downtown and the Civic Center, Northeast Los Angeles, Hollywood, Los Feliz and Griffith Park as well as Echo Park, the Miracle Mile, Westwood and Pacific Palisades. Division 1 is further broken down into six Battalions (Battalions 1, 2, 5, 7, 9, and 11) and 33 neighborhood Fire Stations. The project site is located within LAFD’s Battalion 5, a 21.5-square mile area that encompasses the communities of Hollywood, Los Feliz, Griffith Park, the Hollywood Hills and Cahuenga Pass.

Existing Facilities

LAFD Fire Stations 27, 52, and 41 are the closest fire stations to the project site as shown in Table IV.J-1. The following paragraphs provide specific information regarding each of the above-mentioned fire stations as provided by the LAFD.2

1  Los Angeles Fire Department, About the LAFD, website:  http://www.lafd.org/about.htm, February 20, 2007.

2  Fax Correspondence from Captain William N. Wells, Planning Section, Los Angeles Fire Department, December 4, 2006.
Table IV.J-1
Fire Stations Serving the Project Site

<table>
<thead>
<tr>
<th>Station No.</th>
<th>Location</th>
<th>Equipment</th>
<th>Distance to Project Site (miles)</th>
<th>Response Time (minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>1327 North Cole Avenue</td>
<td>• Battalion Headquarters&lt;br&gt;• Task Force Truck&lt;br&gt;• Engine Company&lt;br&gt;• Paramedic Rescue Ambulance&lt;br&gt;• BLS Rescue Ambulance</td>
<td>0.7</td>
<td>3.8</td>
</tr>
<tr>
<td>52</td>
<td>4957 Melrose Avenue</td>
<td>• Single Engine Company&lt;br&gt;• Paramedic Rescue Ambulance</td>
<td>1.7</td>
<td>5.8</td>
</tr>
<tr>
<td>41</td>
<td>1439 North Gardner Street</td>
<td>• Single Engine Company&lt;br&gt;• Paramedic Rescue Ambulance&lt;br&gt;• BLS Rescue Ambulance</td>
<td>1.7</td>
<td>5.8</td>
</tr>
</tbody>
</table>

Source: Fax correspondence from William Wells, Captain II-Paramedic, Planning Section, December 4, 2006.

Fire Station 27

Fire Station 27 is located at 1327 North Cole Avenue, approximately 0.7 miles north of the project site. This station is staffed with 16 persons and provides truck and engine services along with paramedic and basic life support (BLS) ambulance. The current response time to the project site is 3.8 minutes.

Fire Station 52

Fire Station 52 is located at 4957 Melrose Avenue, approximately 1.7 miles to the east of the project site. Station 52 is staffed with six persons and provides fire engine and paramedic rescue ambulance services. The current response time to the project site is 5.8 minutes.

Fire Station 41

Station 41 is located approximately 1.7 miles to the northwest of the project site at 1439 North Gardner Street. This station is staffed with eight persons at all times and provides fire engine, paramedic rescue ambulance, and BLS services. The current response time to the project site is 5.8 minutes.

Response Distances and Times

The Fire Code specifies maximum response distances allowed between specific locations and Engine/Truck companies, based upon land use and fire flow requirements. The Fire Code states that the maximum response distance from an engine company to a commercial area should be 1.0 mile and the maximum response distance from a truck company to a commercial area should be 1.5 miles. When response distances exceed these requirements, all structures must be equipment 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.). The Fire Code also requires the provision of automatic fire sprinkler systems in high-rise developments.

Response time relates directly to the physical linear travel distance (i.e., the number of miles between a fire station and a specific location) and the Fire Department’s ability to successfully navigate the given roadway network. Response times are measured from the time the dispatcher receives a call for service to the time the LAFD arrives at the site. Thus, roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along the response route can affect the response time.

Emergency vehicle access to the project site is provided from local roadways. Major roadways near the project site include: Santa Monica Boulevard and Highland Avenue. Roadways adjacent to the project site include: Romaine Street, Seward Street, and Barton Avenue.

Fire Flows

The City of Los Angeles Department of Water and Power (DWP) currently provides water service to the project site. Fire flows are supplied by the same water mains as the domestic water system, including the lines located in local streets and major roadways. The water infrastructure consists of water lines in Romaine Street, Seward Street, and Barton Avenue. Currently, there are no known water service deficiencies in the project area. Refer to Section IV.L.2, Water, for a complete discussion of water service infrastructure. Fire hydrants and building fire water service systems connect directly to local water mains. The fire service system for each building or structure, however, has water lines, vaults, etc., for firewater flows that are separate from their respective domestic water systems.

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 4,000 gallons per minute (gpm) 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. The minimum static pressure in the project area is 135 psi.

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3 Letter correspondence with Charles Holloway, Supervisor of Environmental Assessment, Department of Water and Power, City of Los Angeles, October 31, 2006.

4 Los Angeles Fire Code, LAMC, Section 57.09.06.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the fire department.

City of Los Angeles CEQA Thresholds Guide

Furthermore, as set forth in the City of Los Angeles Draft L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if the project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

Project Impacts

Construction

Construction activities have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant for the following reasons: (1) construction impacts are temporary in nature and do not cause lasting effects; and (2) partial lane closures would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the project site, flagmen would be used to facilitate the traffic flow until construction is complete.

Construction workers generally arrive and leave construction sites outside of the a.m. and p.m. peak traffic hours. Traffic generated by construction trucks would also occur during off-peak hours. Although minor traffic delays may result at times, these impacts would be temporary in nature, and would be coordinated with local emergency officials, and therefore would not be significant. The Proposed Project site is located approximately 0.7 miles from the nearest fire station. Based on response distance from existing fire stations, fire protection for the project site would be considered adequate. Therefore, LAFD emergency response times would not be significantly impacted by construction traffic associated with the Proposed Project. In addition, clear access lanes during construction of the Proposed Project would be maintained and impacts associated with emergency access would be less than significant.
**Operation**

**Existing Facilities**

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 employees and visitors to the project site. However, with incorporation of the project design features discussed above, including compliance with the Fire Code, the Proposed Project would not place additional demands on fire service such that new or physically altered facilities would be required and impacts would be less than significant. In addition, implementation of Mitigation Measure I-1 would further ensure that Proposed Project would not result in impacts to fire services.

**Response Distances and Times**

The project site is located 0.7 miles from the nearest fire station (Fire Station 27). This response distance is within Fire Code requirements of 1.0 mile for an Engine Company and 1.5 miles for a Truck Company, and therefore no impacts with respect to distance criteria would occur.

The current response time to the project site from Fire Station 27 is 3.8 minutes. According to the LAFD, a response time of less than five minutes is desirable. As discussed in Section IV.K, Transportation and Traffic, with implementation of the Proposed Project, seven of the 11 study intersections in the project area would be significantly impacted. There are multiple potential travel routes from Fire Station 27 to the project site. One potential route would require LAFD vehicles to pass through one of the seven impacted intersections; the intersection of Santa Monica and Cahuenga Boulevards. However, significant traffic impacts at this intersection would be limited to peak a.m. and p.m. traffic hours. As this intersection could be avoided via the use of alternative routes during peak traffic hours, the Proposed Project would have a less-than significant impact with respect to response times.

**Emergency Access**

Emergency vehicle access to the project site would continue to be provided from local roadways including major roadways near the project site (i.e. Santa Monica Boulevard and Highland Avenue) and roadways adjacent to the project site (Romaine Street, Seward Street, and Barton Avenue). Furthermore, the project design would allow for adequate fire access to the project site. Additionally, emergency access to the project site would be maintained at all times. Therefore, impacts related to emergency access would be less than significant.

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6 Phone correspondence with LAFD, Captain II-Paramedic William Wells, Planning Section, November 20, 2006.
Fire Flow

Water service for fire flow would continue to be provided by the DWP. According to the DWP, water demand for the Proposed Project would be determined by the Los Angeles Department of Building and Safety (LADBS) based on applicable building code requirements and the fire flow required by the LAFD.\(^7\) Based on this assessment, water infrastructure improvements including water main upgrades may be needed. The LAFD has determined that the Proposed Project would require a fire flow of 4,000 gpm flowing from four hydrants at 20 psi residual as well as the installation of a new fire hydrant on Seward Street.\(^8\) As it is unknown as to whether the Proposed Project could be accommodated by the existing water infrastructure serving the project site, improvements may be necessary. In the event that the project increases demand such that main upgrades are required, a temporary disruption in service may occur. As proper notification by the DWP would take place and any potential service disruption would be temporary, impacts would be less than significant.

CUMULATIVE IMPACTS

Implementation of the Proposed Project, in combination with the construction and operation of the related projects identified in Section III. Environmental Setting, would increase the demand for fire protection services in the project area. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (i.e., property taxes, government funding), to which the Proposed Project and related projects would contribute.

Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable construction-related and operational fire safety requirements of the LAFD and the City of Los Angeles in order to adequately mitigate fire protection impacts. For example, all related projects would be required to assure that LAFD access remains clear during all demolition and construction activities. In addition, for any residential related project more than 1.5 miles from the nearest LAFD Engine or Truck Company, or for any commercial related project more than one mile from an LAFD Engine Company or 1.5 miles from an LAFD Truck Company, LAMC Section 57.09.07 would require the installation of automatic fire sprinkler systems, in order to compensate for the additional response distance. Therefore, the Proposed Project would not have a cumulatively considerable incremental effect upon fire protection services and the Proposed Project’s cumulative impact would be less than significant.

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\(^7\) Letter correspondence from Charles Holloway, Supervisor of Environmental Assessment, Department of Water and Power, City of Los Angeles, October 31, 2006.

\(^8\) Written correspondence from LAFD, Inspector II Michael Theule, December 12, 2006.
MITIGATION MEASURES

The following recommendations of the LAFD shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the LAFD either prior to the recordation of a final map or the approval of a building permit.

J-1. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of the mitigation measure listed above, impacts related to fire protection services would be less than significant.
ENVIRONMENTAL SETTING

Police protection services in the City of Los Angeles are provided by the City of Los Angeles Police Department (LAPD). The LAPD encompasses 472.67 square miles and serves a population of approximately 4,097,340 persons. The LAPD is comprised of community stations that are operated by four geographically located bureaus: the Central, South, West, and Valley Bureaus. The project site is located in the West Bureau service area, which covers an approximately 124-square-mile area reaching from Forest Lawn Drive on the north, Normandie Boulevard on the east, El Segundo Boulevard on the south, and the Pacific Ocean on the west. The West Bureau currently serves a population of approximately 840,400 residents. The West Bureau service area administers operations in four divisions: the West Los Angeles Community Police Station, the Hollywood Community Police Station, the Wilshire Community Police Station, and the Pacific Community Police Station. The West Bureau also administers the West Traffic Division, which is responsible for the investigation of traffic collisions and traffic related crimes for all operations throughout the West Bureau service area.

The Proposed Project is within the service area of the Hollywood Community Police Station located at 1358 North Wilcox Avenue approximately 0.8 miles from the project site. The Hollywood Community Police Station spans 17.5 square miles, and is generally bound by Normandie Avenue on the east, West Hollywood on the west, Mulholland Drive on the north and Beverly Boulevard on the south. Neighborhoods served by the Hollywood Community Police Station include: Hollywood, Mount Olympus, Fairfax District (North of Beverly Boulevard), Melrose District, Argyle Avenue and Los Feliz Estates. The Hollywood Community Police Station serves approximately 217,000 residents and thousands of tourists visiting famous sites depicted in television and the movies such as Grauman’s Chinese Theater, the “Hollywood” sign, the Melrose Avenue shopping district and the Hollywood Bowl. There are approximately 338 sworn officers and 26 civilian support staff deployed over three watches in the Hollywood area. This represents an officer-to-population ratio of approximately 1.6 officers per 1,000 residents. The current Citywide officer-to-population ratio is approximately 2.3 officers per 1,000 residents.

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9 City of Los Angeles Police Department website: http://www.lapdonline.org/west_bureau/content_basic_view/1869, November 8, 2006.

10 Population taken from the City of Los Angeles Police Department, Information Technology Division Management Report Unit, 2005 Statistical Digest.
residents.\textsuperscript{11} In 2005, the average response time to emergency calls in the project area was 5.9 minutes, which is almost one minute faster than the Citywide average of 6.8 minutes.\textsuperscript{12}

The Hollywood Community Police Station is further divided into several reporting districts. The project site is located within Reporting District (RD) 665, which is generally bounded by Fountain Avenue to the north, the Los Angeles city boundary to the west, Willoughby Avenue to the south, and Seward Street to the east. Table IV.J-2 provides the crime statistics for RD 665, the Hollywood Community Police Station, and the City.

As shown in Table IV.J-2, RD 665 had approximately 352 crimes in 2005, with the predominant crimes being: burglary from vehicle, vehicle theft, aggravated assault, street robbery, and grand theft. The LAPD does not track population at the RD level, therefore, it is not possible to determine the crime rate for the area.

As shown in Table IV.J-2, the Hollywood area had approximately 8,335 crimes in 2005, with the predominant crimes being burglary from a vehicle, vehicle theft, and burglary from a residence. Therefore, the crime rate in the Hollywood area in 2005 was approximately 48 crimes per 1,000 persons.\textsuperscript{13} The LAPD COMPSTAT\textsuperscript{14} Unit publishes more recent crime statistics to LAPD’s website on a weekly basis. According to COMPSTAT statistics, approximately 30.7 crimes per 1,000 persons have been reported in 2006 year-to-date.\textsuperscript{15} For comparative purposes, there were approximately 145,666 crimes Citywide in 2005, with the predominant crimes being vehicle theft, burglary from a vehicle, and other theft. Based on a population of approximately 3,978,000 persons, the Citywide crime rate in 2005 was approximately 39 crimes per 1,000 persons.\textsuperscript{16} According to COMPSTAT statistics, approximately


\textsuperscript{12} Written correspondence from William J. Bratton, Chief of Police, City of Los Angeles Police Department, November 3, 2006.

\textsuperscript{13} Written correspondence from William J. Bratton, Chief of Police, City of Los Angeles Police Department, November 3, 2006. Population based on 2000 Census.

\textsuperscript{14} COMPSTAT is an abbreviation for computer statistics.


\textsuperscript{16} Written correspondence from William J. Bratton, Chief of Police, City of Los Angeles Police Department, November 3, 2006.
Table IV.J-2

<table>
<thead>
<tr>
<th>Type of Crime a</th>
<th>Number of Crimes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RD 665</td>
</tr>
<tr>
<td>Other Theft</td>
<td>23</td>
</tr>
<tr>
<td>Vehicle Theft</td>
<td>46</td>
</tr>
<tr>
<td>Grand Theft</td>
<td>34</td>
</tr>
<tr>
<td>Aggravated Assault</td>
<td>37</td>
</tr>
<tr>
<td>Burglary from Business</td>
<td>8</td>
</tr>
<tr>
<td>Burglary from Vehicle</td>
<td>112</td>
</tr>
<tr>
<td>Street Robbery</td>
<td>36</td>
</tr>
<tr>
<td>Burglary from Residence</td>
<td>22</td>
</tr>
<tr>
<td>Theft from Vehicle</td>
<td>21</td>
</tr>
<tr>
<td>Other Robbery</td>
<td>7</td>
</tr>
<tr>
<td>Burglary Other</td>
<td>4</td>
</tr>
<tr>
<td>Rape</td>
<td>0</td>
</tr>
<tr>
<td>Purse Snatch</td>
<td>0</td>
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<tr>
<td>Theft from Person</td>
<td>1</td>
</tr>
<tr>
<td>Murder</td>
<td>0</td>
</tr>
<tr>
<td>Bunco</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total Crimes</strong></td>
<td><strong>352</strong></td>
</tr>
</tbody>
</table>

Note: RD = Reporting District.

a “Theft” is defined as the unlawful taking of property from the possession of another. “Robbery” is defined as the taking or attempt to take anything of value from a person by use of force or threat of force. “Burglary” is defined as the unlawful entry of a structure with the intent to commit a felony or a theft. State of California Department of Justice, Crimes in California, 2004, website: http://ag.ca.gov/cjsc/publications/candd/cd04/Crimes.pdf, November 22, 2006.

Source: Written correspondence from William J. Bratton, Chief of Police, City of Los Angeles Police Department, November 3, 2006.

28.3 crimes per 1,000 persons have been reported in 2006 year-to-date. Therefore, the most recently available statistics indicate a reduction in the number of crimes being reported per 1,000 persons from 2005 to present. Nonetheless, there are more crimes reported per capita the Hollywood area than the City of Los Angeles as a whole.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the State CEQA Guidelines

In accordance with Appendix G to the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the police department.

City of Los Angeles CEQA Thresholds Guide

Based upon criteria established in the City of Los Angeles CEQA Thresholds Guide, whether the Proposed Project would have a significant impact is determined on a case-by-case basis, 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.

Project Impacts

Construction Impacts

Construction sites can place additional demand on local law enforcement when not properly secured. To help prevent such activities, temporary fencing is often installed around construction sites and security guards may be deployed. The employment of these precautions would ensure that the adequate security is provided at the project site during construction. Although minor traffic delays may occur during construction, particularly during the construction of any potential utilities and street improvements, impacts to police response times would be minimal and temporary. In addition, access to the project site and surrounding uses would be maintained throughout project construction. Therefore, the Proposed Project’s construction-related impacts on police protection services would be less than significant.
Operational Impacts

Project Design Features

The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security would be controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities.

Officer-to-Population Ratio

The Proposed Project would generate employees and increase the number of site visitors within the project site. Although there is not a direct proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls for police response would be anticipated to increase with the increase in onsite activity and increased traffic on adjacent streets and arterials.

The proposed 237,568 square feet of office space would generate approximately 745 new employees on the project site while the proposed 4,000 square feet of commissary space would generate approximately nine new employees on the project site for a total of approximately 754 new employees generated by the Proposed Project. Officer-to-population ratio is calculated based on the residential service population as most commercial/office employees would generally only occupy the site during business hours on weekdays. However, for a conservative analysis it is assumed that the Proposed Project would require one additional officer in order to maintain the current officer-to-population ratio in the Hollywood area. The employment of one additional officer by the LAPD would be dependent on socio-economic factors such as the sufficiency of funds and a decision to allocate such funds to the Hollywood area, which are beyond the control of the Proposed Project. While the Proposed Project would generate revenues for the City, which could be applied toward the provision of new police facilities as well as additional staffing, it cannot be guaranteed that this revenue would be applied to police services. Therefore, while the Proposed Project’s demand for police services may result in a need for approximately one new officer to maintain the current officer-to-population ratio, it is not likely that any expansion, consolidation or relocation of this station would be needed. As the Proposed Project would not result in the demand for any new, expanded, consolidated, or relocated police facilities, the associated impact would be less than significant.

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18 Based on Southern California Association of Governments, Employment Density Summary Report, Los Angeles County, October 31, 2001. Low-rise office land use category was used to estimate office employees (237,568 square foot of office at 319 square feet per employee). Other retail/service category was used to estimate restaurant employees (4,000 square foot of restaurant at 424 square feet per employee).
Response Times

As discussed in Section IV.K, Transportation and Traffic, with implementation of the Proposed Project, related projects, ambient growth, and mitigation measures, seven of the 11 study intersections in the project area would be significantly impacted. However, none of the seven impacted intersections are located along the travel route from the Hollywood Police Station and the project site. As discussed previously, police units are most often in a mobile state; therefore, it is unknown precisely which route the LAPD would use to access the project site when responding to an emergency call. Thus, a police unit accessing the project site from the surrounding area may or may not pass through at least one of the impacted study intersections. Additionally, emergency access to the project site would be maintained at all times. Therefore, the Proposed Project would have a less than significant impact with respect to response times.

CUMULATIVE IMPACTS

Implementation of the Proposed Project, in conjunction with the Related Projects identified in Section III. Environmental Setting would further increase demands for police service. Increases in population and employment would increase average response times, primarily for non-emergency calls. However, the impacts created by new development would be reduced by the incorporation of required security measures into each proposed development on a case-by-case basis. Therefore, cumulative impacts with respect to police protection services would be less than significant.

MITIGATION MEASURES

Impacts to police protection services would be less than significant and no mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to police protection services would be less than significant.