

3.15 Public Services

3.15.1 Introduction

This section describes the existing conditions for public services at or in the vicinity of the proposed components and evaluates the potential impacts that could result from implementing each of the IRP components, the Project Alternatives, and the No Project Alternative. Mitigation to reduce the impacts of the Proposed Project is provided where applicable. Public services that could be affected by the Proposed Project include police protection, fire protection (including emergency medical services), and public schools.

3.15.2 Environmental Setting

This subsection provides an overview of public services known to occur in the HSA. Public services include police protection, fire protection, and public schools.

3.15.2.1 General Setting

The Los Angeles Police Department (LAPD), which provides police protection services in the City of Los Angeles, serves an area of approximately 467 square miles, with 18 communities representing approximately 3.9 million residents (LAPD, 2004 and 2005). The Board of Police Commissioners oversees all LAPD operations. In addition to administrative and special investigative units, the City of Los Angeles is divided into four smaller operational units, or bureaus: Central Bureau, South Bureau, West Bureau, and Valley Bureau. To facilitate response times, LAPD has approximately 19 individual police stations throughout the bureaus. LAPD employs approximately 10,000 sworn and 3,000 civilian personnel (LAPD, 2004), providing an average of approximately 2.5 sworn officers per 1,000 people.

The Los Angeles Fire Department (LAFD) is a full-spectrum life safety agency, providing fire suppression, emergency medical care, technical rescue, hazardous materials handling, disaster response, and community service to the City of Los Angeles. The Board of Fire Commissioners, a five-person civilian board appointed by the mayor and affirmed by the City Council, oversees the LAFD. The LAFD has 3,382 uniformed personnel and 333 nonsworn support personnel at 103 neighborhood fire stations serving a 471-square-mile jurisdiction (LAFD, 2005). The location and number of stations that would be called in the event of a fire or other emergency depends on a number of factors including the type of emergency, severity of emergency, and availability of nearest fire station. In actuality, the resources of the entire LAFD force could be available collectively.

The Los Angeles Unified School District (LAUSD) is the primary school district within the City of Los Angeles. The LAUSD boundaries include an almost 704-square-mile area, which is broken into eight local districts. In addition to the City of Los Angeles, LAUSD serves all, or portions of, several incorporated cities and portions of the County, thus representing a total population of approximately 4.5 million residents. LAUSD operates 1,042 schools, including kindergarten through grade 12 (K-12), community and occupational centers, and charter schools. During the 2002 to 2003 school year, enrollment totaled 906,789 students, of which 746,610 were K-12 students.

LAUSD employs over 80,000 staff members that include over 34,000 teachers (LAUSD, 2005a).

Portions of the components and Project Alternatives are also located adjacent to and in the service areas of El Segundo Unified School District (ESUSD), Glendale Unified School District (GUSD), and Burbank Unified School District (BUSD). ESUSD operates five K-12 schools, with a total enrollment of approximately 3,100 students (ESUSD, 2005). ESUSD employs approximately 371 employees.

GUSD operates 30 K-12 schools plus four special facilities such as the Glendale Preparatory Academy, with a total enrollment of approximately 30,000 students. GUSD employs approximately 2,800 personnel (GUSD, 2005).

During the 2003 to 2004 school year the BUSD served approximately 15,548 children and approximately 3,910 adult education and child development program students for a total enrollment of 19,423 students. BUSD operates 17 schools for students in elementary school, middle school, high school, continuation high school, special day class/home instruction, adult education, and child development programs. BUSD employs approximately 1,737 personnel (BUSD, 2004).

3.15.2.2 Components

For each of the following project-level and program-level components, police and fire service providers, public schools within a 1-mile radius, and the nearest library or libraries are identified.

Project-Level Components

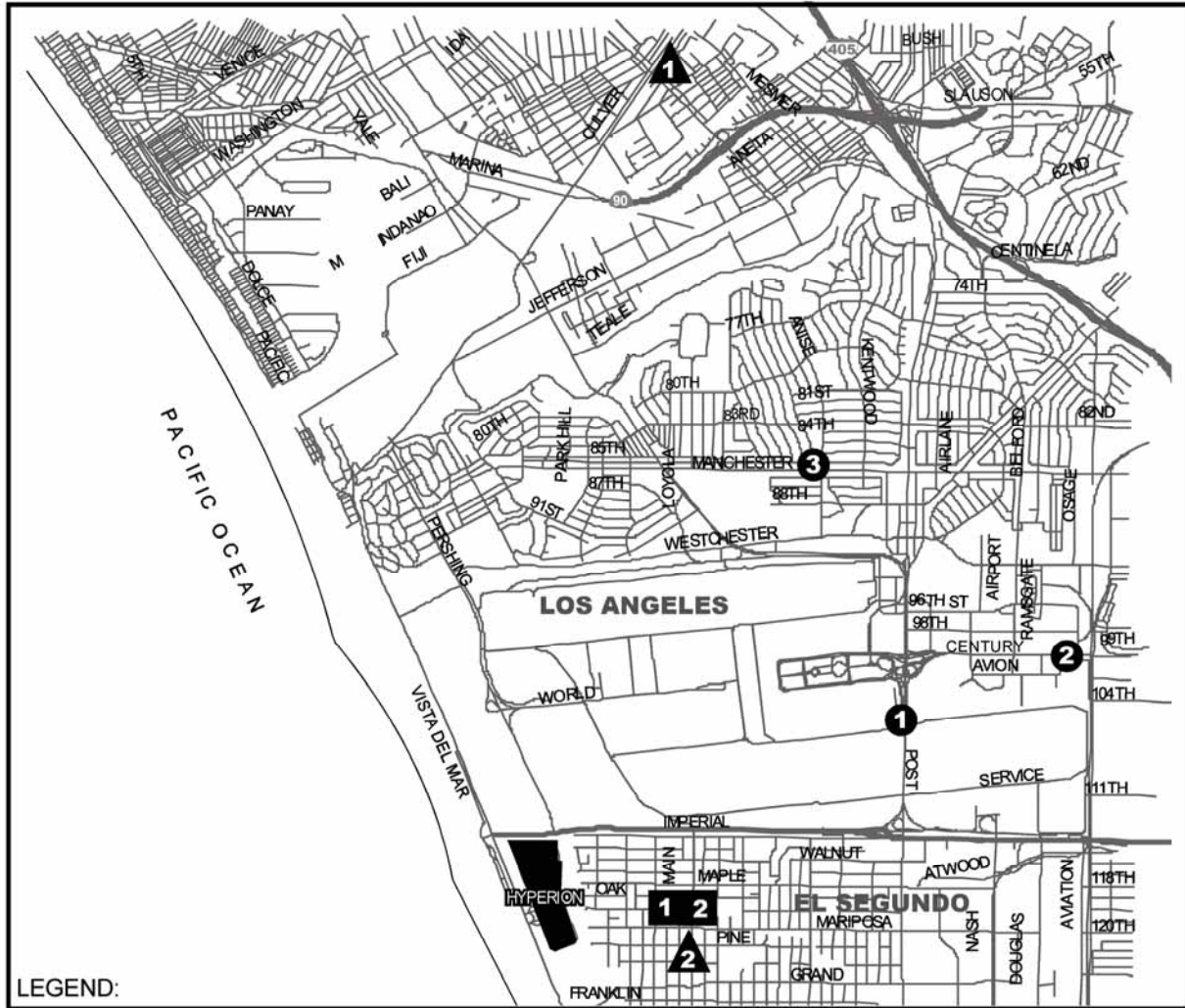
Hyperion

Hyperion is within the jurisdiction of the West Bureau of the LAPD and is served by the Pacific Area Community Police Station, located at 12312 Culver Boulevard in Los Angeles (LAPD, 2005) (Figure 3.15-1). The Pacific Station has a staff of 327 sworn and 21 civilian employees, serving an area of approximately 25 square miles, with a population of over 225,000 (LAPD, 2005). This equates to roughly 1.5 sworn officers per 1,000 residents. This patrol area also has a large daytime population due to many tourists and local attractions and the presence of LAX (LAPD, 2005). In the year 2004, the Pacific Station responded to 13,409 calls, representing a 6.6 percent decrease from the year 2003 (LAPD, 2004; Desari, 2005a). Hyperion used LAPD services 18 times in 2004 (Desari, 2005b).

The northeastern portion of Hyperion is located in the City of El Segundo, which provides police protection to its citizens via the El Segundo Police Department (ESPD). ESPD does not have jurisdiction within the boundaries of the Hyperion Treatment Plant, nor does a mutual aid agreement currently exist with LAPD for police protection (Stephenson, 2005).

Hyperion currently is operated by the City of Los Angeles under heightened security. The increase in security staff, systems and procedures in place at Hyperion are designed to minimize potential threats to plant security and reduce need to use local law enforcement.





LEGEND:

Police Stations

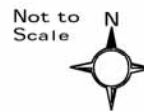
- 1. Pacific Community Police Station
12312 Culver Boulevard, Los Angeles
- 2. El Segundo Police Department
348 Main Street, El Segundo

Schools

- 1. El Segundo High School (ESUSD)
640 Main Street, El Segundo
- 2. Richmond Street Elementary (ESUSD)
615 Richmond Street, El Segundo

Fire Stations

- 1. Fire Station 51
10435 Sepulveda Boulevard, Los Angeles
- 2. Fire Station 95
10010 International Road, Los Angeles
- 3. Fire Station 5
6621 West Manchester Avenue, Los Angeles



SOURCE: ESRI & TAHA

**Figure 3.15-1
Public Services Serving the Hyperion Area**

The Kern County Sheriff Department provides police protection for Green Acres Farm. Two Sheriff Department substations are nearly equidistant from the farm and represent the nearest police protection services. The Lamont Substation is approximately 19 miles to the east at 12022 Main Street, Lamont; and the Buttonwillow Substation is approximately 18 miles to the northwest at 181 East 1st Street, Buttonwillow (Kern County Sheriff Department, 2005).

The LAFD staff identified three stations that would most likely respond to a call from Hyperion: Fire Stations 51, 95, and 5, in order of jurisdiction (Figure 3.15-1). The location, area served, equipment available, and the number of employees located at each of these stations is shown in Table 3.15-1. Fire Station 80 is also in the immediate vicinity, but provides LAX crash and rescue services exclusively (Wilson, 2005). Hyperion used LAFD services 18 times in the year 2004 (Wells, 2005a).

Table 3.15-1. Fire Stations in the Vicinity of Hyperion Integrated Resources Plan EIR				
Fire Station	Address	Areas Served	Proximity to Hyperion (miles)	Equipment
51	10435 Sepulveda Boulevard	LAX/Terminal Area	4.25	Engine Company, Paramedic Rescue Ambulance, EMS Battalion Captain
95	10010 International Road	LAX/Hotel Row	3.98	Engine Company, Truck Company, Paramedic Rescue Ambulance
5	6621 West Manchester Avenue	Westchester and Loyola Village	4.57	Engine Company, Truck Company, Paramedic Rescue Ambulance, Battalion Chief
Source: Wells, 2005a				

The City of El Segundo provides life safety services via the El Segundo Fire Department (ESFD). Although a portion of the plant is located in the City of El Segundo, ESFD would not assist in the response to a fire or other emergency at Hyperion (Stephenson, 2005).

Hyperion conforms to all access requirements for LAFD. Hyperion also complies with all applicable fire safety and inspection requirements of the LAFD and the Los Angeles Department of Building and Safety (LADBS), including those related to wildfire hazards, adequacy of fire hydrant service, and fire-flow requirements.

The Kern County Fire Department provides fire protection services for Green Acres Farm. Green Acres Farm is located within the jurisdiction of Kern County Fire Department Battalion 2, which has nine fire stations. Two Battalion 2 stations that are nearly equidistant from the farm represent the nearest fire protection services. Station 21 is approximately 19 miles to the southwest at 303 10th Street, Taft; and Station 25 is approximately 18 miles to the northwest at 100 Mirasol Avenue, Buttonwillow (Kern County Fire Department, 2005).

Two schools in the City of El Segundo are within 1 mile of Hyperion (Thomas Bros., 2004). The nearest public school to Hyperion is Richmond Street Elementary School, located at 615 Richmond Street, City of El Segundo, approximately 0.5-mile southeast of the plant and adjacent to Library Park. Approximately 0.25-mile directly east of Richmond Street Elementary is El Segundo High School, located at 640 Main Street. No LAUSD schools are in the vicinity of Hyperion. Schools in the vicinity of Hyperion are identified in Figure 3.15-1.

The nearest public school to Green Acres Farm is Lakeside Elementary School, approximately 5 miles to the east at 14535 Old River Road, Bakersfield (Kern County Superintendent of Schools Research Services, 2005).

Tillman

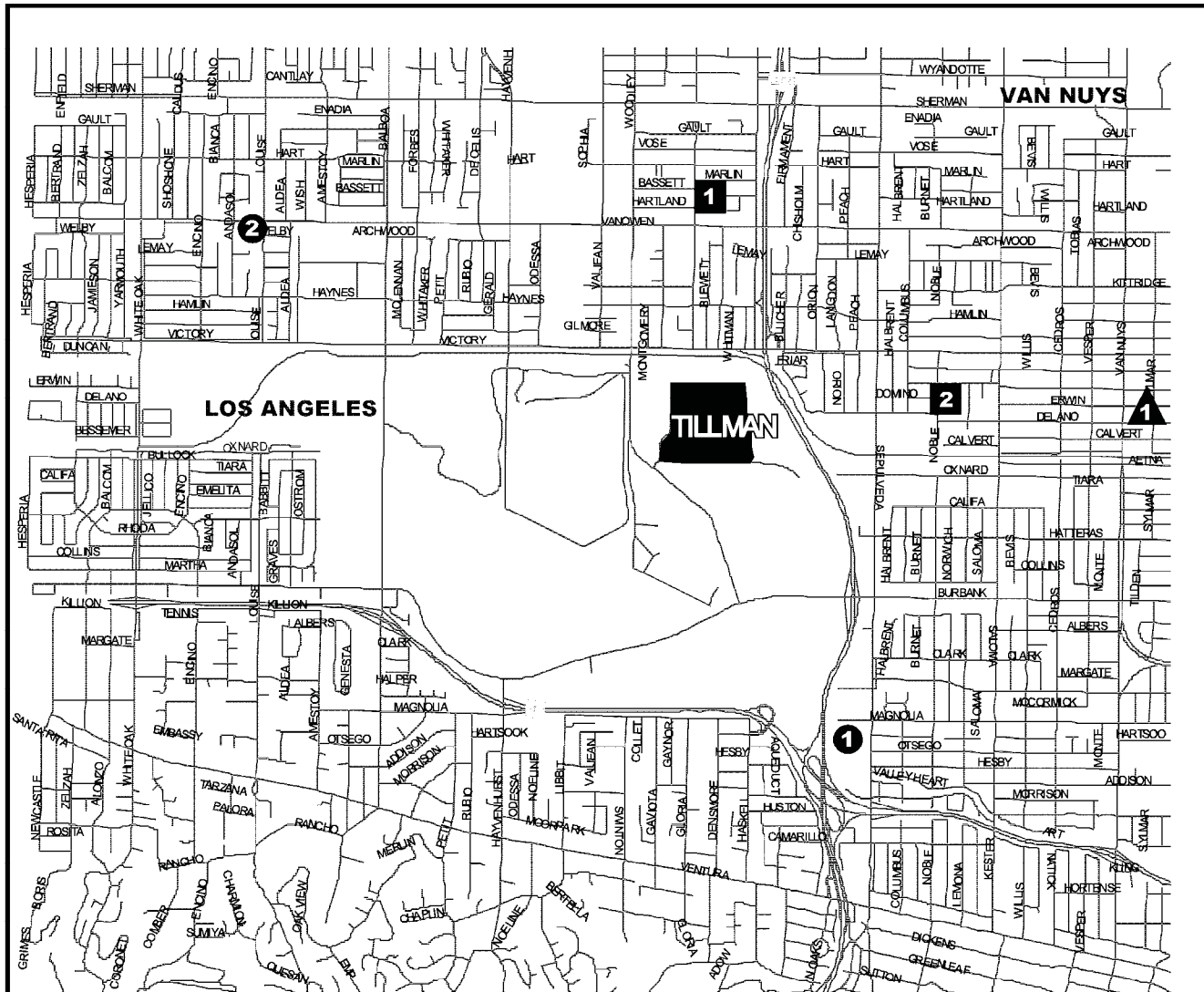
Tillman is within the jurisdiction of the Valley Bureau of LAPD and is served by the Van Nuys Area Community Police Station, located at 6240 Sylmar Avenue in Van Nuys (Figure 3.15-2). The Van Nuys Station has a staff of 318 sworn and 23 civilian employees and serves an area of approximately 30 square miles, with a population of approximately 290,000 (LAPD, 2004 and 2005). This equates to roughly 1.1 sworn police officers per 1,000 residents. In the year 2004, the Van Nuys Station responded to 15,358 calls, representing a 13.2 percent decrease from 2003 (LAPD, 2004; Desari, 2005a). Tillman used LAPD services six times in 2004 (Desari, 2005b).

Tillman currently is operated by the City of Los Angeles under heightened security. The increase in security staff, systems, and procedures in place at Tillman are designed to minimize potential threats to plant security and reduce the need to use local law enforcement.

Consultation with LAFD staff identified the two primary stations that would respond to a call from Tillman: Fire Stations 88 and 100, in order of jurisdiction (Mills, 2005). Table 3.15-2 describes the location and resources of the fire stations serving Tillman, and Figure 3.15-2 shows their locations. Tillman used LAFD services twice in 2004 (LAFD, 2005).

Fire Station	Address	Areas Served	Proximity to Tillman (miles)	Equipment
88	5101 North Sepulveda Boulevard	Sherman Oaks	2.85	BLS Engine, BLS Light Force, Paramedic Rescue Ambulance, Urban Search and Rescue Equipment, Division Chief
100	6751 Louise Avenue	Lake Balboa and Reseda	4.56	BLS Engine, Paramedic Rescue Ambulance, EMS Battalion Captain

Source: Wells, 2005a



LEGEND:



Police Stations

- 1. Van Nuys Community Police Station
6240 Sylmar Avenue, Van Nuys



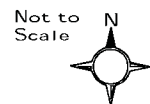
Fire Stations

- 1. Fire Station 88
5101 North Sepulveda Boulevard
Sherman Oaks
- 2. Fire Station 100
6751 Louise Avenue, Van Nuys



Schools

- 1. Basset Street Elementary (LAUSD)
15756 Basset Street, Van Nuys
- 2. Sylvan Park Elementary (LAUSD)
6236 Noble Avenue, Van Nuys



SOURCE: ESRI & TAHA

**Figure 3.15-2
Public Services Serving the Tillman Area**

Tillman conforms to all access requirements for the LAFD. Tillman also complies with all applicable fire safety and inspection requirements of the LAFD and the LADBS, including those related to wildfire hazards, adequacy of fire hydrant service, and fire-flow requirements.

Residents in the vicinity of Tillman are located in LAUSD Local District 1. The schools within 1 mile of Tillman are two schools in Van Nuys: Bassett Street Elementary and Sylvan Park Elementary Schools (Thomas Bros., 2004). Bassett Street Elementary, located at 15756 Bassett Street in Van Nuys, is approximately 0.75-mile north of Tillman. Schools within 1 mile of Tillman are identified in Figure 3.15-2.

LAG

LAG is within the jurisdiction of the LAPD Central Bureau and is served by the Northeast Area Community Police Station, located at 3353 San Fernando Road in the City of Los Angeles (LAPD, 2005) (Figure 3.15-3). The Northeast Station has a staff of 313 sworn and 25 civilian employees and serves an area of approximately 29 square miles, with a population of approximately 268,000 (LAPD, 2004 and 2005; Aborn-Khoury, 2005). This equates to approximately 1.2 sworn police officers to every 1,000 residents. In the year 2004, the Northeast Station responded to 13,245 calls, representing an 11.8 percent decrease from 2003 (LAPD, 2004; Desari, 2005a). LAG used LAPD service five times in 2004 (Desari, 2005b).

LAG currently is operated by the City of Los Angeles under heightened security. The increase in security staff, systems, and procedures in place at LAG are designed to minimize potential threats to plant security and reduce the need to use local law enforcement.

Consultation with LAFD staff identified the two primary stations that would respond to a call from LAG: Fire Stations 50 and 56, in order of jurisdiction (Weftling, 2005). Table 3.15-3 describes the locations and resources of the fire stations serving LAG, and Figure 3.15-3 shows the locations of these fire stations. LAG did not require LAFD services in 2004 (LAFD, 2005).

Fire Station	Address	Areas Served	Proximity to LAG (miles)	Equipment
50	3036 Fletcher Drive	Glassell Park and Atwater Village	4.44	Engine Company, BLS Light Force, and EMS Battalion Captain
56	2759 Rowena Avenue	Silverlake and Griffith Park	3.32	Engine Company, Paramedic Rescue Ambulance, and Heavy Rescue Unit

Source: Wells, 2005a

LAG conforms to all access requirements for LAFD. LAG also complies with all applicable fire safety and inspection requirements of the LAFD and the

LADBS, including those related to wildfire hazards, adequacy of fire hydrant service, and fire-flow requirements.

The only public school within 1 mile of LAG is in the City of Glendale, part of GUSD (Thomas Bros., 2004). The school is Thomas Edison Elementary School, located at 435 South Pacific Avenue, approximately 0.5-mile to the east (GUSD, 2005; Thomas Bros., 2004). No LAUSD schools are in the vicinity of LAG. Schools within 1.0 mile of LAG are identified in Figure 3.15-3.

NEIS II

The NEIS II alignments are located entirely in the City of Los Angeles.

The Northeast Police Station would serve the area surrounding the proposed shaft sites, drop structures, and diversion structures (LAPD, 2005). This is the same police station that currently serves LAG (Figure 3.15-4).

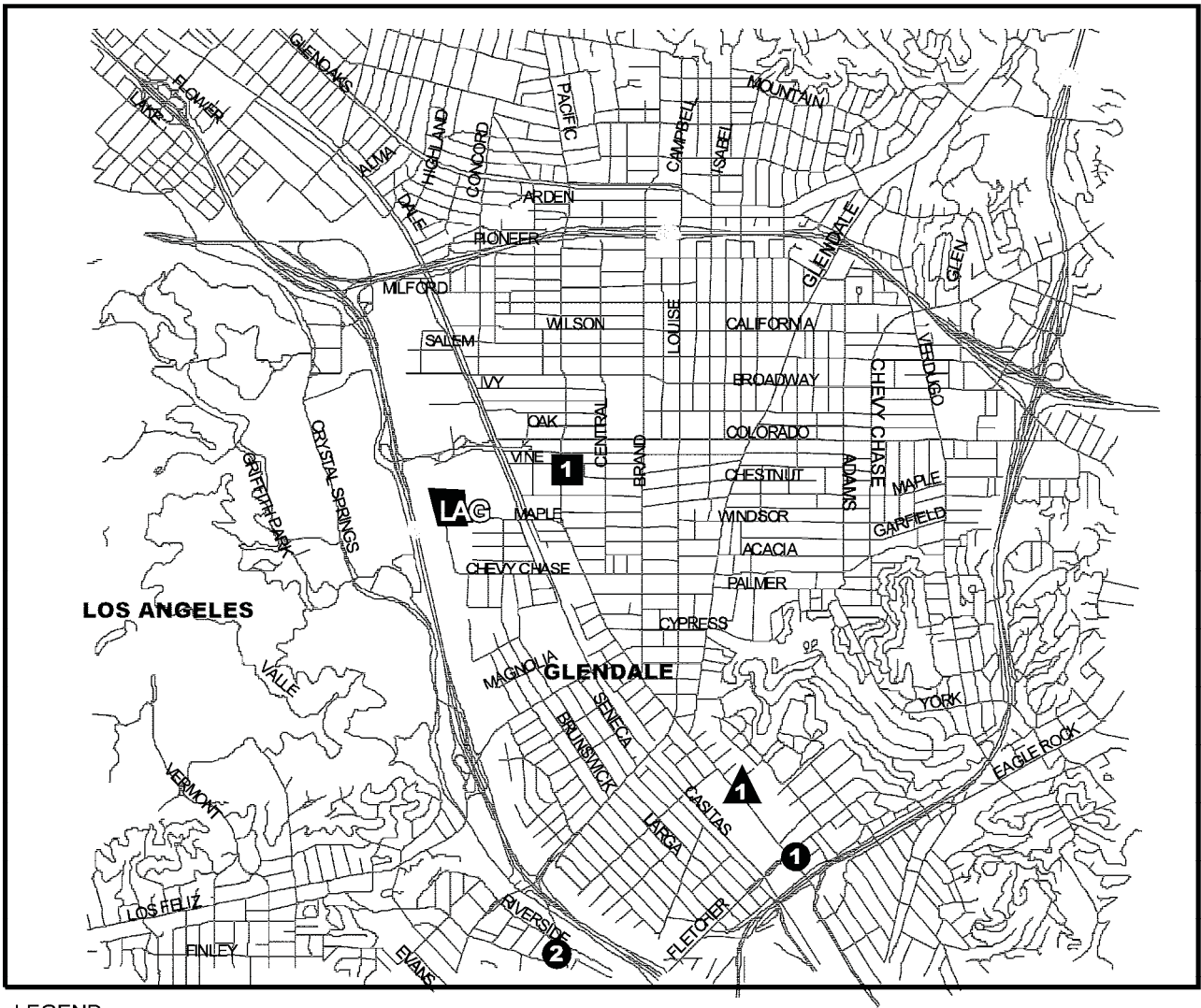
Fire Stations 50 and 56 would serve the area surrounding the proposed shaft sites, drop structures, and diversion structures (LAFD, 2005). These are the same fire stations that currently serve LAG (Figure 3.15-4).

The NEIS II alignments are located in LAUSD Local District 4. Schools close to the NEIS II alignments include LAUSD Atwater Elementary School at 3271 Silverlake Boulevard and GUSD Thomas Edison Elementary School at 435 South Pacific Avenue (Figure 3.15-4). In addition, LAUSD operates an Animal Studies Biological Sciences Zoo Magnet Center (referred hereafter as the Zoo Magnet Center), which is affiliated with the North Hollywood High School and located along Crystal Springs Drive at the west end of the Los Angeles Zoo parking annex. The Zoo Magnet Center is southwest of the proposed Observatory Annex shaft site.

GBIS

A majority of the GBIS alignments would be located in the City of Los Angeles, except the proposed Riverside West, associated with construction of GBIS North Alignment, which is in the City of Burbank. The location of public facilities serving the GBIS alignments is shown in Figure 3.15-5.

The Northeast, Hollywood, and North Hollywood Community Police Stations would serve the area surrounding the proposed shaft sites, drop structures, diversion structures, and ATFs (LAPD, 2005). The Northeast Station also serves LAG and is described above. The Hollywood Police Station, located at 1358 North Wilcox Avenue in Hollywood, is under the jurisdiction of the West Bureau (LAPD, 2005). The Hollywood Station has a staff of 348 sworn and 25 civilian employees and serves an area approximately 17 square miles, with a population of about 300,000 (LAPD, 2004). Additionally, this area has a high daytime population due to many tourist attractions (LAPD, 2005). This equates to roughly 1.2 sworn police officers to 1,000 residents. In the year 2004, the Hollywood Station responded to 14,111 calls, representing a 17.0 percent decrease from the year 2003 (LAPD, 2004; Desari, 2005a).



LEGEND:

Police Stations

1. Northeast Area Community Police Station
3353 San Fernando Road, Los Angeles

Schools

1. Thomas Edison Elementary (GUSD)
435 South Pacific Avenue, Glendale

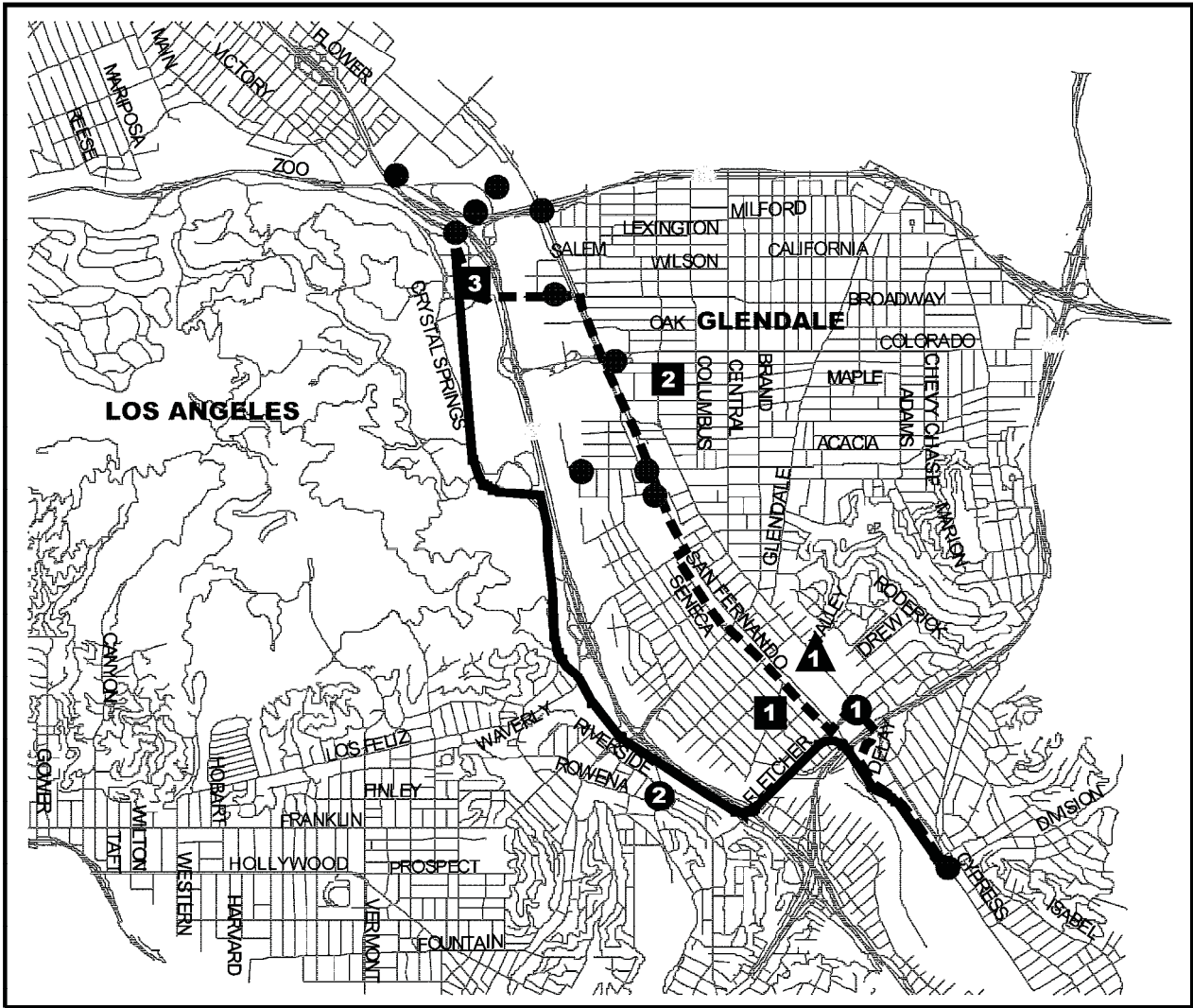
Fire Stations

1. Fire Station 50
3036 Fletcher Drive, Los Angeles
2. Fire Station 56
2759 Rowena Avenue, Los Angeles




SOURCE: ESRI & TAHA


**Figure 3.15-3
Public Services Serving the LAG Area**




LEGEND: ● NEIS II Shaft Sites/Diversion/Drop Structures  NEIS II West Alignment  NEIS II East Alignment

 Police Stations

1. Northeast Area Community Police Station
3353 San Fernando Road, Los Angeles

 Fire Stations

1. Fire Station 50
3036 Fletcher Drive, Los Angeles
2. Fire Station 56
2759 Rowena Avenue, Los Angeles

 Schools

1. Atwater Elementary School (LAUSD)
3271 Silverlake Boulevard, Los Angeles
2. Thomas Edison Elementary (GUSD)
435 South Pacific Avenue, Glendale
3. Animal Studies Biological Science Zoo Magnet Center (LAUSD)
Western Heritage Way, Los Angeles



SOURCE: City of Los Angeles & TAHA

Figure 3.15-4
Public Services Serving the NEIS II Area

The North Hollywood Community Police Station, located at 11640 Burbank Boulevard in North Hollywood, is under the jurisdiction of the Valley Bureau (LAPD, 2005). The staff of 265 sworn and 27 civilian employees serves an area of approximately 25 square miles, with a population of approximately 220,000 (LAPD, 2004). This equates to roughly 0.8 sworn police officer per 1,000 residents. In the year 2004, the Hollywood Station responded to 15,609 calls, representing a 9.6 percent decrease from the year 2003 (LAPD, 2004; Desari, 2005a).

The Burbank Police Department provides police protection services to the City of Burbank. Burbank Police Department headquarters are located at 200 North Third Street (Burbank Police Department, 2005). The Burbank Police Department has a staff of 167 sworn officers and 138 civilians (Jette, 2005).

Fire Stations 86 (4305 Vineland Avenue) and 60 (5320 Tujunga Avenue) would serve the area surrounding the proposed shaft sites, drop structures, diversion structures, and ATFs (LAFD, 2005).

The Burbank Fire Department, with headquarters at 311 East Orange Grove Avenue, provides fire prevention and suppression, emergency medical services, disaster services, and public education to the City of Burbank. The Burbank Fire Department consists of 145 employees in six fire stations, which responded to 8,469 alarm calls in 2002 (Burbank Fire Department, 2005). The locations of the fire stations serving the GBIS alignments are shown in Figure 3.15-5.

The GBIS alignments are located in LAUSD Local Districts 4 and 1 and BUSD. Schools close to the GBIS alignment include BUSD Providence High School at 511 South Buena Vista Street, and LAUSD Rio Vista Elementary at 4243 Satsuma Avenue.

Program-Level Components

VSLIS

Because VSLIS would be located entirely in the City of Los Angeles, it would be served by LAPD, LAFD, LAUSD, and Los Angeles Public Library (LAPL). The VSLIS area would be in the jurisdiction of the LAPD Valley Bureau and would be served by the North Hollywood and Van Nuys Community Police Stations. LAFD fire stations 39, 60, 78, 86, 88, and 102 are located in the vicinity of the VSLIS. LAUSD Local District 2, providing 90 locations for public K-12 schools, serves this area (LAUSD, 2005b).

Recycled Water Distribution

The recycled water pipelines for irrigation and agricultural users would be located throughout the City of Los Angeles and would contain public services as described in the General Setting (Section 3.15.2.1). The pipelines to distribute recycled water for groundwater recharge would occur in the eastern San Fernando Valley, in an area similar to that described under the component for wet weather runoff non-urban recharge.

Dry Weather Runoff – Low-Flow Diversions

This component would occur primarily along the coastal area of the Santa Monica Bay and in an inland area of the San Fernando Valley. The Santa Monica Bay area is in the jurisdiction of the LAPD West Bureau; the West Los Angeles and Pacific Community Police Stations serve the coastal area (LAPD, 2005). Three LAFD fire stations serve the immediate coastal area to the north and south of the City of Santa Monica (LAFD, 2005). This area is served by the LAUSD Local District 3, which includes approximately 107 schools (LAUSD, 2005b).

The San Fernando Valley is in the jurisdiction of the LAPD Valley Bureau, which includes five community police stations (LAPD, 2005). Twenty-three LAFD fire stations serve the San Fernando Valley area (LAFD, 2005). The entire valley area includes portions of LAUSD Local Districts 1 and 2, which have approximately 240 schools (LAUSD, 2005b).

Wet Weather Runoff – Onsite Management

Onsite capture and percolation improvements would occur at school and government facilities in the eastern San Fernando Valley. The eastern San Fernando Valley is in the jurisdiction of the LAPD Valley Bureau and includes the North Hollywood and Foothill area police stations (LAPD, 2005). Twenty-three LAFD fire stations serve the general San Fernando Valley area (LAFD, 2005). The eastern San Fernando Valley lies within LAUSD Local District 2, which includes approximately 90 public schools (LAUSD, 2005b).

Onsite storage and use improvements (cisterns) would be implemented at schools and government facilities throughout the City of Los Angeles. Public services for the existing population in the vicinity of this component would be the same as described in the General Setting (Section 3.15.2.1).

Dry Weather Runoff – Urban Runoff Plants or Treatment Wetlands

URPs or treatment wetlands would be located in the inland San Fernando Valley near runoff sources as described in Section 2, and shown in Table 2-9. Public services serving the San Fernando Valley are described under Dry Weather Runoff – Low-Flow Diversions and Wet Weather Runoff – Onsite Management. URPs would also manage dry weather runoff from Ballona and Compton Creeks. Public services for the existing population in the vicinity of Ballona and Compton Creeks are similar to those discussed under General Setting (Section 3.15.2.1).

Wet Weather Runoff – Urban Runoff Plants

This component would be located along the coast within the Santa Monica Bay watershed. Public services would be similar to those serving Hyperion and Dry Weather Runoff – Low-Flow Diversion in the Santa Monica Bay area.

Dry Weather Runoff – Smart Irrigation

This component would be located throughout the City of Los Angeles. Public services for the existing population that would receive installation of smart irrigation devices would be the same as described in the General Setting (Section 3.15.2.1).

Wet Weather Runoff – Non-Urban Regional Recharge

This component would capture rainfall in the northwestern San Fernando Valley and would be conveyed to the Hansen and Pacoima spreading facilities in the eastern San Fernando Valley via a new pipeline. Public services serving the San Fernando Valley are described under Dry Weather Runoff – Low-Flow Diversions and Wet Weather Runoff – Onsite Management.

3.15.3 Environmental Impacts

3.15.3.1 Background

Presented below are brief discussions of the regulatory framework, methodology, and thresholds of significance used to analyze each Alternative and program-level component.

Regulatory Framework

Federal

No federal agencies or regulations are applicable to the analysis of public services.

State

Each of the state school districts is subject to the regulations of the California Education Code and the governance of the State Board of Education relative to funding, school curriculum, operations, and facilities (including location considerations). The State Board of Education also governs the structure of the school, the classroom size, and interdistrict transfers for students between school districts.

No state agencies or regulations are applicable to the analysis of police and fire protection services.

Local

Public services, such as police and fire protection, generally are regulated by local agencies. Therefore, the components and Project Alternatives are regulated primarily by the policies and agencies of the City of Los Angeles, where the majority of the components and Alternatives are located.

The local school districts, although each is overseen by a local Board of Education, maintain service objectives based on numerous interrelated factors. For example, LAUSD measures its level of service primarily by student achievement, as determined by the California Standardized Testing and Reporting Program (LAUSD, 2005b).

Methodology

Maps, documents, and existing service areas were evaluated to determine whether or not Project Alternatives would affect the provision of public services during construction and operation. Where applicable, methodology from the *Draft L.A. CEQA Thresholds Guide* was used (City of Los Angeles, 1998). The *Draft L.A. CEQA Thresholds Guide* includes recreation and libraries as public services. Recreational services are discussed under Section 3.16 – Recreation. Because the components and Project Alternatives would not result in development of residential land uses or



increase growth (see Section 4.2, Growth-Inducing Impacts) that would trigger the use of library services, and no library facilities are adjacent to the components, libraries were not considered in this EIR.

Construction

Because significance criteria described in the *Draft L.A. CEQA Thresholds Guide* focus on the operations phase of a project, the determination of significance for the construction phase was based on whether or not construction would substantially hinder access to and from public services.

Operations

Police Protection. The *Draft L.A. CEQA Thresholds Guide* states that the determination of significance is made on a case-by-case basis, considering the following: 1) population increase resulting from a proposed project; 2) demand for police services anticipated at the time of project buildout compared to the expected level of service available; and, 3) security and/or design features that could reduce the demand for police services.

Because the components and Project Alternatives would not result in development of land uses for residential, commercial, and/or industrial uses nor would they increase growth (Section 4.2, Growth-Inducing Impacts), the methodology for determining significance is focused on whether the project would impede access to, or provisions of, police protection services.

Fire Protection. For LAFD services, the *Draft L.A. CEQA Thresholds Guide* states that potential impacts are determined on a case-by-case basis, considering the following: 1) location of project in a brush fire hazard area, hillside, or area with inadequate fire hydrant service or street access; 2) the use, manufacture, or storage of toxic, readily-combustible, or otherwise hazardous materials; 3) adequate LAFD access; and, 4) location of any street intersections with a level of service (LOS) of E or F near the components, which would adversely affect response time.

The potential for the components and Project Alternatives to impact hazardous materials is discussed in Section 3.10 - Hazards and Hazardous Materials. Potential for the components and Project Alternatives to impact the LOS of affected street intersections is discussed in Section 3.17 - Traffic and Transportation. Because the components and Project Alternatives would not result in development of land uses for residential, commercial, and/or industrial uses nor would they increase growth (Section 4.2, Growth-Inducing Impacts), the methodology for determining significance is focused on whether the project would impede access to, or provisions of, fire protection services.

Public Schools. Similar to the analysis of LAPD services, the *Draft L.A. CEQA Thresholds Guide* states that LAUSD service needs generally are related to the size of the residential population and the geographic area served. Specifically, the *Draft L.A. CEQA Thresholds Guide* states that the determination of significance is made on a case-by-case basis, considering the following: 1) population increase resulting from the proposed project; 2) demand for

public school services anticipated at the time of project buildout compared to the expected level of service available; 3) the degree to which accommodation of the increased demand would require construction of new public school facilities or major reorganization; and, 4) features that would reduce demand for public school services (e.g., onsite school facilities or direct support to LAUSD).

Because the components and Project Alternatives would not result in development of land uses for residential, commercial, and/or industrial uses, nor would they increase growth (Section 4.2, Growth-Inducing Impacts), the methodology for determining significance is focused on whether the project would create access impediments/hazards to an existing public school.

Thresholds of Significance

The following three thresholds of significance were developed using the *CEQA Guidelines* and the guidance offered in the *Draft L.A. CEQA Thresholds Guide* (City of Los Angeles, 1998). To evaluate potential public services impacts, the Project Alternatives would have a significant impact if implementation would:

- PS-1: Impede access to police facilities or impede the provision of police protection services.
- PS-2: Impede access to fire facilities or impede the provision of fire protection services.
- PS-3: Cause access impediments or hazards to an existing public school.

3.15.3.2 Component Impacts

The proposed components are assessed below with respect to the thresholds of significance.

Project-Level Component Impacts

Hyperion Expansion to 500 mgd

Construction. Construction activities and equipment staging would be limited to the Hyperion property. During construction, emergency ingress and egress to the plant will be maintained at all times. No construction activity would occur at Green Acres Farm. Because construction of this component would not occur outside the plant boundary, or occur adjacent to any public service facility, construction would not affect the provision of police and fire protection services, or impede access or result in a hazard to an existing public school.

Operations. Operation of this component would result in an estimated staffing increase of five persons at Hyperion. This represents a 1 percent increase in staffing, which would not affect access or provision of emergency LAPD or LAFD services at the plant. Operation of the improvements would occur within the existing plant boundaries. Because no public services are located close to the plant, the expansion would not impede access to public services nor would the expansion result in a hazard to a public school.

In addition, biosolids land application at the Green Acres Farm, in Kern County, would not change the operation of the farm such that an affect would occur to public services in Kern County.

Hyperion Process Upgrades

As with the Hyperion Expansion to 500 mgd component, the construction and operation of the process upgrades would not affect the provision of police and fire protection services, or impede access or result in a hazard to an existing public school.

Tillman Expansion to 100 mgd

Construction. Construction activities and equipment staging would be limited to the Tillman property. During construction, emergency ingress and egress to the plant will be maintained at all times. Because construction of this component would not occur outside the plant boundary or adjacent to any public service facility, construction would not affect the provision of police and fire protection services, nor would it impede access or result in a hazard to an existing public school.

Operations. Operation of this component would result in an estimated staffing increase of six persons. This represents an 8 percent increase in staffing, which would not impede access or provision of emergency LAPD or LAFD services at the plant. Operation of the improvements would occur within the existing plant boundaries; therefore, because no public services are located close to the plant, the expansion would not impede access to public services nor would the expansion result in a hazard to a public school.

Tillman Expansion to 80 mgd

Similar to the Tillman Expansion to 100 mgd, the construction and operation of the Tillman Expansion to 80 mgd would not affect the provision of police and fire protection services, nor would it impede access or result in a hazard to an existing public school.

Tillman Process Upgrades

Similar to the Tillman Expansion to 100 mgd, the construction and operation of the Tillman Process Upgrades would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing school.

Tillman Wastewater Storage

Construction. A majority of construction activities and equipment staging for the wastewater storage would occur at the cricket field at the eastern edge of the Tillman property. During construction, emergency ingress and egress to the plant, construction site, and adjacent recreational facilities located via the common access road will be maintained at all times. Because construction of this component would not occur adjacent to any public service facility, construction would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing public school.

Operations. Once the wastewater storage was operational, the cricket field would be restored. Operation of this component would not result in an increase in staff; therefore, no increase in the demand on any public service would occur. In addition, no public services are located close to the plant, so operation would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing public school.

LAG Expansion to 30 mgd

Construction. Construction activities and equipment staging for the expansion would be limited to the LAG property. During construction, emergency ingress and egress to the plant will be maintained at all times. Because construction of this component would not occur outside the plant boundary or occur adjacent to any public service facility, construction would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing public school.

Operations. Operation of this component would result in an estimated staffing increase of three persons. This increase in staffing would not impede access or provision of emergency LAPD or LAFD services at the plant. Operation of the improvements would occur within the existing plant boundaries and no public services are located close to the plant; therefore, the expansion would not impede access to public services nor would the expansion result in a hazard to a public school.

LAG Operational Storage

Similar to the LAG 30-mgd Expansion component, the construction and operation of operational storage at LAG would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing school.

NEIS II West Alignment

Construction. A majority of the construction activities and equipment staging for the NEIS II West Alignment would be focused at shaft sites. During the 1-year construction period (3 years at the Los Angeles Zoo, Pecan Grove or Observatory Annex Shaft Site), emergency ingress and egress around the shaft sites would be maintained at all times. As discussed in detail in Section 3.17 – Traffic and Transportation, construction at the shaft sites and construction of maintenance holes along the alignment would result in temporary lane closures and disruption in traffic. With the exception of the Zoo Magnet Center, no public service facilities are adjacent to the proposed shaft sites. Construction associated with maintenance holes would be localized. If the Observatory Annex shaft site is used, construction activities likely would not affect the Zoo Magnet Center because the shaft site would be located to the northeast away from the school and would have a separate dedicated access. Therefore, construction of the NEIS II West Alignment would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing school.

Operations. A majority of the operation of NEIS II West Alignment would be underground. However, three ATFs would be operated aboveground. Operation of this component would not result in an increase in staffing; therefore, this component would not impede access or provision of emergency LAPD or LAFD services. In addition, with the exception of the proposed Observatory Annex ATF, no public services are located adjacent to the proposed ATF sites; therefore, operation would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing public school. If the Observatory Annex site is chosen, the ATF would not be immediately adjacent to, or accessible from, the Zoo Magnet Center and would not impede access to the school. Therefore, no hazard would be anticipated.

NEIS II East Alignment

Construction. Similar to the NEIS II West Alignment, construction activities and equipment staging for the NEIS II East Alignment would be confined to the area of the shaft sites and maintenance holes and would result in temporary lane closures and disruption in traffic; however, emergency ingress and egress would be maintained at all times. Construction likely would not affect the provision of police and fire protection services, impede their access, or result in a hazard to an existing public school.

Operations. Similar to the NEIS II West Alignment, operation of a majority of the NEIS II East Alignment would be underground, with four ATFs operated aboveground. Operation would not involve additional staff or affect police and fire protection services, impede their access, or result in a hazard to an existing public school.

GBIS South Alignment

Construction. As described under NEIS II West Alignment, construction activities and equipment staging for the GBIS South East Alignment would be confined to the area of the shaft sites and maintenance holes and would result in temporary lane closures and disruption in traffic; however, emergency ingress and egress would be maintained at all times. Construction would not affect the provision of police and fire protection services. However, the construction shaft site or Woodbridge Park could affect pedestrian or student access or result in a hazard to Oakwood Elementary School, which is located adjacent to Woodbridge Park.

Operations. Similar to the NEIS II West Alignment, operation of a majority of the GBIS South Alignment would be underground, with two ATFs operated aboveground. Operations would not involve additional staff that would affect police and fire protection services or result in a hazard to an existing public school.

GBIS North Alignment

Construction. Similar to the GBIS South Alignment, construction activities and equipment staging for the GBIS North Alignment would be confined to the area of the shaft sites and maintenance holes and would result in temporary



lane closures and disruption in traffic; however, emergency ingress and egress would be maintained at all times. No public service facilities are adjacent to the alignment; therefore, construction would not affect the provision of police and fire protection services. However, the construction shaft site at Woodbridge Park could affect pedestrian or student access, or result in a hazard to the Oakwood Elementary School, which is located adjacent to Woodbridge Park.

Operations. Similar to the GBIS South Alignment, operation of a majority of the GBIS North Alignment would be underground, with two ATFs operated aboveground. Operation would not involve additional staff or be located near any public services that would affect police and fire protection services, impede their access, or result in a hazard to an existing public school.

Program-Level Component Impacts

VSLIS

Construction. Construction activities for the VSLIS would be similar to those associated with the NEIS II and GBIS Alignments. Whether open-trench or tunneling, construction activities would occur primarily in public rights-of-way. During the 1-year construction period, activities and equipment staging would be confined to the area of the shaft sites and maintenance holes and would result in temporary lane closures and disruption in traffic; however, emergency ingress and egress would be maintained at all times. Because the exact alignment has not been chosen, public service facilities could be located adjacent to the alignment.

Operations. Similar to the NEIS II and GBIS Alignments, operation of a majority of the VSLIS would be underground, with ATF(s) operated aboveground. Operation would not involve additional staff but could be located near public services. If public services are located adjacent to an ATF, the facility would be designed such that no impediment to police and fire protection services or existing public schools would occur, nor would the facility result in a hazard to an existing public school.

Recycled Water

Construction. Installation of recycled water pipelines, pumping stations, and storage tanks for distribution of recycled water for irrigation and agricultural uses would primarily occur within public rights-of-way. During construction, emergency ingress and egress would be maintained at all times. Construction activities within public streets would result in localized and temporary lane closures with disruption in traffic. Public service facilities could be located adjacent to distribution alignments and be affected by construction.

In addition, construction of pipelines associated with groundwater recharge would occur within public rights-of-way. Construction of the groundwater recharge pipelines was analyzed and approved under the East Valley Water Reclamation Project Final EIR (LADWP, 1991)

Operations. Operation of recycled water pipelines would occur primarily underground and would not require additional staff to maintain. For the

operation of recycled water facilities associated with irrigation and industrial uses, aboveground appurtenant structures would include pump stations and storage tanks. These structures would not be located adjacent to public services in a manner that would impede the access or provision of emergency LAPD or LAFD services or result in a hazard to public schools. If public services are located adjacent to the appurtenant structures, each facility would be designed such that no impediment to access and provision of public services would occur.

Dry Weather Runoff – Low-Flow Diversions

Construction. During construction activities for this component, emergency ingress and egress would be maintained at all times. Construction activities would be expected to result in localized and temporary lane closures with disruption in traffic. Public service facilities could be located adjacent to low-flow diversions and be affected by construction.

Operations. Operation of low-flow diversion structures would occur primarily underground and within streets, and would not require additional staff to maintain. In addition, these structures would not be sited adjacent to public services. If public services are located adjacent to low-flow diversion, the facility would be designed such that no impediment to police and fire protection services or to existing public schools would occur, nor would the facility result in a hazard to an existing public school.

Dry Weather Runoff – Urban Runoff Plants or Treatment Wetlands

Construction. During construction activities for URPs or treatment wetlands, emergency ingress and egress would be maintained at all times. Construction activities would be expected to result in localized and temporary disruption in traffic. Public service facilities could be located adjacent to the URPs or treatment wetlands and be affected by construction.

Operations. Operation of either URPs or treatment wetlands would occur at-grade, which would not require additional staff to maintain. These structures would not be located adjacent to public services. If public services are located adjacent to URPs or treatment wetlands, the component would be designed such that no impediment to police and fire protection services or to existing public schools would occur, nor would the component result in a hazard to an existing public school.

Wet Weather Runoff – Urban Runoff Plants

Construction. During construction activities for URPs, emergency ingress and egress would be maintained at all times. Construction activities would result in localized and temporary disruption in traffic. Public service facilities could be located adjacent to the wet weather URPs.

Operations. Operation of wet weather runoff URPs would occur at-grade and would not require additional staff to maintain. These structures would not be located adjacent to public services. If public services are located adjacent to wet weather URPs, each facility would be designed such that no impediment

to police and fire protection services or to existing public schools would occur, nor would the facility result in a hazard to an existing public school.

Wet Weather Runoff - Onsite Management

Construction. Construction of this component would occur at schools and government facilities in the eastern San Fernando Valley (onsite capture and percolations) and throughout the City of Los Angeles (onsite storage and use). Construction would occur at public school sites and temporarily could impede access to, and create hazards at, the school sites. Barriers would be used during construction to minimize the potential for hazards, and emergency ingress and egress would be maintained at all times. In addition, police and fire protection facilities could be located adjacent to the components.

Operations. Operation of wet weather onsite management facilities would occur underground within the boundary of existing properties, including public school sites or public rights-of way, and would not require additional staff to maintain. Although this component would involve public service facilities (e.g., public schools), it would not increase demand on any public service nor impede access or provision of emergency LAPD or LAFD services. In addition, operation would be underground and, therefore, would not impede access or result in a hazard to an existing public school.

Dry Weather Runoff - Smart Irrigation

Construction. Construction of this component would occur in landscaped areas of residential, commercial, and industrial properties throughout the City of Los Angeles. Construction would not interrupt traffic or otherwise impede the provision of public services, nor result in a hazard to public schools.

Operations. Operation of the smart irrigation devices would occur on individual properties and, therefore, would not impede access or provision of public services and would not result in a hazard to public schools.

Wet Weather Runoff - Non-Urban Regional Recharge

Construction. This component would involve the construction of a pipeline within public rights-of-way (streets) to convey non-urban runoff to spreading grounds in the eastern San Fernando Valley. During construction, emergency ingress and egress would be maintained at all times. Construction activities within public streets would result in localized and temporary lane closures with disruption in traffic. Public service facilities could be located adjacent to distribution alignments and be affected by construction.

Operations. Operation of the non-urban regional recharge pipeline primarily would occur underground and within streets or public rights-of way, and would not involve additional staff. No impediment to access and provision of police and fire protection services or existing public schools would occur, and no hazards would occur to an existing public school.

Summary of Component Impacts

Table 3.15-4 presents a summary of component impacts to public services relative to the three significance thresholds described previously.

**Table 3.15-4. Public Services Component Impact Summary Table
Integrated Resources Plan EIR**

IRP Component	Component Impact		
	Police Services	Fire Services	Public Schools
Project-Level			
Hyperion Expansion to 500 mgd	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
Hyperion Process Upgrades	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
Tillman Expansion to 100 mgd	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
Tillman Expansion to 80 mgd	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
Tillman Process Upgrade	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
Tillman Wastewater Storage	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.



**Table 3.15-4. Public Services Component Impact Summary Table
Integrated Resources Plan EIR**

IRP Component	Component Impact		
	Police Services	Fire Services	Public Schools
LAG Expansion to 30 mgd with Storage	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
LAG Operational Storage	Construction and operation would be confined to the existing plant boundary and not occur adjacent to, or impede the provision of, police services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would be confined to the existing plant boundary and would not occur adjacent to, or impede the provision of, public school services.
NEIS II West Alignment	Construction and operation would not occur adjacent to, or impede the provision of, police services.	Construction and operation would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would not impede the access or result in hazards to public schools.
NEIS II East Alignment	Construction and operation would not occur adjacent to, or impede the provision of, police services.	Construction and operation would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation would not impede the access or result in hazards to public schools.
GBIS South Alignment	Construction and operation would not occur adjacent to, or impede the provision of, police services.	Construction and operation would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation could affect pedestrian and student access or result in hazards to Oakwood Elementary School.
GBIS North Alignment	Construction and operation would not occur adjacent to, or impede the provision of, police services.	Construction and operation would not occur adjacent to, or impede the provision of, fire protection services.	Construction and operation could affect pedestrian and student access or result in hazards to Oakwood Elementary School.
Program-Level			
VSLIS	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation could occur in the vicinity of public schools.
Recycled Water	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation could occur in the vicinity of public schools.
DWR – Smart Irrigation	Construction and operation would be confined to individual residential, commercial, and industrial properties.	Construction and operation would be confined to individual residential, commercial, and industrial properties.	Construction and operation would not occur at, or affect, public school sites.



**Table 3.15-4. Public Services Component Impact Summary Table
Integrated Resources Plan EIR**

IRP Component	Component Impact		
	Police Services	Fire Services	Public Schools
DWR – Low-Flow Diversions	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation is not anticipated to occur in the vicinity of public schools.
DWR – URP or Treatment Wetlands	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation is not anticipated to be adjacent to public schools.
WWR – Onsite Management	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation would occur at public school sites.
WWR – URPs	Construction and operation could occur adjacent to, but not affect, police services.	Construction and operation could occur adjacent to, but not affect, fire protection services.	Construction and operation is not anticipated to be adjacent to public schools.
WWR – Non-Urban Recharge	Construction and operation could occur adjacent to, but would not affect, police services.	Construction and operation could occur adjacent to, but would not affect, fire protection services.	Construction and operation could occur in the vicinity of public schools.

3.15.3.3 Alternative Impacts

Alternative 1

Components of Alternative 1 are described in Section 2.3.4.

Impact PS-1

Potential primary and secondary impacts resulting from Alternative 1 to police services are discussed below.

Primary Impacts. Construction at Hyperion, Tillman, and LAG would not occur outside the boundaries of the plants or occur adjacent to any public service facility. Emergency access to the plants would be maintained at all times; therefore, provision of police services to the plants would not be affected by project-level components. Although emergency ingress and egress would be maintained at all times, construction activities associated with the NEIS II, GBIS, and program-level components could result in temporary lane closures or restriction of access to public rights-of-way. Restricted or limited access on local streets during the construction period could result in an overall increase in police response times. However, as part of standard procedures for construction of public works facilities (as discussed in detail in Section 3.17 – Traffic and Transportation) project-specific construction work traffic control plans would be prepared for each construction site and submitted to LADOT for review and approval prior to the start of any construction activities. As part of the work plan process, advance notice would be given to LAPD regarding the location and duration of any traffic delays and applicable detours to minimize the potential disruption to police services caused by limited access to and/or closure of lanes and streets within the public rights-of-way. As a result of these standard procedures, a less-than-significant impact would occur to police services. In addition, none of the project-level components are located adjacent to, or in the immediate vicinity of, police services; therefore, no impacts to police services are anticipated during construction.

Operation of project-level components under Alternative 1 would require an estimated staff increase of nine persons, five persons at Hyperion and four at Tillman. This minimal increase in staff would not generate additional demand or need for police services. In addition, security staff, systems, and procedures are in place at the plants and would be added to new aboveground facilities (including ATFs and URPs) that are designed to minimize need for police services. Project-level components under Alternative 1 include operation at existing facilities (e.g., Hyperion, Tillman, and LAG), at specific locations (ATFs), or under public rights-of-way (NEIS II and GBIS sewers). None of the project-level components is located adjacent to, or in the immediate vicinity of, police services; therefore, no impacts are anticipated during operation. Increased process capacity at Hyperion would not result in increased staffing at Green Acres Farm, nor are there any police services located adjacent to or in the vicinity of the farm; therefore, no impacts are anticipated to police services.

Similarly, implementation of the recycled water distribution system, dry weather runoff low-flow diversions, and wet weather runoff non-urban regional recharge would be operated within public rights-of-way, and by existing maintenance staff, and is not expected to significantly affect access to, or provision of, police services. Dry Weather Runoff – Smart Irrigation component would occur on residential, commercial, and industrial properties and, therefore, would not affect access to or provision of police service. The Wet Weather Runoff – Onsite Management component would occur at school, government facilities, vacant lots and unused alleys. These facilities would operate underground and, therefore, would not affect access to, or provision of, police services. Dry and Wet Weather Runoff – URPs would occur aboveground and on properties/parcels that could be located adjacent to police services. If located adjacent to police services, each facility would be designed such that no impediment to access and provision of police services would occur. Therefore, no significant impact is expected to access or the provision of police services.

In conclusion, construction and operation of Alternative 1 would not have a significant impact on police services.

Secondary Impacts. None of the components under IRP Alternative 1 would result in access or operation of police services that could result in secondary effects. Consequently, significant secondary impacts to police services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-2

Potential primary and secondary impacts resulting from Alternative 1 to fire protection are discussed below.

Primary Impacts. Construction at Hyperion, Tillman, and LAG would not occur outside the boundaries of the plants or occur adjacent to any public service facility. Emergency access to the plants would be maintained at all times; therefore, provision of fire protection services to the plants would not be affected by project-level components. Although emergency ingress and egress would be maintained at all times, construction activities associated with NEIS II, GBIS, and program-level components could result in temporary lane closures or restriction of access to public rights-of-way. Restricted or limited access on local streets during the construction period could result in an overall increase in fire response times. However, as part of standard procedure for construction of public works facilities (as discussed in detail in Section 3.17 – Traffic and Transportation), project-level construction work traffic control plans would be prepared for each construction site and submitted to LADOT for review and approval prior to the start of any construction activities. As part of the work plan process, advance notice would be given to LAFD regarding the location and duration of any traffic delays and applicable

detours to minimize the potential disruption to fire protection services caused by limited access to and/or closure of lanes and streets within the public rights-of-way. As a result of these standard procedures, a less-than-significant impact would occur to fire protection services. In addition, none of the project-level components are located adjacent to, or in the immediate vicinity of, fire protection services; therefore, no impacts to fire department facilities would occur during construction.

Operation of project-level components under Alternative 1 would require an estimated staff increase of nine persons, five persons at Hyperion and four at Tillman. This minimal increase in staff would not generate additional demand or need for fire protection services. In addition, fire suppression systems and procedures are in place at the plants and would be added to other aboveground facilities that are designed to minimize need for fire protection services. Project-level components under Alternative 1 include operation at existing facilities (e.g., Hyperion, Tillman and LAG), at specific locations (air treatment facilities), or under public rights-of-way (NEIS II and GBIS sewers). None of the project-level components are located adjacent to, or in the immediate vicinity of, fire services; therefore, no impacts are anticipated during operation. Increased process capacity at Hyperion would not result in increased staffing at Green Acres Farm, nor are there any fire services located adjacent to, or in the vicinity of, the farm. Therefore, no impacts are anticipated on fire services.

Similarly, implementation of the Recycled Water component, Dry Weather Runoff – Low-Flow Diversions, and Wet Weather Runoff – Non-Urban Regional Recharge would be operated within public rights-of-way by existing maintenance staff and would not significantly affect access to, or provision of, fire protection services. Dry Weather Runoff – Smart Irrigation would occur on residential, commercial, and industrial properties and, therefore, would not affect access to or provision of fire protection service. The Wet Weather Runoff – Onsite Management component would occur at schools, government facilities, vacant lots, and unused alleys. These facilities would operate underground and, therefore, would not affect access to or provision of fire protection services. Dry and Wet Weather Runoff URPs would occur aboveground and on properties/parcels that could be located adjacent to fire services. If located adjacent to fire services, each facility would be designed such that no impediment to access and provision of fire services would occur; therefore, no significant impact to access or the provision of fire protection services would occur.

In conclusion, construction and operation of Alternative 1 would not have a significant impact on fire services.

Secondary Impacts. None of the components under IRP Alternative 1 would result in access to or operation of fire protection services, which, in turn, could result in secondary effects. Consequently, significant secondary impacts to fire protection services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-3

Potential primary and secondary impacts resulting from Alternative 1 to public schools are discussed below.

Primary Impacts. Construction of the project-level components at Hyperion, Tillman, and LAG would not occur adjacent to a public school. However, construction activities associated with the NEIS II, GBIS, and program-level components could result in temporary lane closures or restrict access to public rights-of-way, which potentially could increase school bus travel or hinder pedestrian routes.

Access to public schools would generally not be affected by the project-level component because no schools are in the immediate vicinity of those components, with the exception of the Zoo Magnet Center near the Observatory Annex shaft site and Oakwood Elementary School near the Woodbridge Park shaft site. If the Observatory Annex shaft site is chosen, construction activities would not affect access to the school because the shaft site would be located northeast away from the school and would have separate dedicated access. The Woodbridge shaft site has the potential to impede or affect student and pedestrian access to and from Oakwood Elementary School, which is considered a potentially significant impact. Student access is from Moopark and a side gate along the eastern side of Woodbridge Park. The Wet Weather Runoff – Onsite Management component would occur on public school sites. Other program-level components could occur in the vicinity of a public school.

Potential hazards could result to pedestrian routes for school children during construction of components that affect public streets. The traffic analysis included in Section 3.17 – Traffic and Transportation discusses a work site Traffic Control Plan and identifies measures to reduce impacts from traffic congestion and to maintain pedestrian safety, including that of school children. The Traffic Control Plans would reduce the likelihood of potential safety impacts to pedestrian school routes, and impacts would be less than significant.

Operation of project-level components under Alternative 1 includes operation at existing facilities (e.g., Hyperion, Tillman and LAG), specific locations (ATFs), or under public rights-of-way (NEIS II and GBIS sewers). With the exception of the proposed Observatory Annex site and the Woodbridge Park site (NEIS II and GBIS sewers), none of the project-level components are located adjacent to a public school; hence, no impacts would be anticipated. If chosen, the ATF at the Observatory Annex would operate in the vicinity of the Zoo Magnet Center but would not be accessible from the school. Operation of an ATF at Woodbridge Park would occur on a confined site and would not affect sidewalk access. Therefore, no significant access or hazards impacts

would be likely to occur to the Zoo Magnet Center. In addition, operation of project-level and program-level components would not affect streets and, therefore, would not affect school pedestrian routes on a permanent basis. Operation of the Wet Weather Runoff – Onsite Management component on public school sites would be belowground and would not impede access or result in hazards to public schools. Therefore, impacts to public schools would be less than significant.

Secondary Impacts. With the exception of an ATF at the Observatory Annex site and the Woodbridge Park site associated with the NEIS II and GBIS sewers, none of the components under Alternative 1 would result in access restriction or hazards to public schools that could result in secondary effects. If chosen, construction at the Observatory Annex shaft site and operation of an ATF at that location and at Woodbridge Park could result in secondary air, odor, and noise impacts to schools as discussed in Section 3.4 – Air Quality and Section 3.13 – Noise and Vibration.

Mitigation. Although significant impacts to the Zoo Magnet Center are not anticipated, the following mitigation measures will be implemented. Mitigation for potential access impacts to Oakwood Elementary School is also required.

PS-MM-1

To minimize impacts to the Zoo Magnet Center, the City of Los Angeles will coordinate with school officials to provide an appropriate level of protective devices during construction (such as barricades, fences, warning beacons, signs, air conditioning/filtration units) near any school pedestrian route, if applicable.

PS-MM-2

To minimize student and pedestrian access impacts to Oakwood Elementary School, the City of Los Angeles will coordinate with school officials and provide crossing guards at the Woodbridge shaft site to ensure safe and managed access across shaft site ingress and egress points. Alternative access routes to the elementary school could be provided as an option and as approved by school officials.

Impacts after Mitigation. No impact is anticipated.

Alternative 2

Components of Alternative 2 are described in Section 2.3.5.

Impact PS-1

Potential primary and secondary impacts resulting from Alternative 2 to police services are discussed below.

Primary Impacts. In addition to the primary impacts as described in Alternative 1, Alternative 2 includes Dry Weather Runoff – Treatment Wetlands. If police services are located adjacent to treatment wetlands, the wetlands would be designed such that no impediment to access and provision

of police services would occur. Similar to Alternative 1, construction of Alternative 2 would have a less-than-significant impact on access to and provision of police services. As with Alternative 1, during operation of Alternative 2, no impact would occur to police services.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 2 would result in impacts to access, or provision of, police services, which, in turn, could result in secondary effects. Consequently, significant secondary impacts to police services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-2

Potential primary and secondary impacts resulting from Alternative 2 to fire protection are discussed below.

Primary Impacts. In addition to the primary impacts described in Alternative 1, Alternative 2 includes Dry Weather Runoff – Treatment Wetlands. If fire protection services were located adjacent to treatment wetlands, the wetlands would be designed such that no impediment to access and provision of fire protection services would occur. Therefore, no significant impact would affect access to or the provision of fire protection services. In addition, vegetation at treatment wetlands would be maintained as part of the maintenance of the wetlands to LAFD standards; therefore, no significant fire hazard would occur. Similar to Alternative 1, construction of Alternative 2 would have a less-than-significant impact on access to and provision of fire protection services. In addition, as with Alternative 1, during operation of Alternative 2, no impact would occur to the provision of or access to fire protection services.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 2 would result in impacts on access to or provision of fire protection services that could result in secondary effects. Consequently, significant secondary impacts to fire protection services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-3

Potential primary and secondary impacts resulting from Alternative 2 to public schools are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 2 are the same as those for Alternative 1. Construction at the Woodbridge Park shaft site under Alternative 2 would have a potentially significant impact on pedestrian and student access to Oakwood Elementary School. In addition, Wet Weather Runoff – Onsite Management Components would be located at public school facilities and could temporarily affect those facilities during

construction which would result in a less-than-significant impact. During operation of Alternative 2, no significant impacts would occur to public schools.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 2, with the exception of the Observatory Annex site and the Woodbridge Park site (NEIS II and GBIS components), would result in impacts to access restriction or impediments to public schools that could result in secondary effects. If chosen, construction at the Observatory Annex shaft site and operation of an ATF at that location or at Woodbridge Park could result in secondary air, odor, and noise impacts to the Zoo Magnet Center and Oakwood Elementary School, respectively.

Mitigation. The mitigation measures (PS-MM-1 and PS-MM-2) for construction under Alternative 2 are the same as under Alternative 1.

Impacts after Mitigation. No impact is anticipated.

Alternative 3

Components of Alternative 3 are described in Section 2.3.6.

Impact PS-1

Potential primary and secondary impacts resulting from Alternative 3 to police services are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 3 are the same as those for Alternative 1. Construction of Alternative 3 would have a less-than-significant impact on access to and provision of police services. During operation of Alternative 3, no impact would occur to police services.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 3 would result in impacts to access, or provision of, police services that could result in secondary effects. Consequently, significant secondary impacts to police services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-2

Potential primary and secondary impacts resulting from Alternative 3 to fire protection services are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 3 are the same as those for Alternative 1. Construction of Alternative 3 would have a less-than-significant impact on access to and provision of fire protection services. During operation of Alternative 3, no impact would occur to fire protection services.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 3 would result in impacts on access to, or provision of, fire

protection services that could result in secondary effects. Consequently, significant secondary impacts to fire protection services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-3

Potential primary and secondary impacts resulting from Alternative 3 to public schools are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 3 are the same as those for Alternative 1. Construction at the Woodbridge shaft site under Alternative 3 would have a potentially significant impact on pedestrian and student access to Oakwood Elementary School. In addition, Wet Weather Runoff – Onsite Management (capture and percolation only under this Alternative) would be located at school facilities and could temporarily affect those facilities during construction; this would be a less-than-significant impact. During operation of Alternative 3, no significant impacts would occur to public schools.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 3, with the exception of the Observatory Annex site and the Woodbridge Park site (NEIS II and GBIS components), would result in impacts to access restriction or impediments to public schools, which, in turn, could result in secondary effects. If chosen, construction at the Observatory Annex shaft site and operation of an ATF at that location and at Woodbridge Park could result in secondary air, odor, and noise impacts to the Zoo Magnet Center and Oakwood Elementary School, respectively.

Mitigation. The mitigation measures (PS-MM-1 and PS-MM-2) for construction under Alternative 3 are the same as under Alternative 1.

Impacts after Mitigation. No impact is anticipated.

Alternative 4

Alternative 4 components are described in Section 2.3.7.

Impact PS-1

Potential primary and secondary impacts resulting from Alternative 4 to police services are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 4 are the same as those for Alternative 2. Construction of Alternative 4 would have a less than significant impact on access to and provision of police services. During operation of Alternative 4, no impact would occur to police services.

Secondary Impacts. Comparable to Alternative 2, none of the components under Alternative 4 would result in impacts on access to, or provision of, police services that could result in secondary effects. Consequently, significant secondary impacts to police services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-2

Potential primary and secondary impacts resulting from Alternative 4 to fire protection are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 4 are the same as those for Alternative 2. Construction of Alternative 4 would have a less-than-significant impact on access to and provision of fire protection services. During operation of Alternative 4, no impact would occur to fire protection services.

Secondary Impacts. Comparable to Alternative 2, none of the components under Alternative 4 would result in impacts on access to, or provision of, fire protection services that could result in secondary effects. Consequently, significant secondary impacts to fire protection services would not occur.

Mitigation. No mitigation is required.

Impacts after Mitigation. No impact is anticipated.

Impact PS-3

Potential primary and secondary impacts resulting from Alternative 4 to public schools are discussed below.

Primary Impacts. The primary impacts of implementing Alternative 4 are the same as those for Alternative 2. Construction at the Woodbridge shaft site under Alternative 4 would have a potentially significant impact on pedestrian and student access to Oakwood Elementary School. In addition, Wet Weather Runoff – Onsite Management would be located at school facilities and could temporarily affect those facilities during construction which would be a less-than-significant impact. During operation of Alternative 4, no significant impacts would occur to public schools.

Secondary Impacts. Comparable to Alternative 1, none of the components under Alternative 4, with the exception of the Observatory Annex site and the Woodbridge Park shaft site (NEIS II and GBIS components), would result in impacts to access restriction or impediments to public schools that could result in secondary effects. If chosen, construction at the Observatory Annex shaft site and operation of an ATF at that location and Woodbridge Park could result in secondary air, odor, and noise impacts to the Zoo Magnet Center and Oakwood Elementary School, respectively.

Mitigation. The mitigation measures (PS-MM-1 and PS-MM-2) for construction under Alternative 4 are the same as under Alternative 1.

Impacts after Mitigation. No impact is anticipated.

No Project Alternative

The No Project Alternative, for purposes of this EIR, is No Action. Under this Alternative, integrated improvements to the wastewater treatment and collection system, recycled water system, or runoff system would not occur. However, individual wastewater, recycled water, or runoff projects would still likely be necessary to meet regulatory requirements and future demands, but such individual projects would be designed and constructed as the needs arise rather than being planned for in a systemwide integrated manner. In this case, each individual project would be subject to its own environmental clearance in the future.

3.15.3.4 Cumulative Impacts

Neither construction nor operation of the Proposed Project Alternatives would result in significant impacts to police and fire protection services. However, the Proposed Project Alternatives would result in potentially significant access impacts to Oakwood Elementary School. These impacts could be mitigated to a less-than-significant level. Construction of the related projects could affect the provision of police and fire protection services and school access through travel delays. Standard coordination efforts, however, are expected to minimize potential police and fire protection service delays. In addition, standard traffic management, coordination, and safety efforts would be implemented during construction of the related projects and would minimize potential travel delays to schools. Because coordination and traffic management efforts would occur for construction of the Proposed Project Alternatives and related projects, and because school access impacts would be mitigated, neither cumulatively considerable impacts nor significant cumulative impacts to police and fire protection services and school access would be anticipated. Operation of the Proposed Project Alternatives would not affect police services, fire protection, school, or other public services because no increases in demand would occur. As such, the Proposed Project Alternatives would not contribute substantially or incrementally to a cumulative impact to police services, fire protection, school, or other public services.