

K. PUBLIC SERVICES

K.1. POLICE PROTECTION

1. INTRODUCTION

This section addresses impacts on police protection services that would occur due to increased population, traffic, and construction activities associated with the proposed project. The analysis is based in part on information provided by the Long Beach Police Department (LBPD) regarding police protection facilities, services, and response times. The focus of the analysis is on LBPD facilities that currently serve the project site and potential impacts to police protection services. Written correspondence from the LBPD is incorporated by reference in this section and is included in Appendix J of this Draft EIR.

The Public Safety Element of the City's General Plan includes the City's goals, policies, and programs related to crime prevention in the City. Please refer to Section IV.H, *Land Use*, for a discussion of the proposed project's consistency with the applicable goals, policies and programs of the Public Safety Element.

2. ENVIRONMENTAL SETTING

a. Regulatory Framework

(1) Long Beach Municipal Code

Chapter 2.15 of the Long Beach Municipal Code (LBMC) identifies the permissible activities of the LBPD including providing police reports, fees for fingerprinting, and training policies and standards consistent with Chapter 1 of the Penal Code. Chapter 2.15 also establishes the Reserve Corps under leadership of the chief of police and that membership in the Reserve Corps is open to both men and women. Section 2.15.080 limits the use of the California Law Enforcement Telecommunications System (CLETS) to only the chief of police.

Chapter 10.04 (Administration) of the LBMC establishes the police department's role in the administrative duties of the City. Specifically, Section 10.04.030 provides the police department with the ability, "to enforce all street traffic laws of this city, and all of the state vehicle laws applicable to street traffic in this city." In addition, the public services department, planning and building department, and parking control checkers are required to coordinate with the police department to issue notices for state Vehicle Code violations.

Chapter 18.22 of the LBMC designates the implications for Police Facilities Impact Fees. The enactment of Government Code Sections 66001 through 66009 has authorized the City to enact development impact fees. A police facilities impact fee is imposed on residential and nonresidential development for the purpose of assuring that the development pay its fair share of the costs required to support needed police facilities and related costs necessary to accommodate such development.

The project site is located within the jurisdiction of the City of Long Beach, and therefore the proposed project would be subject to the requirements of the LBMC.

b. Existing Conditions

(1) Police Protection Facilities and Services

The LBPD provides local police services to the City of Long Beach. The LBPD currently serves a residential population of approximately 503,251 within a service radius of 55 square miles. As of 2009, the LBPD has a budgeted staff of approximately 1,000 officers plus support staff. This provides an officer-to-population ratio of approximately 2.0 officers per 1,000 residents. It is the goal of the LBPD to strengthen that ratio to 2.5 officers per 1,000 residents. In 2009, there were a total of 28,086 crimes in the City, of which 15,896 were Part I crimes (life or property in imminent danger) and 12,190 were Part II crimes (all non-Part I crimes).¹ Based on the City's estimated population in 2010 (503,251 persons), the citywide 2009 crimes/resident ratio is 0.056 or one (1) crime per 18 residents.² The average citywide response time to Priority 1 calls (life or property in imminent danger) for service is 4.5 minutes.³ The LBPD goal for average police response times for Priority 1 calls is 5 minutes or less.

The LBPD is divided into four separate bureaus, the Investigation Bureau, Support Bureau, Patrol Bureau, and the Administration Bureau. The Investigation Bureau includes the Detective Division, Gang and Violent Crimes Division, Youth Services Division, and the Forensic Sciences Service Division. The Support Bureau oversees the Jail Division, Emergency Operations Division, and the Training Division. The Administration Bureau includes the Fiscal Division, Records and Technology Division, Personnel Division and the Community Relations Division.

The Patrol Bureau is the department's largest bureau encompassing over 40 percent of the organization's budget and more than 50 percent of its personnel. The bureau's focus is to support the department's vision through community policing accomplished by police officers and civilians. The Patrol Bureau includes four geographical divisions (North, East, South, and West) and the Field Support Division. The Field Support Division is the largest and most diverse division in the Patrol Bureau, consisting of over 200 sworn and civilian personnel. The Field Support Division is organized into the Traffic Section and the Special Enforcement Section, which includes the Motorcycle Unit, DUI Team, Accident Investigation/Fleet Safety Detail, Special Events Section, Reserve Unit, School Crossing Guard Detail, Special Weapons and Tactics Team, Negotiations Team, Marine Patrol Unit, Air Support Unit, and K-9 Unit. The Patrol Bureau also offers Neighborhood Storefronts, which are community police centers staffed by both department personnel and volunteers. The "storefronts" are places where area residents can obtain crime prevention information and ask specific questions regarding available police services. Assistance in setting up neighborhood watch organizations is also available at these locations. The nearest Neighborhood Storefront to the project site is located at the Anaheim Street Community Police Center located at 1206 East Anaheim Street, approximately 4.2 miles northwest of the project site.

¹ *City of Long Beach Police Department, Year End Statistics for 2009* <http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=26636>, accessed December 2010.

² *2010 Population Estimate for City of Long Beach from Southern California Association of Governments, 2008 Regional Transportation Plan Population Projections. 2008.*

³ *Emergency calls are categorized by emergency or potentially life threatening incident: Priority 1 calls are potentially life threatening emergencies, Priority 2 calls are urgent but not life threatening, and Priority 3 calls are routine calls.*

The project site is located within the jurisdiction of East Division of the patrol Bureau. The East Division's jurisdiction is bounded on the south by the Port of Long Beach, the west by Cherry Avenue and the city of Signal Hill, the north by the city of Lakewood and the east by Hawaiian Gardens, Los Alamitos, and Seal Beach. The East Division police station is located at 4800 Los Coyotes Diagonal, approximately three (3) miles northwest of the project site. **Figure IV.K.1-1**, *Location of the East Division Police Station*, illustrates the East Division police station in relation to the project site. Currently, 141 sworn and three civilian employees staff the East Division, which serves almost 170,000 people and answers over 55,000 dispatches each year. In 2009, there were 8,724 crimes in the East Division, which equates to a crimes/resident ratio of 0.051 or one (1) crime per 20 residents.⁴

It should also be noted that the LBPD is part of the Los Angeles County Law Enforcement Mutual Aid Organization, which is overseen by the Los Angeles County Sheriff's Department. In the event that mutual aid is required, the Emergency Operations Bureau of the Los Angeles County Sheriff's Department is notified and in turn, notification of other cities in predetermined response groups occurs. The California State University Police, Long Beach Community College Police, Veteran's Hospital Police, and the United States Coast Guard are also available for mutual aid, if needed.

(2) Emergency Response

The LBPD has an established police response time goal of less than five minutes for priority (Priority 1) calls. The emergency response system used by the LBPD routes all emergency calls to the public safety dispatch center which has dispatchers on duty for 24 hours a day, seven days a week. All 911 calls are routed to the dispatch center based on the geographical location of the call's origin and are entered into the Computer Aided Dispatch (CADD) system which categorizes the calls based on priority types and dispatcher input. The CADD system also coordinates the call and police unit locations through a mapping system that maintains and enhances response times to the emergency call. For medical calls, first aid procedures that may be necessary before police or fire services are also provided for the callers.

3. ENVIRONMENTAL IMPACTS

a. Methodology

Potential impacts related to police protection were evaluated based on the adequacy of existing and planned LBPD staffing, equipment, and facilities to meet the additional demand for police protection resulting from development of the proposed project. The following factors were taken into consideration in performing the impact analysis: effects of the proposed project on response times, calls for service, and levels of service; the need for additional officers, associated equipment, and facility space; and potential internal security measures provided as part of the proposed project.

⁴ *City of Long Beach Police Department, Year End Statistics for 2009* <http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=26636>, accessed December 2010.

b. Thresholds of Significance

A project may have a significant impact on public services, including police protection, if it would exceed the significance thresholds included in Section XIV, Public Services, in Appendix G of the CEQA *Guidelines*. As such, the proposed project would result in a significant impact to police protection if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection.

c. Project Design Features

Project design features (PDFs) are aspects of the project that must be incorporated as part of the conditions of approval for the proposed project. Some of these project design features may serve to reduce impacts associated with the project. Project design features relative to police protection are as follows:

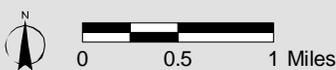
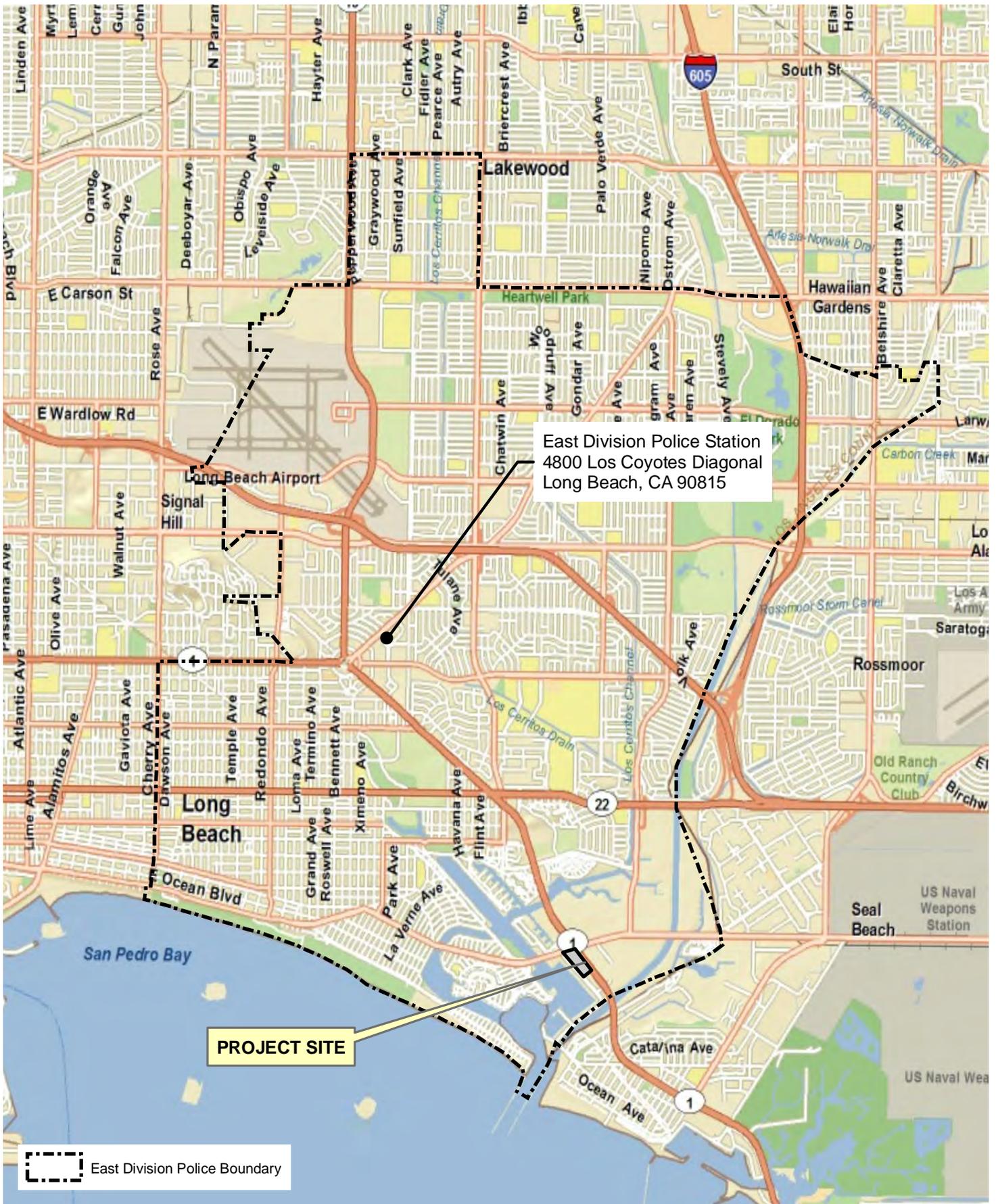
- The proposed project would include at a minimum, security guards, fencing between the residential and public parking areas, secured gates for residential parking, and key-controlled access in residential elevators.
- Chapter 18.22 of the LBMC sets forth requirements for Police Facilities Impact Fees. The police facilities impact fee is imposed on residential and nonresidential development for the purpose of assuring that new development pay its fair share of the costs required to support needed police facilities and related costs necessary to accommodate such development.

d. Analysis of Project Impacts

(1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection?

(a) Construction

Construction-related traffic on adjacent streets could potentially affect emergency access to the project site and neighboring uses. Construction activities may involve temporary lane closures for utility construction, crane erection, or the foundation mat slab pour (generally only one lane would be temporarily closed so through access on all roadways serving the project site would be maintained). Other implications of construction-related traffic include increased travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the project site during construction (i.e., for the movement of construction equipment and hauling of excavated materials). As such, construction activities could temporarily increase response times for emergency vehicles to local businesses and/or residences due to travel time delays. However, as discussed in Section IV.L, *Traffic and Circulation*, of this EIR, to ensure impacts to the surrounding street system are kept a minimum throughout construction activities, a Construction Traffic Management Plan will be prepared and implemented for the proposed project. The Construction Traffic Management Plan will be developed in coordination with the City and would establish traffic control for any street closure, detour, or other traffic circulation. The Construction Traffic



Location of the East Division Police Station

Second+PCH Development
Source: ESRI, 2009; PCR Services Corporation, 2010.

FIGURE

IV.K.1-1

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Management Plan would also detail a plan to ensure emergency access is maintained at all times during construction. Depending on the location and duration of the lane closure, the City would require traffic management personnel (flag persons) trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.

Additionally, any temporary increase in traffic would not greatly affect emergency vehicles since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, the proposed project would be required to comply with Section 14.08.220 of the LBMC, which requires that safe crossings be maintained for vehicles and pedestrian traffic at all street intersections and crosswalks. Compliance with the regulations of the LBMC, as well as implementation of the project's Construction Traffic Management Plan, emergency access would generally be maintained and potential traffic impacts from construction activity would be reduced. However, even with compliance with LBMC requirements and implementation of the Construction Traffic Management Plan, the temporary impacts resulting from project construction (i.e., lane closures) would incrementally reduce LBPD's ability to maintain current response times. Therefore, project construction would result in a potentially significant impact to police protection services, though Mitigation Measure K-1 is provided below to address this impact.

(b) Police Protection Services and Facilities

As discussed above, the project site is within the East Division Patrol Station, which consists of approximately 141 sworn officers that serve approximately 170,000 civilians. In 2009, 8,274 crimes occurred within the jurisdiction of the East Division. By dividing the number of annual crimes by the residential population of the City, a generation factor of 0.051 annual crimes per capita was derived. As discussed in Section IV.J, *Population, Employment, and Housing*, of this Draft EIR, the proposed project would generate a total of approximately 1,386 residents including a residential growth of 943 residents and an estimated indirect growth of 443 new residents generated through an increase of job opportunities within the City. Based on the generation factor of 0.051 crimes per capita, and without accounting for on-site security features, the proposed project could potentially result in 71 additional crimes per year (1,386 new residents x 0.051 calls for service per capita = 70.7 new calls for service), which is an increase of 0.9 percent of the crimes reported in the East Division in 2009 ($[71 \text{ new calls for service} / 8,274 \text{ existing calls for service}] \times 100 = 0.85 \text{ percent increase in calls for service}$).⁵ According to the LBPD, two (2) additional police officers would be required to respond to the additional calls for service generated by the proposed project.⁶

As described above, the proposed project would include security features to reduce the potential incremental increase in the demand for police services. For instance, the proposed project would include, at a minimum, security guards, fencing between the residential and public parking areas, secured gates for residential parking, and key-controlled access in residential elevators in order to reduce the impact on police services and to ensure public safety. In addition, implementation of the proposed project would generate additional funding for the City through property and sales tax revenue generated by the proposed residential, restaurant, retail, and recreational uses. These funds could be used for the development of needed facilities, personnel, or equipment, if required. The allocation of additional tax revenues would be

⁵ This calculation provides a conservative estimate of additional crimes per year as no crimes are attributed to the existing site uses.

⁶ Written correspondence from Billy B. Quach, Chief of Police, Long Beach Police Department to PCR Services Corporation. November 2009.

the discretion of City policymakers based on City needs. While additional project tax revenues could be diverted to more prescient City needs by policymakers, the proposed project would also be required to comply with Chapter 18.22 of the LBMC, requiring payment of the police facilities impact fee on residential and nonresidential development for the purpose of ensuring that the new development pay its fair share of the costs required to support needed police facilities and related costs necessary to accommodate such development. Under LBMC Section 18.22.090, funds collected from the police facilities impact fee shall be used to fund the costs of providing additional police services attributable to new residential and nonresidential construction. Although the final Police Facilities Impact Fee would be determined by the Director of Planning and Zoning during final project plan check, under the current Developer Fees established by the City of Long Beach, the proposed project would be required to provide approximately \$280,479 in Police Facilities Impact Fees.⁷ Payment of the police facilities impact fee, along with tax revenue, would offset additional demand placed on police services from the potential 71 additional crimes (a 0.8 percent increase) resulting from the implementation of the proposed project. As the LBPD has not indicated that the existing East Division Patrol Station is operating at or over capacity, the existing facility would be sufficient to accommodate the two (2) additional officers and any associated field equipment (e.g., police cruisers) necessitated by the project's 1,386 residents without requiring a new police facility or expansion to the existing police facility. As such, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection, and impacts would be less than significant.

(c) Emergency Response

The LBPD indicated that the East Division has consistently maintained its ability to respond to Priority One calls in less than five (5) minutes. The development of the proposed project would increase the residential population by 1,386 residents. Correspondingly, the LBPD has indicated that two additional officers would be required to meet any potential increase in service calls resulting from the project. Nevertheless, the proposed project would not increase response times by increasing traffic volumes on area roadways to the point where additional significant congestion would occur. For instance, as discussed in Section L, Traffic and Circulation, of this EIR, the proposed project would not result in significant impacts at 23 of the 25 area intersections. At intersections where significant impacts would occur (i.e., Intersections 17 and 17A), these intersections are already operating at a level of service (LOS) of E or lower under the existing conditions on which baseline response times are calculated. It is important to note that the site is relatively close (approximately three miles) to the East Division station, and routine patrols occur in the area. As such, the slight decrease in intersection performance would not increase response times to unacceptable levels as police would need to travel through only a few intersections to respond to an incident at the site. Further, emergency vehicles using sirens can typically maneuver through traffic even during congested conditions by clearing a path of travel or driving in the lanes of opposing traffic. Emergency vehicles may also utilize alternate routes to reduce response times despite the minor increase in traffic during peak periods resulting from the proposed project. As a result, response times to the project site would remain less than 5 minutes for Priority One calls, which would be consistent with the City's goals. As a result, the LBPD East Division

⁷ Based on a Police Development Impact Fee of \$537 per multi-family residential unit and \$0.442 per square foot of non-residential commercial development ($[\$537.00 \times 325 \text{ units}] + [\$0.442 \times 239,716 \text{ square feet}] = \$280,479.47$). City of Long Beach Developer Fees, updated October 4, 2010. Available at: <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=2506>. Accessed February 9, 2011.

Police Station would be able to maintain existing acceptable service response times without requiring a new police facility or expansion to the existing police facility. The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection. Thus, impacts to police emergency response would be less than significant.

(d) Consistency with Regulatory Environment

(i) Long Beach Municipal Code

While the LBMC includes Chapter 2.15, which describes the duties of the Police Department and Chapter 10.04, which describes the administrative duties of the Police Department, these are requirements of the city and therefore, not applicable to the proposed project. In addition, as described above, the proposed project would be required to comply with Chapter 18.22 of the LBMC, requiring payment of the Police Facilities Impact Fees for residential and nonresidential development. Payment of these fees would ensure that the proposed project pays its fair share of the costs required to support needed police facilities and related costs resulting from the proposed development. As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for police protection. Thus, impacts would be less than significant with respect to LBMC requirements.

4. MITIGATION MEASURES

The following mitigation measure is provided to reduce impacts related to emergency police access during construction activities to less than significant:

Mitigation Measure K-1: The project developer shall notify LBPD of the times of day and locations of all temporary lane closures throughout construction activities, and such closures shall be coordinated so that they do not occur during peak traffic periods, to the extent feasible.

5. CUMULATIVE IMPACTS

Chapter III of this Draft EIR identifies five related projects that are anticipated to be developed within the vicinity of the project site. However, in order to provide a conservative analysis, although only four of these projects are located within the City of Long Beach, it is assumed that half of the employees associated with the hotel uses of Related Project No. 5 (located in the City of Seal Beach) would reside in the City of Long Beach. **Table IV.K.1-1, *Related Projects Served by the LBPD***, lists the related projects included in this analysis. The related projects would cumulatively generate, in conjunction with the proposed project, the need for additional police protection services. The proposed project, in conjunction with related projects, could therefore generate 76 additional calls for service per year (population increase of 1,498 persons x 0.051 calls for service per capita = 76.4 new calls for service). Thus, the projected total of crimes per year in

Table IV.K.1-1

Related Projects Served by the LBPD

Map No. ^a	Location	Land Use	Direct and Indirect Residential Population ^b
1	5638 East 2 nd Street	Day Care - 700 s.f	3
2	4401 Pacific Coast Hwy.	Commercial/Retail/ Restaurant – 22,915 s.f.	39
3	4201 E. Willow Street	Retail – 17,500 s.f.	30
4	1720 N. Bellflower Blvd.	YMCA Expansion – 8,500 s.f.	15
5 ^c	1 st Street and Marina Drive (Seal Beach)	Hotel/SFR – 75 Rooms and 55 units	25
City of Long Beach Related Projects Total			112
Proposed Project Total			1,386
Cumulative Total with Project			1,498

^a Corresponds with Map Nos. on Figure III-1 in Chapter III of this Draft EIR.

^b Population total correspond with Table IV.J-5, Cumulative Population and Employment, in Section IV.J, Population, Employment and Housing, in this Draft EIR.

^c It is assumed that 50 percent of the 49 indirect residents from Related Project No. 5 would live in Long Beach.

Source: PCR Services Corporation, February 2011.

the East Division would increase from 8,724 to 8,800.⁸ This represents a 0.9-percent increase in annual crimes within the East Division ([76 new calls for service / 8,724 existing calls for service] x 100 = 0.87 percent increase in calls for service). It is important to note that consistent with the above analysis and common practice, this statistic is based on residential development, which generates the majority of calls for police service. Since none of the related projects located within the City of Long Beach contain a residential component, the statistic is conservative in that the non-residential components of the related projects would also create additional demands for police service. However, the LBPD does not maintain statistics on the service area ratios for non-residential development. Similar to the proposed project, all related projects located within the City of Long Beach would be reviewed by the LBPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, the need for additional police protection services associated with cumulative growth would be addressed through the City's annual budgeting process and capital improvement programs, should the City determine that service improvements, including new or expanded facilities, are necessary. Therefore, cumulative impacts regarding police protection services would be less than significant, and the project's contribution to such impacts would not be cumulatively considerable.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Based on the analysis above, with the exception of construction-related emergency police access impacts, compliance with applicable LBMC requirements, tax revenues generated by the proposed project, payment of police impact fees, and inclusion of the proposed project design features, impacts to police protection services during construction and operation of the proposed project would be less than significant and no mitigation is necessary. Construction-related emergency police access impacts would be reduced to less than significant with implementation of Mitigation Measure K-1.

⁸ Based on 2009 year-end crime statistics, which represents the latest information available by the LBPD.