
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 at and adjacent to LAX. 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. Conclusions regarding the significance of impacts provided in this section are strictly for the purposes of CEQA. Technical Report 16, *Public Services Technical Reports*, contains detailed information regarding regulations and existing levels of fire protection and emergency services. Fire protection and emergency services as they relate to risk of upset are addressed in Section 4.24.3, *Safety*. Direct and indirect growth in the vicinity of LAX and elsewhere in the region associated with the Master Plan would also result in increased demand for fire protection services. Potential indirect impacts on fire protection services are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and in subsection 4.26.1.7, *Cumulative Impacts*.

4.26.1.2 General Approach and Methodology

The potential effects of the proposed Master Plan alternatives on fire protection and emergency services were assessed by comparing 1996 baseline environmental conditions with future conditions expected with implementation of the No Action/No Project Alternative and the four build alternatives. Characterization of the environmental baseline includes a description of existing fire protection facilities, staffing, equipment levels, and response times. This information was obtained from the fire departments serving the fire protection study area.

The fire protection study area has been defined by fire protection service area boundaries and includes the LAX property as well as areas surrounding LAX that would be potentially directly affected by implementing the proposed Master Plan alternatives. The geographic extent of the fire protection study area includes the proposed future boundaries of LAX under the Master Plan build alternatives, and areas beyond that are largely defined by the service boundaries for fire stations serving LAX. Although not delineated in **Figure F4.26.1-1**, Los Angeles Fire Department Stations Serving LAX, areas more remote from LAX within the Cities of El Segundo, Inglewood, Los Angeles, and Los Angeles County were also evaluated to determine if project-related traffic congestion could increase emergency response times. The primary basis for establishing future fire protection needs on the airport was through direct consultation with the City of Los Angeles Fire Department (LAFD), the primary fire protection agency serving the study area. The LAFD was consulted during the EIS/EIR scoping period and during development of the Master Plan build alternatives. During the scoping period, the LAFD's response to the Notice of Intent/Notice of Preparation (NOI/NOP) for the EIS/EIR set forth their expectations regarding the potential impacts of the project on fire services and the need for mitigation measures. During the development of the Master Plan build alternatives, the LAFD was consulted to determine the location and size of proposed fire protection facilities at LAX.

Direct and indirect growth in the vicinity of LAX and elsewhere in the region associated with the Master Plan would also result in increased demand for fire protection services. Potential impacts are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and subsection 4.26.1.7, *Cumulative Impacts*.

The approach to evaluating impacts on fire services is largely based on whether conditions under the build alternatives would meet key criteria set forth by the LAFD and by Federal Aviation Regulations (FAR). As stated in their response to the NOI/NOP, the LAFD evaluates "fire protection for a given area based on required fire-flow, response distance from existing fire stations, and...Department's judgment for needs in the area."⁹³⁶

⁹³⁶ McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

4.26.1 Fire Protection (CEQA)

The LAFD criteria on response distances and maintenance of traffic flow have been specifically defined for the project and are used in the impact evaluation. Regarding response distance, the LAFD has indicated that for the proposed project:

- ◆ An engine company should be located within 1.0 mile.
- ◆ A truck company should be located within 1.5 miles of an emergency location while meeting fire flow requirements.

The analysis on emergency access is based on how airport development, increases in traffic, and transportation improvements would affect key intersections within the study area. To support acceptable fire vehicle access and response times to emergency locations, LAFD has specified that before project completion, mitigation should be implemented to address street intersections with levels of service of "E" or "F," the two poorest levels of standard traffic ratings. Effects on intersections were evaluated based on the transportation analysis provided in Section 4.3, *Surface Transportation*.

The analysis of emergency access and response times to airfield incidents is based on how the location and design of planned facilities would affect response times according to FAR 139.315-319,⁹³⁷ specifically:

- ◆ FAR 139.319(i)(2)(i) states that at least one Aircraft Rescue and Fire Fighting (ARFF) vehicle must reach the midpoint of the farthest runway from its assigned post within three minutes from the time an alarm is sounded.
- ◆ All other on-airport fire fighting vehicles, not subject to ARFF requirements, must reach the same point as the ARFF vehicle within four minutes from the time an alarm is sounded (FAR 139.319(i)(2)(ii)) and comply with the minimum distances discussed above.

The LAFD will determine the necessary fire flow for individual Master Plan improvements at the time of implementation based on the requirements in effect at that time. The LAFD assesses and responds to staffing needs through ongoing evaluation;⁹³⁸ there are no uniform methods or LAFD or FAR standards for projecting long-range staffing needs. As a result, the analysis does not include quantitative estimates of demand for additional fire personnel. Staffing and facility needs for paramedics and fire prevention services (e.g., inspections) are included within the overall analysis of fire protection needs under each alternative.

4.26.1.3 Affected Environment/Environmental Baseline

The four LAFD stations serving LAX and the surrounding vicinity are shown in **Figure F4.26.1-1**. While LAFD stations have jurisdiction and primary responsibility for serving LAX, both the State Master Mutual Aid Agreement and the County of Los Angeles Mutual Aid Operations Plan ensure that LAX would receive supplemental personnel and resources during a major emergency and conditions of extreme peril. Currently, the City of El Segundo is the only jurisdiction adjacent to LAX that provides mutual aid support to the airport through an additional mutual aid agreement. The City of El Segundo provides fire response backup and emergency medical services to LAX and, in turn, LAX provides fire trucks and personnel to the city in the event of a major incident.⁹³⁹

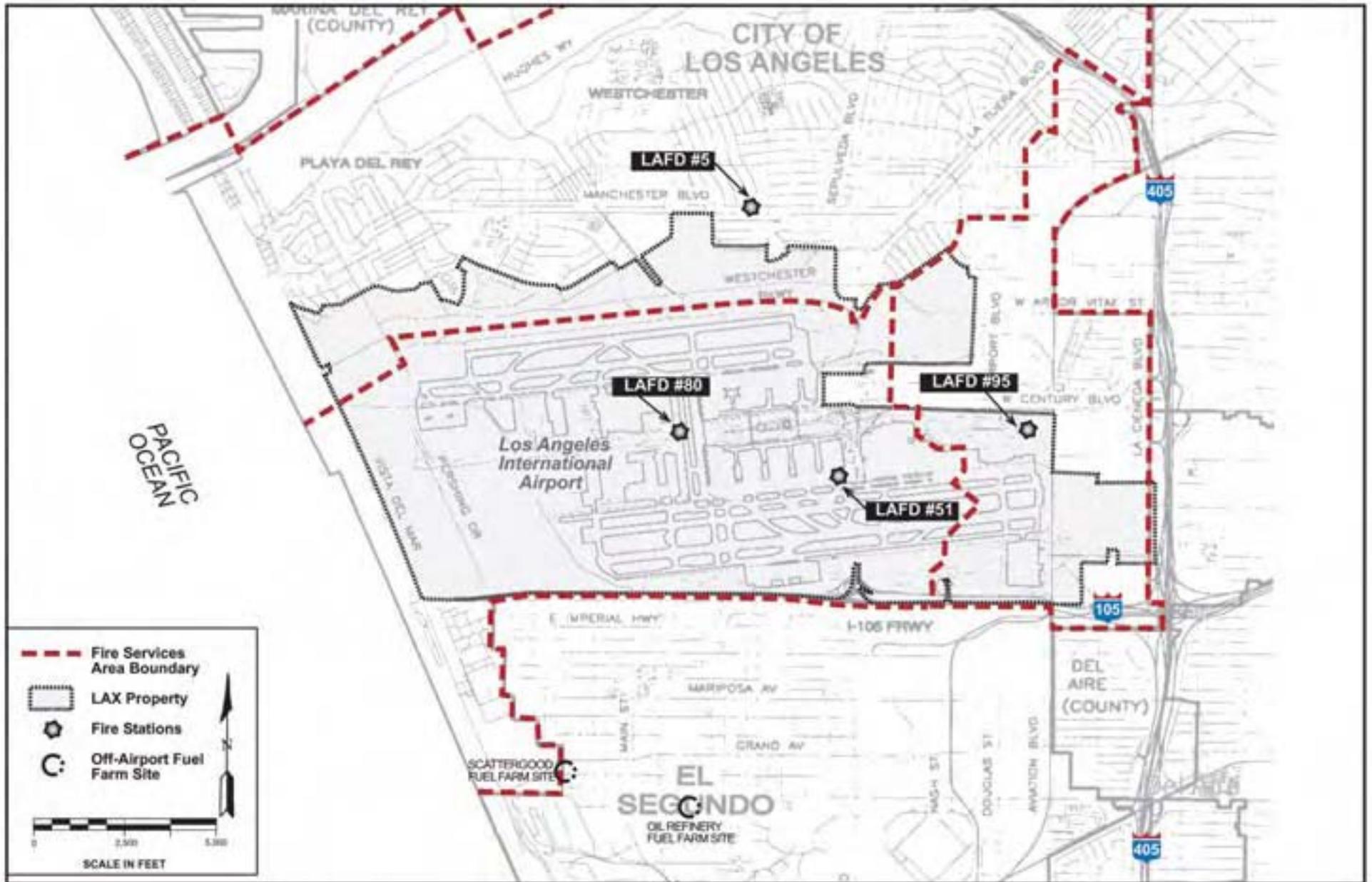
The LAFD is responsible for providing services on and off airport property within the fire protection study area. Three LAFD fire stations (Stations 80, 51, and 95) have direct responsibility for fire protection and emergency services within the airport boundaries. These stations are located on the airport. A fourth station (Station 5), located one and one-half miles to the north, provides structural fire backup to the on-airport fire stations, while also serving areas off the airport.

Fire Station 80 is the only on-airport fire station that is mandated to meet three-minute response times to airfield emergencies in accordance with ARFF requirements and, for that reason, serves the airport exclusively. Other FAR 139.315-319 requirements include, sufficient rescue and firefighting personnel capable of meeting response times, minimum fire suppressant agent discharge rates, and maintenance of

⁹³⁷ Federal Aviation Regulations (FAR), 14 CFR 139.315 - 139.319.

⁹³⁸ McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

⁹³⁹ Letter of Agreement for the Implementation of the Automatic Aid Agreement for Exchange of Fire Protection Between the City of El Segundo Fire Department and the City of Los Angeles Fire Department, December 26, 1984.



LAX Master Plan
Final EIS/EIR

Los Angeles Fire Department
Stations Serving LAX

Figure
F4.26.1-1

4.26.1 Fire Protection (CEQA)

emergency access roads. Fire Station 80 currently meets all ARFF requirements in compliance with FAR 139.315-319.

Fire Stations 51, 95, and 5 provide fire protection services in compliance with the Los Angeles Fire Code (Los Angeles Municipal Code, Section 57.09.01-11). Stations 51 and 95 are not mandated to respond in accordance with ARFF required response times to airfield incidents.⁹⁴⁰ Fire Station 51 serves a 4.64 square mile area, including a majority of the LAX property. Fire Station 95 serves a 2.34 square mile area, including the Manchester Square and Belford residential areas and the eastern portion of the airport property. The average response times for Fire Stations 51 and 95 to emergencies within their service areas are less than three minutes. Fire Station 5, located just outside of the airport property, serves a 7.23 square mile area, including the proposed LAX Northside/Westchester Southside project site, the community of Playa del Rey, and a portion of the community of Westchester. The average response time for Fire Station 5 is less than five minutes.⁹⁴¹

Maximum response distances are 1.0 mile for an engine company and 1.5 miles for a truck company. Based on correspondence with the LAFD, response distance is calculated from the intersection of World Way and Sepulveda Boulevard. Fire Stations 51 and 95 each contain engine companies that are within 1.0 mile, and Fire Station 95 contains a truck company that is within 1.5 miles of the intersection of World Way and Sepulveda Boulevard. Fire Station 5, which provides backup to the on-airport stations, contains both a truck company and an engine company and is 1.7 miles from the intersection of World Way and Sepulveda Boulevard. According to the LAFD, these distances are adequate to serve the existing fire protection needs at LAX.⁹⁴²

According to the Los Angeles Fire Code Section 57.09.06, 6,000 to 9,000 gallons per minute of fire flow is required from four to six hydrants flowing simultaneously for industrial and commercial uses, which include airport uses. The existing fire flow at LAX is approximately 7,090 gallons per minute from four hydrants, well within Los Angeles Fire Code fire flow requirements.⁹⁴³

Throughout LAX and the service areas covered by Fire Stations 80, 51, 95, and 5, the LAFD considers fire protection services to be adequate.⁹⁴⁴ All four fire stations maintain adequate equipment and personnel to meet the response times and agent discharge rates required to support LAX air carrier operations under baseline conditions.⁹⁴⁵ A summary of existing facilities, equipment, and personnel for these stations is provided in **Table F4.26.1-1**, City of Los Angeles Fire Department Stations Serving LAX.

⁹⁴⁰ Bowen, Gary, Chief, City of Los Angeles Fire Department, Telephone Communication, February 3, 1998.

⁹⁴¹ Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, Letter, March 10, 2000.

⁹⁴² McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

⁹⁴³ LAWA, LAX Plumbing Supervisor.

⁹⁴⁴ Reagan, Mike, Battalion Chief, City of Los Angeles Fire Department, Telephone Communication, March 3, 2000.

⁹⁴⁵ McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

4.26.1 Fire Protection (CEQA)

Table F4.26.1-1

City of Los Angeles Fire Department Stations Serving LAX

Station #	Address	Response			Equipment
		Distance (Miles) ¹	Floor Area (SF)	Personnel ²	
51	10435 Sepulveda Blvd.	0.4	8,600	12	1 Triple Combination Pumper 1 Crash Fire Reserve Apparatus 1 Crown Fire engine 1 Ford Reserve Ambulance
80	6911 World Way West	0.4	14,000	36	2 Crash Rescue Vehicles
95	10010 International Road	1.0	9,200	33	1 Truck with 100' ladder 1 Fire Engine Pumper 1 Paramedic Rescue Ambulance 1 Rescue Air Cushion
5	6621 W. Manchester Blvd.	1.7	9,640	42	1 Hook & Ladder 2 Fire Engine Pumpers 1 Ford Rescue Ambulance
Totals			41,440	123	

¹ Calculated from World Way and Sepulveda Boulevard for all structures located at LAX.

² Indicates total staff over three shifts. Staffing for each shift equals one third of the total staff for each station.

Source: Los Angeles Fire Department, 2000.

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.⁹⁴⁶ 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 8900 Emerson Avenue, which is within the LAX Northside/Westchester Southside Project area and 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 2006.⁹⁴⁷

In addition to the services provided to LAX by the LAFD, the U.S. Coast Guard is given primary notification in cases of potential or actual over water emergency. The U.S. Coast Guard maintains a 24-hour District Operations Center, which plans, coordinates, and oversees group operations and assumes command for any major search and rescue operation in Santa Monica Bay. The Coast Guard's Air Station is located at LAX, and includes three HH-65 Dolphin helicopters. The Coast Guard's Los Angeles facilities include two small boat stations with six 82-foot patrol boats.⁹⁴⁸

4.26.1.4 Thresholds of Significance

4.26.1.4.1 CEQA Thresholds of Significance

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:

⁹⁴⁶ Kerbrat, Tim, Captain, Planning Section, City of Los Angeles Fire Department, Personal Communication, March 7, 2003.

⁹⁴⁷ Los Angeles Fire Department, New Regional Fire/Paramedic Station 5, Westchester, May 29, 2003, http://eng.lacity.org/projects/fire_bond/FS5new.htm.

⁹⁴⁸ Meade, R. III, Commander, U.S. Coast Guard, Letter, March 5, 1998.

- ◆ 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.

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.⁹⁴⁹ 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 139.315-319.

The second threshold listed above derives from the *Draft L.A. CEQA Thresholds Guide*,⁹⁵⁰ 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

The FAA *Airport Environmental Handbook* does not require that this environmental topic be addressed; therefore, no federal standards apply to the following analysis. However, the FAA has established minimum fire protection requirements in Federal Aviation Regulations (FAR) 139.⁹⁵¹ Part 139 requires the FAA to issue operating certificates to airports. To obtain the airport operating certificate, certain operational and safety standards must be met, including the provision of firefighting and rescue equipment. LAWA will continue to obtain the necessary operating certificates as the selected alternative is implemented.

4.26.1.5 Master Plan Commitments

As concluded in subsection 4.26.1.6, *Environmental Consequences*, implementation of any of the Master Plan build alternatives would have potential impacts related to fire protection. In recognition of these potential impacts, LAWA has included the commitments listed below in the Master Plan, coded "FP" for "fire protection," and "PS" for public services.⁹⁵²

◆ **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 work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD,⁹⁵³ 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. In addition, at least two different ingress/egress roads for each area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided.

⁹⁴⁹ McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

⁹⁵⁰ City of Los Angeles, Draft L.A. CEQA Thresholds Guide, May 14, 1998.

⁹⁵¹ Federal Aviation Regulations (FAR), 14 CFR 139.315 - 139.319.

⁹⁵² Commitments coded "PS" pertain to more than one public service (e.g., law enforcement and fire protection).

⁹⁵³ Reagan, Mike, Battalion Chief, City of Los Angeles Fire Department, Personal Communication, March 3, 2000; Warford, Richard, Assistant Fire Marshal, City of Los Angeles Fire Department, Letter, January 22, 2001.

4.26.1 Fire Protection (CEQA)

- ♦ *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.
 - ♦ *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 applicable City of Los Angeles Department of Public Works Standard Plan.
 - ♦ *Road Turns.* Standard cut-corners will be used on all proposed road turns.
 - ♦ *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.
 - ♦ *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.
 - ♦ *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 other airport staff. 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 Master Plan elements affecting on-airport fire and police facilities, 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 construction traffic impacts see Section 4.3, *Surface Transportation* (subsection 4.3.2.5).**

The above commitments are provided in their entirety in Chapter 5, *Environmental Action Plan*.

4.26.1.6 Environmental Consequences

4.26.1.6.1 No Action/No Project Alternative

Project Development

The No Action/No Project Alternative (described in Chapter 3, *Alternatives*) contains various features that are especially pertinent to the analysis of fire protection impacts. Some of these features are increases in aircraft movements, passenger activity, introduction of New Large Aircraft (NLA), property acquisition, and cargo facility development.

Service Effects

While additional aircraft movements, passenger activity, and cargo facility development under the No Action/No Project Alternative would incrementally increase the potential for fires and airfield incidents, standard procedures for plan review would ensure that new construction is developed in conformance with the Uniform Fire Code, Los Angeles Fire Code, FAA Advisory Circular 150/5210-5, *City of Los Angeles General Plan Fire Prevention Plan*, and other applicable standards. As such, new development would have adequate fire hydrants, fire flow, fire prevention and warning systems, and fire equipment access to all structures and areas of the property.

Traffic congestion on the airport property associated with airport operations under the No Action/No Project Alternative would increase when compared to baseline conditions. Under the No Action/No Project Alternative, existing airport peak hour capacity deficiencies would compound by 2015. Off-airport traffic congestion associated with airport operations under the No Action/No Project Alternative is expected to increase, as there would be a 74 percent increase in the number of lane miles operating at LOS F (see Section 4.3, *Surface Transportation*). This increase in traffic congestion may hamper access or delay response times in the vicinity of LAX.

Through 2015, no new fire fighting facilities are expected to be constructed and there would be no need for existing fire stations to be relocated. After relocation of residents and demolition of residential uses, the Manchester Square and Belford areas would remain vacant through 2015; thus, reducing the demand for fire protection services in these areas.

There would be no changes to runway configurations or to LAFD Stations 51, 80, or 95, and with the expansion of Station 5, adequate response times and fire protection services would be maintained on the airport. In addition, consistent with LAFD standard practice, the fire protection staff serving LAX would continue to conduct ongoing reviews of staffing and equipment levels in relation to proposed development, changes in aircraft types and increases in aircraft movements and passenger activity.

LAX Northside Project

The LAX Northside project site would be developed, with 4.5 MSF of uses by 2015. Through standard city processes, project plans would be reviewed 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*⁹⁵⁴ that address such issues as fire hydrants and fire flow requirements, fire fighting equipment, architectural safety features, access, and

⁹⁵⁴ City of Los Angeles, Department of Airports, *Final Environmental Impact Report LAX North Side Development Project*, p. IV-102, April 1993.

4.26.1 Fire Protection (CEQA)

compliance with FAA requirements are incorporated in the approved projects [Q] zoning conditions. With the implementation of these conditions, and the relocation of Station 5 to the site, the potential impacts of the LAX Northside project on levels of fire protection services and response times under the No Action/No Project Alternative would not be materially increased.

Continental City

The Continental City site would be developed, with 3.1 MSF by 2015. Although the Continental City Final EIR stated that distances to fire stations would be adequate, mitigation measures would be required to ensure adequate fire protection services.⁹⁵⁵ The mitigation measures in that EIR identified such issues as fire hydrants and fire flow requirements, fire fighting equipment and systems, architectural safety features, and access. With project conditions incorporating these features, there would be adequate levels of fire protection services to support the project.

Construction

The traffic congestion associated with the demolition and construction of projects within and adjacent to the LAX property would have the potential to hamper or delay emergency response. However, standard procedures for plan review would ensure that new construction and related detours are coordinated with local fire protection agencies.

4.26.1.6.2 Alternative A - Added Runway North

Project Development

Alternative A (described in Chapter 3, *Alternatives*), contains various features that are especially pertinent to the analysis of fire protection impacts. Some of these features are increases in aircraft activity, property acquisition, fuel farm relocation and expansion, roadway improvements, fire facility development, and runway development, extension, and relocation.

Under Alternative A, acquisition of 273 acres would increase the size of LAX fire protection service areas, potentially affecting on-airport response times and service levels. Furthermore, the addition of Runway 24R/6L and extension and relocation of the existing four runways would increase the distance from the existing fire stations to these runways, potentially affecting response times.

In order to permit reconfiguration of runways and new development on the airport, the three existing on-airport fire stations would be relocated to new sites and collocated with police facilities within the airport boundaries. The Master Plan shows the proposed locations of the fire stations under each of the Master Plan alternatives. Two of the three on-airport fire stations (Stations 80 and 95) would be relocated; one to the northwest of Sepulveda Boulevard and Imperial Highway (Station 80) and the other to the north of the proposed West Terminal Area (Station 95). Station 51, located near the Central Terminal Area (CTA), would be relocated to a site near the northwest intersection of Sepulveda and Century Boulevards by 2015. The size of the three fire stations would be increased to approximately 79,000 SF, which would provide 47,200 SF more combined space than Stations 51, 80, and 95 under 1996 baseline conditions and under the No Action/No Project Alternative.

The existing Coast Guard Air Station, located just east of the existing Fuel Farm, would be expanded and relocated adjacent to the reconstructed Taxiway A with implementation of Alternative A (see the Draft LAX Master Plan).

Service Effects

Increases in airport development, traffic, passenger activity, changes in aircraft types, and aircraft 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.

Regarding response times and distances, the size and locations for the proposed relocated fire stations were established by airport planners in consultation with LAFD to support LAFD facility needs and FAR

⁹⁵⁵ City of Los Angeles, *Final Environmental Impact Report EIR No. 407-82 SUB Continental City*, February 1985.

requirements anticipated under the build alternatives. Since current response distances meet FAR 139.319 response time requirements⁹⁵⁶ and proposed fire station relocations would slightly decrease the response distances to runways, adequate response times to airfield incidents, pursuant to FAR 139.319, would be maintained or improved with the implementation of Alternative A. Response times from Station 5, would also be improved with its relocation to the Westchester Southside site independent of the project. 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 conditions, as further described in Section 4.3, *Surface Transportation*. Furthermore, to the extent that issues arise as more detailed planning occurs, 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 project-by-project review and enforcement of code requirements would also ensure maintenance of adequate response times and emergency access.

Increases in fire flow would be required to support proposed Master Plan development, with a potential need for improvements to the water system. Fire flow requirements would be met through implementation of Master Plan Commitment FP-1, which includes Master Plan improvements to ensure that adequate fire flow is provided to all new facilities.

Without proper coordination and phasing, the process for relocating on-airport fire facilities could temporarily compromise fire protection services. This issue is addressed through Master Plan Commitment PS-1, which requires that a Fire and Police Relocation Plan be developed by LAWA in cooperation with LAFD, Los Angeles World Airports Police Division (LAWAPD), City of Los Angeles Police Department (LAPD), and other agencies as appropriate. The performance standards for the Relocation Plan include maintenance of response times, response distances, fire flows, and smooth transitions to relocated fire stations.

Implementation of Alternative A has the potential to increase staffing and equipment needs due to increases in aircraft operations, passenger activities, building space, and the size of the airport. Adequate levels of staffing and equipment would be continually evaluated and addressed pursuant to standard LAFD procedures and FAR requirements. Therefore, impacts on levels of fire protection services associated with staffing and equipment are considered to be less than significant.

Fuel Farm

The existing On-Site Fuel Farm would be relocated under Alternative A to a site just north of Imperial Highway and west of Sepulveda Boulevard. The relocated fuel farm facility would have a total net storage capacity of 1.2 million barrels of jet fuel, an increase of about 600,000 barrels over baseline conditions. A 15,000-square foot firehouse and an 80-foot diameter fire water tank, located at the southern portion of the fuel farm site, would be incorporated into the fuel farm. The fire house would contain equipment to control fuel flow, support fire flow requirements, and store foam and firefighting equipment. In addition, the LAFD on-site fire response team is trained in techniques for fighting hydrocarbon fires. These 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 site is detailed in the Draft LAX Master Plan and Section 4.24.3, *Safety*.

Westchester Southside Project

Under Alternative A the Westchester Southside site would be developed, with 2.62 MSF by 2015. At buildout, Westchester Southside would include 110,000 SF of retail, 40,000 SF of restaurants, 850,000 SF of hotel, and 1.62 MSF of offices and R&D uses. The proposed Westchester Southside project would be approximately 2 MSF less than LAX Northside at buildout.

As discussed earlier, the Los Angeles Fire Code⁹⁵⁷ requires commercial and industrial land use developments to be within 1.0 mile of a fire station engine company and within 1.5 miles of a fire station

⁹⁵⁶ Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, [Letter](#), March 10, 2000.

⁹⁵⁷ City of Los Angeles, [Los Angeles Municipal Code, Chapter 5, Article 7: Fire Protection and Prevention \[Fire Code\], Division 9, Access, Hydrants, and Fire-Flow Requirements](#).

4.26.1 Fire Protection (CEQA)

truck company. LAFD Fire Station 5 which contains both a truck and an engine company,⁹⁵⁸ is planned to be relocated to the Westchester Southside site independent of the project, satisfying applicable fire code requirements for response distances. The on-airport fire stations would continue to provide backup fire protection services to the Westchester Southside site.

Despite early facility planning for the project and compliance with primary response distance/response time requirements, there is potential for Westchester Southside to have adverse effects on fire protection services due to increased demand at the Westchester Southside site. This is consistent with the conclusions in the *LAX North Side Development Project EIR*, which stated that demand for fire protection services would increase with the implementation of the LAX Northside project. Although the density of land uses on the site would be reduced with the Westchester Southside project, all relevant and applicable conditions addressing fire protection and emergency services discussed in the *LAX North Side Development Project EIR* would be applied to the development of Westchester Southside through Master Plan Commitment 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). Therefore, with implementation of the provisions contained in Master Plan Commitments LU-1 and FP-1, LAFD Design Recommendations (Alternatives A, B, C, and D), ongoing LAFD reviews of staffing and equipment levels, and reviews of detailed plans for code compliance, impacts on fire protection services associated with Westchester Southside would be less than significant.

Construction

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 Level of Service (LOS) deficiencies associated with compromised emergency response would be avoided through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D) (see Section 4.20, *Construction Impacts*) and Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*). Implementation of Master Plan Commitment C-1 would ensure proper advanced coordination with LAFD and planning of detours and emergency access routes to maintain response times. These commitments would avoid potentially significant traffic-related impacts on fire protection response times and ensure that adequate fire protection service levels are maintained. Therefore, impacts of construction on fire response times would be less than significant.

4.26.1.6.3 Alternative B - Added Runway South

Project Development

With implementation of Alternative B, Master Plan features influencing demand for fire protection services would be similar to those described for Alternative A, differing primarily with respect to changes in fire facility locations and space allocations, property acquisition, fuel farm relocation, and runway development, extension, and relocation.

Under Alternative B, acquisition of 345 acres would increase the size of the LAX fire protection service areas, potentially increasing response times and jeopardizing service levels. Furthermore, the addition of Runway 25L/7R and extension and relocation of the existing four runways would increase the distance from the existing fire stations to these runways, potentially affecting response times.

Similar to Alternative A, the three on-airport fire stations would be relocated to new sites and collocated with police facilities, to accommodate reconfiguration of the runways and new on-airport development. Two of the on-airport fire stations, Stations 80 and 95, would be replaced with two new fire stations and Station 51 would be relocated more northerly by 2015. Stations 80 and 95 would be relocated just north of the proposed West Terminal Area and northwest of the Sepulveda and Century Boulevard intersection. The three on-airport fire stations would encompass approximately 55,000 SF, a combined total of 23,200 SF more space than Stations 51, 80, and 95 under 1996 baseline conditions and the No Action/No Project Alternative.

⁹⁵⁸ McMaster, Thomas E., Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, City of Los Angeles Fire Department, Letter, July 1, 1997.

The existing Coast Guard Air Station, located just east of the existing Fuel Farm, would be expanded and relocated adjacent to a proposed taxiway and apron area with implementation of Alternative B (see the Draft LAX Master Plan).

Service Effects

Similar to Alternative A, increases projected for Alternative B in airport development, traffic and passenger activity, and aircraft 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 Alternative A, improved response times would also be supported by the relocation of Station 5 to the Westchester Southside site independent of the project, and by circulation improvements that are expected to reduce on-airport traffic congestion. Under Alternative B, the relocated fire stations would meet the response distance and response time requirements. Fire flow demand would be met as addressed through 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).

Similar to Alternative A, the development of the Westchester Southside project would increase demand for fire protection services, which could result in significant impacts at the project site. Potential significant impacts would be avoided through relocation of Station 5 to the site independent of the project, and through implementation of Master Plan commitments. Master Plan Commitment FP-1 addresses coordination with LAFD regarding emergency access, fire flow requirements, and other design needs to ensure that fire protection service levels are maintained. Master Plan Commitment 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), incorporates all relevant and applicable conditions addressing fire protection and emergency services for the LAX Northside Development project into the Westchester Southside project. Implementation of Master Plan Commitments FP-1 and LU-1 would ensure that adequate levels of fire protection services are maintained for the Westchester Southside project.

Fuel Farm

Unlike the other build alternatives, the existing On-Site Fuel Farm would be relocated under Alternative B to either the Scattergood Generating Station or the oil refinery located south of the airport by 2015. The relocated fuel farm would have a total net storage capacity of 1.2 million barrels of jet fuel, an increase of 600,000 barrels over existing conditions. At the Scattergood Generating Station site, a 15,000 SF firehouse and an 80-foot diameter fire water tank, would be constructed at the northern portion of the site. The Scattergood Fuel Farm firehouse would control fuel flow, fire flow control of the water supply, and store foam and support equipment. These facilities would aid staff and the LAFD when responding to an incident at the Scattergood Fuel Farm site.

Fire protection services at the oil refinery fuel farm located south of the airport would be provided by existing refinery personnel and facilities. These facilities include fire hydrants, fire water monitors, fusible link systems, and air actuated emergency isolation valves. In addition, the oil refinery's on-site fire station and personnel are trained in techniques for fighting hydrocarbon fires.

Given these facility features at the two proposed fuel farm sites, no adverse effects on fire protection services associated with the relocated fuel farm are anticipated. Additional information regarding these two proposed fuel farm sites is detailed in the Draft LAX Master Plan and Section 4.24.3, *Safety*.

Construction

Similar to Alternative A, 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, compromised emergency response that could result from temporary roadway Level of Service (LOS) deficiencies would be avoided through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D) (see Section 4.20, *Construction Impacts*) and Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*). With implementation of these Master Plan commitments, construction impacts on fire response times would be less than significant.

4.26.1.6.4 Alternative C - No Additional Runway

Project Development

With implementation of Alternative C, Master Plan features influencing demand for fire protection services would be similar to those described for Alternatives A and B, differing primarily with respect to changes in fire facility locations and space allocations, fuel farm relocation, and aircraft activity.

Under Alternative C, acquisition of approximately 217 acres would increase the size of LAX fire protection service areas and potentially increase response distances and service levels. Similar to Alternatives A and B, the three on-airport fire stations would be relocated to new sites and collocated with police facilities to accommodate the reconfigured runways and new on-airport development. Two of the three on-airport fire stations, Stations 80 and 95, would be replaced with two new fire stations. Station 51 would not be relocated. Stations 80 and 95 would be relocated just north of the proposed West Terminal Area and northeast of the Sepulveda and Century Boulevard intersection. The three on-airport fire stations would encompass approximately 80,000 SF, a combined 48,200 SF more space than Stations 51, 80, and 95 under 1996 baseline conditions and the No Action/No Project Alternative.

The existing Coast Guard Air Station, located just east of the existing On-Site Fuel Farm, would be expanded and relocated adjacent to the reconstructed Taxiway A with implementation of Alternative C (see the Draft LAX Master Plan).

Service Effects

Similar to Alternatives A and B, increases projected for Alternative C in airport development, traffic and passenger activity, and aircraft 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. Impacts associated with maintenance of 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. Proposed fire protection facility locations and size allocations would support anticipated demand as well as response time and distance requirements. In addition, Master Plan Commitment PS-1 would require maintenance of fire flows, and smooth transitions to relocated fire stations.

Similar to Alternatives A and B, the development of the Westchester Southside project would increase demand for fire protection services. Relocation of Station 5 to the site independent of the project, and implementation of Master Plan Commitments FP-1, PS-1, and LU-1 would ensure that adequate levels of fire protection services are maintained for Westchester Southside.

Fuel Farm

Under Alternative C, the existing On-Site Fuel Farm would be retained, with an additional 480,000 SF constructed immediately south of the existing site. The new fuel farm facility would have a total net storage capacity of 1.2 million barrels of jet fuel, an increase of about 600,000 barrels over existing conditions. Fire protection features at the existing fuel farm site include sufficient offset distances to adjacent facilities, a LAFD fire response team in the vicinity trained to fight hydrocarbon fuel fires, and fire suppression systems located in tanks. With these incorporated features, impacts on fire services associated with the fuel farm are considered to be less than significant. Additional information regarding the proposed fuel farm facility is detailed in the Draft LAX Master Plan and Section 4.24.3, *Safety*.

Construction

Similar to Alternatives A and B, 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 C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D) (see Section 4.20, *Construction Impacts*) and Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*). With implementation of these Master Plan commitments, impacts of construction on fire response times from construction activities would be less than significant.

4.26.1.6.5 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*. 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 subsection 4.26.1.3, *Affected Environment/Environmental Baseline*, LAFD will be relocating Fire Station 5 in 2006 to 8900 Emerson Avenue, which is within the LAX Northside project area. Figure 2.6-1, 2015 Alternative D Ancillary Facilities, of the Draft LAX Master Plan Addendum⁹⁵⁹ shows the proposed locations of the fire stations under Alternative D. **Table F4.26.1-2**, Alternative D Fire Stations Floor Area, shows the existing and proposed floor areas for the fire stations serving the airport.

Table F4.26.1-2

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	9,200	0
5	9,640	23,750	+14,110
Totals	41,440	68,750	+27,510

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

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.

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.

⁹⁵⁹ Los Angeles World Airports, Draft Master Plan Addendum, Los Angeles International Airport, prepared by Landrum & Brown, June 2003.

4.26.1 Fire Protection (CEQA)

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 relocation of Station 5 to the LAX Northside site independent of the project and 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*. 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.⁹⁶⁰ 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 LAX Master Plan Addendum and Section 4.24.3, *Safety*.

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*⁹⁶¹ 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 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), and the planned relocation of Station 5 to the site independent of the project, 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 C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), and Master Plan Commitments ST-9, ST-12, ST-14, and ST-16 through ST-22 (refer to Section 4.20, *Construction Impacts*, and Section 4.3, *Surface Transportation*, respectively). With implementation of these commitments, impacts of construction on fire response times from construction activities would be less than significant.

⁹⁶⁰ LAXFUEL Corporation, *LAXFUEL Consortium Fuel Facility*, 2002, page 3.

⁹⁶¹ City of Los Angeles, Department of Airports, *Final Environmental Impact Report LAX North Side Development Project*, p. IV-102, April 1993.

4.26.1.7 Cumulative Impacts

As discussed in subsection 4.26.1.3, *Affected Environment/Environmental Baseline*, existing levels of fire service at LAX, as provided by LAFD, are considered to be adequate, with sufficient staffing and equipment, and support of emergency response times.

4.26.1.7.1 No Action/No Project Alternative

Under the No Action/No Project Alternative, additional aircraft movements, passenger activity, cargo development and development of LAX Northside and Continental City would increase demand for fire protection and emergency services. Acquisition within the Manchester Square and Belford areas would reduce demand for fire services in the immediate area with the displacement of 148 acres of residential uses. Ongoing reviews of staffing, equipment and response times would ensure continued provision of adequate service levels to accommodate demand associated with increases in aircraft movements, passenger activity and new development. There would be no need for new fire stations or relocation of existing fire stations under the No Action/No Project Alternative. As employment under the No Action/No Project Alternative would not increase, there would be no indirect impacts associated with employment related demand or demand associated with new employee households.

The most sizeable related project in the immediate vicinity is the Playa Vista project, which, combined with development of LAX Northside, could result in cumulative impacts on services provided by LAFD 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. Furthermore, the relocation and expansion of Fire Station 5, independent of the Master Plan, would improve fire protection services in the Westchester community. Other projects in the vicinity, relocated residents from Manchester Square, and overall forecast growth throughout the region would place additional demand on fire protection and emergency services. Given the fundamental priority for, and strong record of, jurisdictions maintaining adequate levels of safety and emergency services through local funding and review and conditioning of new development, independent projects in combination with the No Action/No Project Alternative are not expected to result in notable cumulative impacts on fire protection.

4.26.1.7.2 Alternatives A, B, and C

As previously discussed in subsection 4.26.1.6, *Environmental Consequences*, demand for fire services would increase at LAX due to new development, increases in passenger activity and employment, and increased aircraft operations. These impacts would be avoided through compliance with regulatory requirements, Master Plan provisions for relocation and expansion of existing fire stations, provisions for maintenance of adequate fire flows, emergency response times, and ongoing LAFD evaluations to ensure adequate staffing and equipment levels.

Alternatives A, B, and C would also have indirect effects on fire services due to project-related increases in population associated with direct employment. This population increase could range from 38,017 to 86,806 within the five-county region, which would represent less than 1 to approximately 2 percent of forecasted population growth from 1996 to 2015. Within a ten-mile radius of LAX, population growth associated with new employment at LAX, would represent approximately 3 to 5 percent of forecasted growth. This increase in population, in combination with relocation of residents from Manchester Square and overall forecasted growth, would require increased staffing and equipment needs within individual jurisdictions and would also have the potential to compromise response times due to increased congestion. Although some jurisdictions would likely experience interim periods of degraded service, it is expected that fire and emergency services will remain the highest of priorities with overall levels of service maintained at adequate levels through long-range planning, local funding, project-by-project review, ongoing traffic mitigation and transportation improvements, and conditioning of new development projects.

Under Alternative A, Manchester Square would be developed as an independent project with airport-related uses. When considered in light of the reduction in demand for fire protection services associated with the removal of existing residential uses, the Manchester Square development would not substantially increase the need for fire protection services, which would continue to be provided by LAFD. The

4.26.1 Fire Protection (CEQA)

potential cumulative impact of the Manchester Square development under Alternative A, in combination with the Master Plan development is, therefore, considered to be less than significant.

In considering impacts associated with other independent project development in the nearby vicinity, the proposed Playa Vista development could, in combination with the development of Westchester Southside, result in cumulative impacts on fire protection services provided by Fire Station 5. However, conditions placed on the Westchester Southside project and 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.⁹⁶² 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 5.⁹⁶³ As the first phase of Playa Vista is already under construction, and the Westchester Southside 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, independent of the Master Plan, would help maintain adequate levels of fire protection services in the Westchester community.

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), 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.⁹⁶⁴ 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.

With the project's potential for direct impacts reduced to less than significant through Master Plan design features, Master Plan commitments, regulatory compliance, and expectations that essential fire and emergency service levels will keep pace with independent project and indirect population growth within regional forecasts, cumulative impacts on fire protection services after project and independent project mitigation are considered less than significant.

4.26.1.7.3 Alternative D - Enhanced Safety and Security Plan

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-

⁹⁶² City of Los Angeles, Conditions of Approval for Vesting Tentative Tract Map No. 49104 (VTM 49104), Condition No. 114, as revised December 8, 1995.

⁹⁶³ Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, Personal Communication, March 10, 2000.

⁹⁶⁴ 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.

related demand or demand associated with new employee households. The potential cumulative impact of the development 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.⁹⁶⁵ 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 5.⁹⁶⁶ 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 help maintain adequate levels of fire protection services in the Westchester community.⁹⁶⁷

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, 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, 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.

⁹⁶⁵ City of Los Angeles, Conditions of Approval for Vesting Tentative Tract Map No. 49104 (VTM 49104), Condition No. 114, as revised December 8, 1995.

⁹⁶⁶ Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, Personal Communication, March 10, 2000.

⁹⁶⁷ Reagan, Michael D., Battalion Chief, City of Los Angeles Fire Department, Personal Communication, January 17, 2003.

4.26.1 Fire Protection (CEQA)

This page intentionally left blank.