
4.26.2 Law Enforcement (CEQA)

4.26.2.1 Introduction

The law enforcement analysis addresses the potential for the Master Plan alternatives to directly increase demand for law enforcement services to an extent that would result in understaffed law enforcement services, inadequate facilities, or increased and unacceptable response times at LAX. 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 on existing conditions and regulations related to law enforcement. 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 law enforcement services. Potential indirect impacts on law enforcement services are addressed in Section 4.5, *Induced Socio-Economic Impacts (Growth Inducement)*, and in subsection 4.26.2.7, *Cumulative Impacts*.

4.26.2.2 General Approach and Methodology

To assess the potential effects of the proposed Master Plan alternatives on law enforcement services, baseline conditions were compared with conditions expected with implementation of the No Action/No Project Alternative and four build alternatives. Characterization of the environmental baseline includes a discussion of the regulatory framework for law enforcement services, the agencies that provide law enforcement services at LAX, and a summary of current staffing and facility space. Information on staffing and facility space was obtained from the police departments serving the law enforcement study area, defined below.

The law enforcement study area has been defined by law enforcement service areas and includes LAX property and areas surrounding LAX property that could be directly affected by implementation of the proposed Master Plan alternatives. The geographic extent of the law enforcement study area includes the proposed future boundaries of LAX under the Master Plan build alternatives and areas more remote where project-related traffic congestion could affect response times. The intersections and roadway links evaluated in relation to response times are described in Section 4.3, *Surface Transportation*, and Technical Report 3, *Surface Transportation Technical Reports*.

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 law enforcement services. Potential impacts are addressed in Section 4.5, *Induced Socio Economic Impacts (Growth Inducement)*, and subsection 4.26.2.7, *Cumulative Impacts*.

The primary law enforcement agencies that serve LAX are the Los Angeles World Airports Police Division (LAWAPD; formerly Los Angeles Airports Police Bureau) and the Los Angeles Police Department (LAPD) LAX Detail. The locations of LAWAPD and LAPD LAX Detail police stations are shown in **Figure F4.26.2-1**, LAPD and LAWAPD Facilities at LAX. The LAWAPD and LAPD LAX Detail have stated that staffing levels are being increased to respond to new circumstances at LAX in light of the events of September 11, 2001. Because there are no set standards or formulas for estimating long-range staffing needs at LAX, ratios of current staffing to annual passengers were used to generally estimate staffing for both agencies for 2015. This approach acknowledges that major changes are underway and that LAWAPD and LAPD will define their actual staffing needs more specifically through ongoing assessments of service requirements. To account for a major hiring effort in Year 2000, Year 2000 staffing levels, in combination with a recent staffing needs assessment, were used for purposes of this analysis rather than the 1996 baseline.

Due in part to new security priorities following the events of September 11, 2001, law enforcement needs have increased and changes are currently underway to expand and restructure the delivery of law enforcement services at LAX. As a result, the quantitative estimates of future facility needs that were included in the Draft EIS/EIR are no longer applicable. While law enforcement facilities have been programmed into all of the build alternatives, specific space requirements based on current and evolving security priorities would be determined through coordination with the LAWAPD and the LAPD LAX Detail as plans are being finalized. This coordination is provided for through a new commitment in the Master Plan described below under subsection 4.26.2.5, *Master Plan Commitments*.

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The analysis of effects on police vehicle access and response times is based on how airport development, airport generated traffic, and transportation improvements would affect traffic congestion at key intersections within the law enforcement study area.

4.26.2.3 Affected Environment/Environmental Baseline

Law Enforcement Services at LAX

The LAWAPD and LAPD both provide law enforcement services at LAX. The LAWAPD provides law enforcement services, traffic enforcement, security services, and emergency response on airport property; whereas the LAPD retains primary duties to provide criminal investigation and enforce penal provisions of city, state, and federal codes. All LAWAPD and LAPD officers, with the exception of LAWAPD security officers, are sworn peace officers and have the power to arrest. LAWAPD security officers do not have peace officer status, but they can make citizen's arrests.⁹⁶⁸

A Memorandum of Agreement (MOA) between LAWA (then the Department of Airports) and the LAPD was signed on October 12, 1988.³ This agreement identifies the responsible operator of LAX as LAWA, under the FAA, and provides for cooperative law enforcement efforts of the LAWAPD and LAPD. It identifies the responsibilities and reporting procedures to support a coordinated effort between LAWAPD and LAPD staff at the Van Nuys and LAX airport facilities. The MOA ensures that, in an emergency, a formal means of requesting and providing additional aid to each signatory agency is in place. Both the LAWAPD and LAPD recognize that the MOA is in need of updating and efforts have been initiated to this end. Depending on the outcome of the update to the MOA, the roles of LAWAPD and LAPD in carrying out law enforcement activities at LAX may be subject to change.

In compliance with the provisions of the *Standardized Emergency Management System*, response to incidents at LAX is approached from a "Unified Command System" concept. In a "Unified Command System," the agency in charge (e.g., LAWAPD, LAPD, Federal Bureau of Investigation (FBI), Drug Enforcement Administration (DEA), etc.) is determined on a case-by-case basis depending on the nature and location of the incident.

In response to heightened security needs following the events of September 11, 2001, new security measures are being implemented at LAX.^{969, 970} These security measures include, but are not limited to:

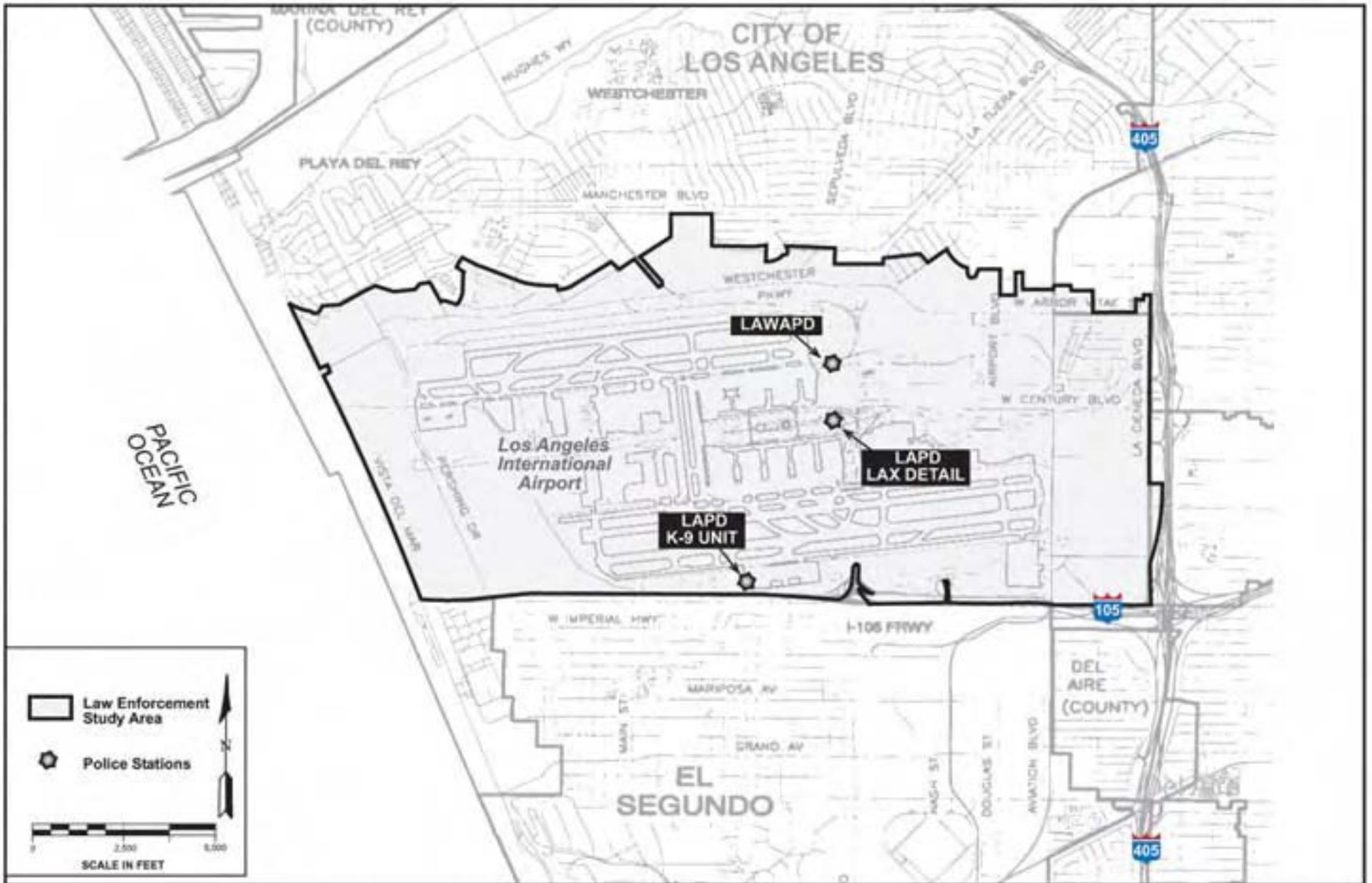
- ◆ Heightened security at parking structure entrances and metered surface parking lots, including lower height bars to restrict large vehicles and random searches.
- ◆ Screening of all checked luggage by an explosive detection system or explosive trace detection.
- ◆ Establishment of a new Traffic Operations Center, including video surveillance of all on-airport roadways.
- ◆ Implementation of a high visibility and enforcement policy for curbside access, including zero tolerance for curbside parking of privately owned vehicles.
- ◆ Increased security requirements for granting access to critical secured airfield areas.
- ◆ Planned additional 1,200 closed-circuit security cameras to be installed throughout the airport (estimated completion in late 2004).
- ◆ Planned Perimeter Security Improvements, consisting of approximately 8 miles of upgraded fencing surrounding the airport.⁹⁷¹
- ◆ Deployment of Transportation Security Administration (TSA) staff for security screening.

⁹⁶⁸ The Memorandum of Agreement between the Los Angeles World Airports and The Los Angeles Police Department, I. Authority and Responsibility notes: "Peace officer status does not extend to Security Officers of the Los Angeles World Airports. Security Officers may, however, make private person arrests as delineated in Section 837 of the California Penal Code" (page 3, signed October 12, 1988).

⁹⁶⁹ Office of the Mayor James K. Hahn, City of Los Angeles, "Mayor Hahn Reviews Security Measures Taken Since September 11, 2001," <http://www.lacity.org/mayor/oldpresss/ND5913.pdf> [September 9, 2002].

⁹⁷⁰ Los Angeles World Airports, "Mayor Hahn, Minority Leader Gephardt Unveil Initiative to Install Closed-Circuit Video Cameras at LAX Terminals," http://www.lawa.org/news/news_show.aspNewsID=401 [August 1, 2002].

⁹⁷¹ Los Angeles World Airports, "Mayor Hahn Announces New Measures To Fortify LAX Perimeter," http://www.lawa.org/news/news_show.aspNewsID=402 [July 26, 2002].



LAX Master Plan
Final EIS/EIR

LAPD and LAWAPD Facilities
at LAX

Figure
F4.26.2-1

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The Los Angeles World Airports Police Division (LAWAPD)

The LAWAPD's authority and limits of police powers are defined in the *Airport Police Bureau Manual* and FAR 107 (14 CFR Part 107). The LAWAPD is responsible for crime prevention, suppression, detection, general public assistance, airport security, traffic control and enforcement, and parking enforcement. Off-site police assistance is provided under prescribed circumstances. The LAWAPD contains 6 service sections: Patrol Services, Traffic Services, Security Services, Planning and Development, Field Support, and Security Technologies.⁹⁷²

Currently LAWAPD has a staff of 734 workers with an additional 110 to 180 staff positions expected to be funded over the next year.⁹⁷³ For purposes of this analysis, it is expected that with these hires staffing will be adequate to serve existing needs. This level of staffing represents a ratio of 914 LAWAPD staff to 67.3 million annual passengers (MAP)⁹⁷⁴ or about one LAWAPD staff per 73,600 passengers. Current personnel levels represent an increase of 261 LAWAPD staff compared to the baseline staffing conditions. A comparison between current LAWAPD staffing levels and baseline staffing levels is shown on **Table F4.26.2-1**, Comparison of On-Airport Law Enforcement Staffing and Facility Space (Baseline and Current Conditions).

Table F4.26.2-1

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

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

¹ Includes hiring that occurred in Year 2000.

² Includes hiring projected to occur through 2003.

Sources: LAWAPD and PCR Services Corporation, 2003.

Preliminary crime investigation for approximately 97 percent of all incidents at LAX is conducted by the LAWAPD. Investigative follow-up procedures involve the LAPD LAX Detail. The majority of crimes reported at LAX are property theft and vehicle burglary. In 1996, a total of 2,992 crimes were reported at LAX, including 2,071 thefts. In 2000, a total of 2,900 crimes were reported at LAX, including 1,609 thefts.⁹⁷⁵

The LAWAPD currently occupy 47,840 square feet of facility space. Based on discussions with LAWAPD, existing facility space is not considered sufficient to support current needs.⁹⁷⁶ A comparison of LAWAPD current facility space against baseline conditions is shown on **Table F4.26.2-1**.

Los Angeles Police Department (LAPD)

The LAPD, represented on airport property by the LAX Detail, is required by city mandate to provide law enforcement within the boundaries of the City of Los Angeles, which includes LAX. The LAPD retains its primary duty to enforce the penal provisions of the city, state, and federal governments, in comparison to the LAWAPD's charge to maintain airport security, crime prevention, suppression, detection, and traffic

⁹⁷² Los Angeles World Airports, Airport Police, "Service Sections," <http://www.lawa.org/police/service%20sections/sections.html> [September 12, 2002].

⁹⁷³ Greene, Gary, Captain, Personal Communication, March 10, 2003.

⁹⁷⁴ A 67.3 MAP for Year 2000 conditions is used since this is considered more representative of average passenger levels than MAP levels after the events of September 11, 2001.

⁹⁷⁵ LAWAPD, LA World Airways, December 2000 Crime Reports.

⁹⁷⁶ Bangs, John, Captain, LAWAPB Chief of Police, Letter, January 19, 2000.

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control and enforcement.⁹⁷⁷ The LAPD is charged, in accordance with the MOA, with primary responsibility for the investigations of all crimes at LAX.⁹⁷⁸ The LAPD assists LAX Drug Enforcement Agency (DEA) staff, by providing K-9 officer services through canine patrols and criminal investigation through the detail assigned to LAX. (As shown in **Figure F4.26.2-1**, the K-9 units are located in separate facilities along the southern boundary of the airport.) In addition to crime investigation, the LAPD can be called upon to provide additional officers at any time to secure an area and provide crowd and traffic control if the LAWAPD does not have sufficient personnel. When required during emergencies, the LAPD LAX Detail can request support from the Pacific, Southwest and 77th Divisions of the LAPD.

The LAPD LAX Detail occupies one triple-wide trailer (2,268 SF) that provides administrative space and one singlewide trailer (540 SF) at 802 World Way. As shown in **Table F4.26.2-1**, compared to baseline conditions, LAPD LAX Detail staffing has increased from 49 (not including the 5 K-9-assigned staff) to 72 employees, representing 23 additional LAPD personnel, who are assigned from the Pacific Division located at 12312 Culver Boulevard.

Other Agencies Providing Law Enforcement Services at LAX

The U.S. Customs Service, DEA, FBI, and Los Angeles County Sheriff's Department also have law enforcement responsibilities at LAX. The U.S. Customs Service controls the import and export of goods at LAX.⁹⁷⁹ The DEA investigates and prepares for the prosecution of major violators of controlled substances at LAX and seizes assets derived from, traceable to, or intended for illicit drug trafficking.⁹⁸⁰ The FBI has the authority to investigate civil rights, terrorism, financial crime, foreign counterintelligence, organized crime and drugs, and violent crimes and major offenders.⁹⁸¹ The Los Angeles County Sheriff's Department operates ocean-going vessels, helicopters, communications, scuba, and equipment that can be used for aircraft disasters at sea. Furthermore, as state law mandates that mutual aid be organized at the county level, formal mutual aid requests by police departments within Los Angeles County are made with the Los Angeles County Sheriff's Department.

In response to the current environment of heightened security needs and pursuant to the Aviation and Transportation Security Act enacted by Congress on November 19, 2001, LAWA in cooperation with the Transportation Security Administration (TSA) and tenant airlines, has met a series of mandated deadlines for implementing new federal security requirements. Most notably, these requirements have involved installation of new baggage screening equipment and deployment of a TSA federal workforce of about 2,900 staff to conduct baggage and passenger screening and fulfill associated security needs. Baggage screening equipment and TSA staff are primarily accommodated within existing terminal areas which will be reconfigured over time as more permanent systems are put in place.

4.26.2.4 Thresholds of Significance

4.26.2.4.1 CEQA Thresholds of Significance

A significant impact on law enforcement services would occur if the direct and indirect changes in the environment that may be caused by the particular build alternative would potentially result in one or more of the following conditions:

- ◆ An increase in on-airport population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.
- ◆ Through increased traffic congestion, changes in circulation, expansion of airport property, or the location of new land uses, emergency response times increase beyond the limits required by applicable jurisdictions within the study area.

⁹⁷⁷ Memorandum of Agreement Between The Los Angeles Department of Airports and The Los Angeles Police Department, p. 2, October 12, 1988.

⁹⁷⁸ Memorandum of Agreement between the Los Angeles Department of Airports and The Los Angeles Police Department, II. General Responsibilities, LAPD Responsibility, p. 4, October 12, 1988.

⁹⁷⁹ U.S. Customs Service, About U.S. Customs, Available: <http://www.customs.ustreas.gov/about/about.htm> [March 20, 2000].

⁹⁸⁰ U.S. Department of Justice, Drug Enforcement Administration, DEA Mission Statement, Available: <http://www.usdoj.gov/dea/agency/mission.htm>, [March 20, 2000].

⁹⁸¹ Federal Bureau of Investigation, FBI Investigative Responsibilities, Available: <http://www.fbi.gov/yourfbi/facts/fbiinvest.htm#investigative>, [March 20, 2000].

These thresholds are utilized because they address the potential impacts to law enforcement services associated with the LAX Master Plan build alternatives, namely, staffing and facility needs and emergency response times. The first threshold listed above is derived from the *Draft L.A. CEQA Thresholds Guide*,⁹⁸² which states that consideration of impacts to law enforcement services must be given if the population increases as a result of implementation of the proposed project and/or demand for law enforcement services increases due to buildout of the proposed project when compared with the expected level of service available. The second threshold, also derived from the *Draft L.A. CEQA Thresholds Guide*, states that increased traffic congestion may affect response times if any street intersections contain a level of service (LOS) of "E" or "F" at project buildout.⁹⁸³ This *Draft L.A. CEQA Thresholds Guide* threshold was broadened for this analysis to include the potential law enforcement service impacts associated with the Master Plan build alternatives.

4.26.2.4.2 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.

4.26.2.5 Master Plan Commitments

As concluded in subsection 4.26.2.6, *Environmental Consequences*, implementation of any of the Master Plan build alternatives would have potential impacts related to law enforcement. In recognition of these potential impacts, LAWA has included the commitments listed below coded "LE" for "law enforcement" and "PS" for "public services."⁹⁸⁴

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

LAWA will assure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX.

◆ **LE-2. Plan Review (Alternatives A, B, C, and D).**

During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.

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

Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and 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

⁹⁸² City of Los Angeles, *Draft L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles*, May 14, 1998.

⁹⁸³ The Police Protection section, Section J.1, of the *Draft L.A. CEQA Thresholds Guide* states that the effect of increased traffic congestion on response times for police protection and other emergency services is guided by the discussion in the Fire Protection and Emergency Medical Services section. As such, this threshold is derived from the Fire Protection and Emergency Medical Services section. Section J.2, of the *Draft L.A. CEQA Thresholds Guide*, May 14, 1998.

⁹⁸⁴ Commitments coded "PS" pertain to more than one public service (e.g., law enforcement and fire protection).

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police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting and design.

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

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

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

4.26.2.6 Environmental Consequences

4.26.2.6.1 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 law enforcement impacts. Some of these features are increases in passenger activity, airport development, changes in circulation, and property acquisition.

Service Effects

LAWAPD and LAPD Staff and Facility Needs

Staffing needs under the No Action/No Project Alternative compared to existing conditions are shown in **Table F4.26.2-2**, Estimated Law Enforcement Staffing Needs - 2015 (Compared to Existing Conditions). For LAWAPD to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 150 additional staff or 1,064 total staff would be required by 2015. For the LAPD LAX Detail, an estimated 12 additional staff or 84 total staff would be needed by 2015. These are estimates only, as actual staffing needs would be determined by LAWAPD and LAPD through routine evaluations and measures would be taken to ensure adequate basic levels of service are maintained for these agencies.

Table F4.26.2-2

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

Staffing Needs	NA/NP and Alternative D	Alternatives A and B	Alternative C
Staffing Increase			
LAWAPD ¹	150	409	297
LAPD LAX Detail ²	12	32	23
Subtotal LAWAPD/LAPD	162	441	320
Total 2015 Staffing Needs			
LAWAPD	1064	1323	1211
LAPD LAX Detail	84	104	95
Subtotal LAWAPD/LAPD	1148	1427	1306

¹ Based on LAWAPD staffing projected through 2003 of 914 employees per 67.3 MAP.

² Based on 2003 LAPD LAX Detail staffing of 72 employees per 67.3 MAP.

Source: PCR Services Corporation, 2003.

Under the No Action/No Project Alternative, no new or expanded law enforcement facilities are planned although minor reconfigurations or changes in terminal space may occur to provide for law enforcement equipment and facilities. It is expected that LAPD and LAWAPD would continue to assess and maintain adequate staffing, equipment, and facilities. While it is assumed that adequate basic levels of service would be maintained without improvements at the airport, it is likely that space needs would be accommodated through providing additional temporary facilities. Demand for staffing and facility space for private security personnel, the DEA, the FBI, and the TSA, who all occupy space within existing terminal facilities, is expected to increase in proportion to passenger levels. It is expected, however, that the staffing and facility space needs would be evaluated on an ongoing basis and adequate levels of service would be maintained for these agencies.

With the relocation of residents and acquisition of residential uses proposed under the Aircraft Noise Mitigation Program, it is assumed that the Belford and Manchester Square areas would remain vacant; thus, reducing the demand for LAPD law enforcement services in these areas, now served by the Pacific Division. Although no development plans are currently in place for these areas, acquisition by LAWA would bring the areas under the jurisdiction of LAWAPD, thereby, increasing demand for LAWAPD law enforcement services.

LAX Northside Project

By 2015, LAX Northside would contain approximately 4.5 MSF of office, hotel, retail/restaurant, business park, and airport-related uses. Project plans would be reviewed by LAWAPD and LAPD to ensure that security provisions are adequate and plans comply with LAWA's *Rules and Regulations Manual* and other applicable requirements.

As stated in the *LAX North Side Development Project Final EIR*, although law enforcement services for LAX Northside would increase due to project development, impacts would be addressed through several of the approved project's [Q] zoning conditions⁹⁸⁵ that include security features in the design of the office, research park, and airport-related uses. With implementation of these conditions, it is assumed that law enforcement services at LAX Northside under the No Action/No Project Alternative would be adequate.

Continental City

At buildout, approximately 3.1 MSF of the Continental City site would be developed by 2015. Although the *Continental City Final EIR* states that impacts to law enforcement services would result from implementation of the Continental City project development, several measures to address those impacts would be incorporated as project conditions.⁹⁸⁶ These project conditions would include consultation with the LAWAPD for advice on designing and integrating crime prevention security features into the development, provision of a map of the project to the police department, requiring each building occupant to provide security measures, and providing building and parking structure security measures to reduce potential thefts and service demands on the LAWAPD.

Construction

The traffic congestion associated with the demolition and construction of projects under the No Action/No Project Alternative, although limited in scope and duration, would have the potential to hamper or delay emergency response. Standard procedures for plan review would address coordination with local law enforcement agencies to ensure that measures, such as detour plans, scheduling, and traffic control, are implemented where needed to avoid congestion that would hamper emergency response.

4.26.2.6.2 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 law enforcement impacts. Some of these features are increases in passenger activity, property acquisition, transportation improvements, police and fire facility development, terminal and cargo facility development, and development of the Westchester Southside project.

⁹⁸⁵ City of Los Angeles, Department of Airports, Final Environmental Impact Report LAX North Side Development Project, p. IV-102, April 1993.

⁹⁸⁶ City of Los Angeles, Final Environmental Impact Report EIR No. 407-82 SUB Continental City, February 1985.

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Under Alternative A, the airport's boundaries would be expanded through the acquisition of 273 acres of commercial, industrial, and residential uses. By 2015, existing LAWAPD and LAPD facilities would be relocated to four new on-airport facilities. The largest of the facilities would be a new 110,000-SF facility in Westchester Southside, which would provide for the administrative needs of the LAWAPD and LAPD LAX Detail, and also house support and field staff. Additionally, three smaller substations would be located closer to airport facilities to provide prompt response to calls for assistance. These new substations would consist of a 20,000-SF facility located northwest of Century and Sepulveda Boulevards, a 15,000-SF facility northwest of Sepulveda Boulevard and Imperial Highway, and 23,000-SF of space accommodated within the proposed West Terminal Area. The law enforcement facilities proposed under Alternative A would provide a total of 168,000 SF of space, an increase of 117,352 SF. Although the overall space allocation is 168,000 SF, final substation space allocations would be established as more detailed plans are prepared, subject to the approval of LAWAPD and LAPD. Furthermore, in combination with the four proposed substations, a small police public service counter and room may be incorporated into the final design plans of each new terminal building to provide more public visibility and access to law enforcement officers.

Service Effects

Master Plan development proposed under Alternative A would increase demand for law enforcement services. Increases in passengers, employees, traffic, expansion of terminals, parking areas and other facilities, as well as the increased size of the airport, would all contribute to additional staffing, facility, and equipment needs. Estimated staffing needs for LAWAPD and the LAPD LAX Detail are summarized in **Table F4.26.2-2**. Staffing needs for maintaining adequate service levels are estimated based on forecasted increases in passengers.

LAWAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 1,323 LAWAPD staff would be needed under Alternative A by 2015, a net increase of 409 staff over current conditions. This estimated increase in staffing would translate to additional facility needs for LAWAPD, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

LAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, for the LAPD LAX Detail under Alternative A, 104 staff would be needed by 2015, an increase of 32 staff over current conditions. As noted for LAWAPD, this increase in staffing would translate to additional facility needs for LAPD LAX Detail, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

Combined Staffing and Facility Needs

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

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

Alternative A includes relocation and expansion of existing facilities through the proposed construction of four new police facilities. The total space allocation for these facilities is 168,000 SF under Alternative A. Potential impacts on LAWAPD and LAPD LAX Detail facilities would be avoided through implementation

of Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D). This commitment indicates that consultation will be undertaken to ensure that adequate facility space, siting and design is achieved.

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

Westchester Southside Project

Under Alternative A, Westchester Southside would be developed with approximately 2.6 MSF of mixed uses, business park/research and development, and resort/recreational uses. The development of Westchester Southside and associated increases in employees and visitors would increase demand for law enforcement services. Law enforcement services would be provided from the 110,000 SF police facility proposed for the Westchester Southside site.

While the demand for law enforcement services associated with the project has the potential to result in significant impacts, 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), would ensure that key provisions for law enforcement contained in City of Los Angeles Ordinance No. 159,526 would be incorporated into the Westchester Southside project. These zoning conditions include a requirement that the developer consult with law enforcement personnel regarding the provision of private security guards and security-enhancing design measures, including access and security lighting. With the police facility proposed within the project site and implementation of Master Plan Commitments LU-1 and LE-1, Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D), impacts on law enforcement from the Westchester Southside project are considered less than significant.

Construction

During periods of demolition and construction within and adjacent to the LAX property, construction activities and associated traffic congestion would have the potential to increase response times and increase traffic patrol and other law enforcement activities. While these impacts are potentially significant, they would be addressed through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D). This commitment would ensure, among other things, proper coordination and planning with law enforcement and fire protection agencies to reduce effects from construction on traffic, emergency access, and response times. In addition, Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*), would serve to reduce traffic impacts during construction.

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

4.26.2.6.3 Alternative B - Added Runway South

Project Development

With implementation of Alternative B, Master Plan features influencing demand for law enforcement services would be similar to those described for Alternative A, with primary differences focusing on property acquisition and changes in facility locations and space allocations.

4.26.2 Law Enforcement (CEQA)

Under Alternative B, the existing LAWAPD and LAPD facilities would be relocated to four new facilities proposed for LAX by 2015. The largest would be a 110,000-SF facility in the Westchester Southside area, which would provide a similar function as the one proposed under Alternative A. Additionally, three substations would be located closer to airport facilities to provide prompt response to calls for assistance. As currently provided under the proposed Master Plan, these new substations would consist of a 10,000-SF facility northwest of Century and Sepulveda Boulevards, a 10,000-SF facility near terminal eight, and 38,000 SF of space within the proposed West Terminal Area. Similar to Alternative A, the proposed law enforcement facilities would provide a total of 168,000 SF of space, co-located with the proposed relocated fire stations. As previously discussed, the final allocation of substation space, including the police public service counters, will be established as specific plans are prepared, subject to the approval of LAWAPD and LAPD.

Service Effects

Master Plan development proposed under Alternative B would increase demand for law enforcement services. Increases in passengers, employees, traffic, expansion of terminals, parking areas and other facilities, as well as the increased size of the airport, would all contribute to additional staffing, facility, and equipment needs.

Estimated staffing needs for LAWAPD and the LAPD LAX Detail are summarized in **Table F4.26.2-2**. Staffing needs for maintaining adequate service levels are estimated based on forecasted increases in passengers.

LAWAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 1,323 LAWAPD staff would be needed under Alternative B by 2015, a net increase of 409 staff over current conditions. This estimated increase in staffing would translate to additional facility needs for LAWAPD, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

LAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, for the LAPD LAX Detail under Alternative B, 104 staff would be needed by 2015, an increase of 32 staff over current conditions. As noted for LAWAPD, this increase in staffing would translate to additional facility needs for the LAPD LAX Detail, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

Combined Staffing and Facility Needs

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

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

Alternative B includes relocation and expansion of existing facilities through the proposed construction of four new police facilities. The total space allocation for these facilities is 168,000 SF under Alternative B. Potential impacts on LAWAPD and LAPD LAX Detail facilities would be avoided through implementation of Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives

A, B, C, and D). This commitment indicates that consultation will be undertaken to ensure that adequate facility space, siting and design is achieved.

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

Westchester Southside Project

The proposed development of the Westchester Southside project and associated demand for law enforcement services is equivalent among Alternatives A, B, and C. 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), would ensure that key provisions for law enforcement contained in City of Los Angeles Ordinance No. 159,526 would be incorporated into the Westchester Southside project. With the police facility proposed within the project site and implementation of Master Plan Commitment LE-1, Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D), impacts on law enforcement from the Westchester Southside project are considered less than significant.

Construction

Traffic congestion from construction of Alternative B would be similar to Alternative A; therefore, impacts would also be similar. Similar to Alternative A, construction activities and associated traffic congestion would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. While these impacts are potentially significant, they would be addressed through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D), which would ensure coordination and planning with law enforcement and fire protection agencies to reduce effects from construction on traffic, emergency access, and response times. In addition, Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*), would serve to reduce traffic impacts during construction. Without proper coordination and phasing, the relocation process for on-airport police facilities could temporarily compromise law enforcement services. To address this potentially significant impact and maintain adequate law enforcement services during new development under any of the Master Plan build alternatives, Master Plan Commitment PS-1, Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D), would be implemented to properly coordinate relocation of facilities with the LAWAPD and LAPD.

4.26.2.6.4 Alternative C - No Additional Runway

Project Development

With implementation of Alternative C, Master Plan features influencing demand for law enforcement services would be similar to those described for Alternative A, with primary differences focusing on changes in facility locations and space allocations, passenger activity, and property acquisition.

Similar to Alternatives A and B, the existing LAWAPD and LAPD facilities would be relocated to four new facilities proposed for LAX by 2015 with a new 110,000-SF facility in the Westchester Southside area and three smaller facilities, serving as substations located closer to airport facilities. As currently provided under the proposed Master Plan these new substations would consist of a 10,000 SF-facility near terminal eight, a 26,000-SF facility on the north side of the commercial vehicle holding area, and 23,000 SF of space on the north side of the proposed West Terminal Area. The proposed law enforcement facilities would provide a total of 169,000 SF of space, co-located with the proposed relocated fire stations.

4.26.2 Law Enforcement (CEQA)

Service Effects

Master Plan development proposed under Alternative C would increase demand for law enforcement services. Increases in passengers, employees, traffic, expansion of terminals, parking areas and other facilities, as well as the increased size of the airport, would all contribute to additional staffing, facility, and equipment needs. Estimated staffing needs for LAWAPD and the LAPD LAX Detail are summarized in **Table F4.26.2-2**. Staffing needs for maintaining adequate service levels are estimated based on forecasted increases in passengers.

LAWAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, to maintain a current staffing ratio of one LAWAPD staff person to approximately 74,000 passengers, 1,211 LAWAPD staff would be needed under Alternative C by 2015, a net increase of 297 staff over current conditions. This estimated increase in staffing would translate to additional facility needs for LAWAPD, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

LAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, for the LAPD LAX Detail under Alternative C, 95 staff would be needed by 2015, an increase of 23 staff over current conditions. As noted for LAWAPD, this estimated increase in staffing would translate to additional facility needs for LAPD LAX Detail, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

Combined Staffing and Facility Needs

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

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

Alternative C includes relocation and expansion of existing facilities through the proposed construction of four new police facilities. The total space allocation for these facilities is 169,000 SF under Alternative C. Potential impacts on LAWAPD and LAPD LAX Detail facilities would be avoided through implementation of Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D). This commitment indicates that consultation will be undertaken to ensure that adequate facility space, siting and design is achieved.

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

Westchester Southside Project

As indicated for Alternatives A and B, law enforcement services for Westchester Southside would be provided by the proposed 110,000-SF police facility located within the project site. Furthermore, 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), would ensure that key provisions for law enforcement contained in City of Los Angeles Ordinance No. 159,526 would be incorporated into the Westchester Southside project. With the police facility proposed within the project site and implementation of Master Plan Commitment LE-1, Routine Evaluation of Manpower and Equipment Needs (Alternatives A, B, C, and D), impacts on law enforcement from the Westchester Southside project are considered less than significant.

Construction

Similar to Alternatives A and B, construction activities and associated traffic congestion would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Though potentially significant, these impacts would be addressed through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D)) and Master Plan Commitments ST-9 through ST-19 (see Section 4.3, *Surface Transportation*). In addition, the potential impacts from phasing during the construction and relocation of new law enforcement facilities would be addressed through Master Plan Commitment PS-1, Fire and Police Facility Relocation Plan (Alternatives A, B, C, and D).

4.26.2.6.5 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 law enforcement are summarized herein. Alternative D would provide enhanced safety and security through a variety of means, including consolidated passenger boarding and departure areas, and the location of baggage check-in and screening areas to the east of the terminal facilities at the GTC. Other features of this alternative that influence law enforcement services include increases in passenger activity, property acquisition, roadway improvements, police station development, and terminal and cargo facility development.

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

Service Effects

Similar to Alternatives A, B, and C, Master Plan development under Alternative D would increase demand for law enforcement services. Increases in passengers, traffic, parking areas, and other facilities, as well as the increased size of the airport, would all contribute to the need for additional staffing, facilities, and equipment. However, under Alternative D, the physical arrangement of airport facilities, including the location and design of the GTC, would enhance the effectiveness of law enforcement. Estimated staffing needs for LAWAPD and the LAPD LAX Detail are summarized in **Table F4.26.2-2**. Staffing needs for maintaining adequate service levels are estimated based on forecasted annual increases in passengers. Since activity levels for Alternative D are approximately the same as those associated with the No Action/No Project Alternative, the staffing levels estimated to maintain adequate levels of service are the same for both alternatives.

LAWAPD Staffing and Facility Needs

As shown in **Table F4.26.2-2**, and accounting for existing staffing requirements, an estimated 1,064 LAWAPD staff would be needed by 2015 under Alternative D, representing an increase of 150 employees

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over current conditions. This estimated increase in staffing would translate to additional facility needs for LAWAPD, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

LAPD Staffing and Facility Needs

For the LAPD LAX Detail, as shown in **Table F4.26.2-2**, approximately 84 LAPD staff would be needed by 2015 in order to maintain current staffing to passenger ratios. This represents an increase of 12 LAPD staff compared to current conditions. As noted for LAWAPD, this estimated increase in staffing would translate to additional facility needs for LAPD LAX Detail, which would be addressed through the new and expanded airport facilities described above under Project Development, and through Master Plan Commitment PS-2, Fire and Police Facility Space and Siting Requirements (Alternatives A, B, C, and D), which would ensure that future police facility needs are adequately supported.

Combined Staffing and Facility Needs

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

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

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

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

Implementation of the proposed Master Plan, with proposed facilities and compliance with Master Plan Commitments LE-1 and PS-2 would ensure that staffing and facilities keep pace with passenger activity and expansion of the airport through advanced planning and the routine evaluation and provision of needed staffing, equipment, and facilities. Crime statistics at LAX show that between 1996 and 2000 the crime at LAX declined slightly even with an 11 percent increase in passengers. These statistics suggest

that ongoing hiring and policing practices of the LAWAPD and LAPD LAX Detail will continue to ensure that high levels of law enforcement at LAX are maintained as the airport is expanded.

LAX Northside Project

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

Construction

Similar to Alternatives A, B, and C, construction activities and associated traffic congestion would have the potential to increase response times and increase traffic patrol and other law enforcement activities during periods of demolition and construction within and adjacent to the LAX property. While these impacts are potentially significant, they would be addressed through implementation of proposed Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office (Alternatives A, B, C, and D) and Master Plan Commitments ST-9, ST-12, ST-14, and ST-16 through ST-22 (refer to Section 4.20, *Construction Impacts*, and Section 4.3, *Surface Transportation*, respectively). These commitments would ensure, among other things, proper coordination and planning with law enforcement and fire protection agencies to reduce effects from construction on traffic, emergency access, and response times.

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

4.26.2.7 Cumulative Impacts

As discussed under subsection 4.26.2.3, *Affected Environment/Environmental Baseline*, existing levels of law enforcement services at LAX, as provided by LAWAPD and LAPD, are considered adequate, with sufficient staffing and equipment. Although essential staffing, equipment and service levels are being maintained, there is a deficiency in facility space and temporary trailers are being used to accommodate officers and support personnel.

4.26.2.7.1 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 law enforcement services. Acquisition within the Manchester Square and Belford areas would reduce demand for law enforcement services in the immediate area with the displacement of 148 acres of residential uses. Ongoing reviews of staffing, equipment, and response times would continue to support adequate service levels. Facility space, however, would remain constrained with additional space needs accommodated through increases in temporary facilities. As employment under the No Action/No Project Alternative would not increase, there would be no indirect impacts on law enforcement associated with new employee households.

The Playa Vista project combined with development of LAX Northside could result in cumulative impacts on services provided by the LAPD Pacific Division. However, conditions placed on the LAX Northside project and the Playa Vista development, combined with the decrease in local population associated with relocation activities, would avoid potential cumulative impacts associated with these two projects. Other independent projects in the vicinity, relocated residents from Manchester Square, and overall forecast growth throughout the region would place additional demand on law enforcement services requiring additional staffing and equipment. It is assumed that affected jurisdictions would continue to support adequate levels of essential law enforcement services through local funding and review and conditioning

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of new development. Therefore, other independent projects in association with the No Action/No Project Alternative are not expected to result in notable cumulative impacts on law enforcement services.

4.26.2.7.2 Alternatives A, B, and C

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

Alternatives A, B, and C would have indirect effects on law enforcement services due to LAX-related increases in population associated with direct on-airport 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 forecast 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 forecast growth. This increase in population, in combination with relocation of residents from Manchester Square and overall forecast 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 due to cumulative impacts, it is expected that law enforcement services and public safety will remain high priorities with overall levels of service maintained at adequate levels through local funding, project-by-project review, ongoing traffic mitigation and transportation improvements, and conditioning of new development projects.

In considering impacts associated with independent project development in the vicinity of LAX, the proposed Playa Vista development would directly increase the population and the demand for law enforcement services in the Westchester area. However, cumulative impacts from Alternatives A, B, or C and the Playa Vista development would not be significant, since the Playa Vista project would include mitigation measures to reduce impact on law enforcement and development of these alternatives would have less than significant impacts on law enforcement services and minimal effects on the LAPD Pacific Division.

Playa Vista and other independent projects would, in combination with Alternative A, B, or C, contribute to traffic congestion that would result in intersection level of service deficiencies. These deficiencies would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. With implementation of Alternative B or C, the number of deficient intersections within the study area would not increase due to the project itself. Under the adjusted environmental baseline (2015) conditions, 34 of 61 study intersections would operate at LOS E or F, whereas under Alternatives B and C, only 31 of such intersections would operate at deficient levels of service. Under Alternative A, one additional intersection, for a total of 35 of 61 study intersections, would operate at LOS E or F. In addition, as discussed in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.6), 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.⁹⁸⁷

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

⁹⁸⁷ 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.

emergency access, despite intersection deficiencies in some areas, would continue to be expected. Therefore, cumulative impacts after project and independent project mitigation, on law enforcement are considered to be less than significant.

Development of Manchester Square as an independent project under Alternative A would not contribute to cumulative impacts as demand for law enforcement services would decrease with the transition from residential to airport-related land uses. The potential of Alternatives A, B, and C to result in direct impacts would be avoided through implementation of Master Plan Commitments LE-1, LE-2 and PS-2. In addition, any increase in demand on the LAPD Pacific Division is expected to be small, particularly recognizing that 148 acres of residential land at the eastern portion of the airport that is currently policed by the Pacific Division would shift to LAWAPD jurisdiction.

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

4.26.2.7.3 Alternative D - Enhanced Safety and Security Plan

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

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

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

Playa Vista and other independent projects would, however, in combination with Alternative D, contribute to traffic congestion that would result in intersection level of service deficiencies. As discussed in Section 4.3.2, *Off-Airport Surface Transportation* (subsection 4.3.2.6), under Alternative D, these deficiencies are expected to occur at 50 of the 85 intersections that were analyzed. The LOS deficiencies at these intersections would increase congestion in areas off the airport, but are not expected to significantly impair emergency response. Implementation of Alternative D would result in the same number of deficient intersections within the study area as the adjusted environmental baseline (2015) conditions (50 intersections in both conditions). Alternative D would also result in fewer significantly-affected surface transportation facilities (i.e., intersections, street links, freeway segments and freeway ramps) in 2015 than the No Action/No Project Alternative, and after mitigation would have the least number of significantly-affected facilities of any build alternative. With mitigation of almost all project impacts, Alternative D would serve, in some cases, to improve regional traffic flow compared to conditions that would exist if the Master Plan were not developed. Furthermore, the continued use of emergency vehicle sirens, alternate response routes during peak periods or congested conditions, and multiple station/jurisdiction responses when necessary would be expected to facilitate adequate emergency access and response, as occurs under existing, albeit deficient, roadway conditions.

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The voluntary residential acquisition activities in the Manchester Square and Belford areas, that would be proceeding as an independent project, would not contribute to cumulative impacts as demand for law enforcement services would decrease with the transition from residential to airport-related land uses. Alternative D's potential to result in direct impacts would be avoided through implementation of Master Plan Commitments LE-1, LE-2 and PS-2. In addition, any increase in demand on the LAPD Pacific Division is expected to be small; particularly recognizing that the residential land in the Manchester Square and Belford areas that is currently policed by the Pacific Division would shift to LAWAPD jurisdiction.

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

4.26.2.8 Mitigation Measures

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