

3.13 Public Services

3.13 Public Services

3.13.1 Introduction

This section provides an evaluation of the Draft EIR project in relation to public services within the project study area. Information contained in this section is summarized from the *Link US Community Impact Assessment* prepared for the project (Appendix D of this EIR) in combination with published sources.

3.13.2 Regulatory Framework

Table 3.13-1 identifies and summarizes applicable laws, regulations, and plans relative to public services.

Table 3.13-1. Applicable Laws, Regulations, and Plans for Public Services	
Law, Regulation, or Plan	Description
<i>Local</i>	
City of Los Angeles General Plan Framework Element	The City of Los Angeles General Plan Framework Element acknowledges that infrastructure improvements will be required to support the needs of the City's growth and, at the same time, to replace existing facilities that have deteriorated due to age or have become obsolete. The Framework Element states that the costs for such improvements will be shared by new development and existing residents and businesses. The share of these costs by new development will be in proportion to the demands that it generates.
City of Los Angeles General Plan Open Space Element	The City of Los Angeles General Plan Open Space Element identifies designated existing open space land in public and private ownership as well as areas designated for future open space use. The plan includes goals, objectives, policies, and programs regarding the regulation and use of open spaces.
City of Los Angeles General Plan Service Systems Element	According to the City's Public Recreation Plan, which is part of the Service Systems Element of the General Plan, provides standard ratios for parks to population, including 2 acres per 1,000 residents for neighborhood parks and 2 acres per 1,000 residents for community parks, or 4 acres per 1,000 residents of combined neighborhood and community parks, and a minimum 6 acres of regional recreational facilities for every 1,000 persons for long-range needs; a minimum of one acre of neighborhood and community parks for every 1,000 persons to meet short- and intermediate-range standards and the overall provision of 1 acre of land per 1,000 persons for total recreational facilities.

Source: Appendix D of this EIR

### 3.13 Public Services

#### 3.13.3 Methods for Evaluating Environmental Impacts

Potential impacts on public services were evaluated by conducting an inventory of facilities located within or adjacent to the project study area, comparing existing facilities and service capacity against the project's contribution to anticipated future demand increases, and determining which facilities are most likely to be impacted due to their distance to the construction area and ongoing operations.

Parks and other public facilities were identified through review of available mapping, previous studies, and the City's General Plan. The analysis includes an evaluation of potential physical deterioration of existing facilities and the need for new facilities.

#### 3.13.4 Existing Conditions

##### Parks

The City's parks system includes more than 16,000 acres of parkland, offering recreational, social, and cultural programs at 444 park sites in the City's neighborhoods. There are no parks or recreational facilities open to the public in the project study area. As depicted on Figure 3.13-1 and summarized in Table 3.13-2, several parks and recreational facilities are within a 0.5-mile buffer of the project study area.

<b>Park/Recreational Facility Name</b>	<b>Park/Recreational Facility Description</b>
City Hall Park Center	City Hall Park Center is located at 200 Main Street in Los Angeles, approximately 0.31 mile west of the project study area. The park is approximately 1.65 acres, and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is accessible from Main Street, First Street, and Spring Street.
Grand Park	Grand Park is located at 200 Grand Avenue in Los Angeles, approximately 0.32 mile west of the project study area. The park is approximately 8 acres and is owned by Los Angeles County. The Los Angeles Music Center has a contract to operate Grand Park until mid-2017. The park is accessible from Grand Avenue and Hill Street.
Fort Moore Pioneer Memorial Park	Fort Moore Pioneer Memorial Park is located at 430 Hill Street in Los Angeles, approximately 0.25 mile west of the project study area. The park is approximately 1 acre, and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is adjacent to the Ramon C. Corines School of Visual Arts. The park is accessible by foot from Hill Street.
Los Angeles Plaza Park	Los Angeles Plaza Park, also known as Father Serra Park, is located at 125 Paseo De La Plaza in Los Angeles, approximately 50 feet west of the project study area. The park is approximately 1 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is accessible from Los Angeles Street or Main Street.
Ord and Yale Street Park	Ord and Yale Street Park, also called the Alpine Recreation Center Expansion project or Vertical Park project, is an approximately 1 acre future planned park, approximately 0.27 mile west of the project study area. The future planned park site is owned by the City of Los Angeles Department of Recreation and Parks. The park is anticipated to be accessible from Cleveland Street.

## 3.13 Public Services

Table 3.13-2. Parks and Recreational Facilities within 0.5 mile of Project Study Area

Park/Recreational Facility Name	Park/Recreational Facility Description
Alpine Recreation Center	Alpine recreation center is located at 817 Yale Street in Los Angeles, approximately 0.40 mile northwest of the project study area. The recreation center is owned and operated by the City of Los Angeles Department of Recreation and Parks. The recreation center is accessible from Cleveland Street.
Elysian Park	Elysian Park is located at 835 Academy Road in Los Angeles, approximately 0.38 mile north of the project study area. The park is the second largest park in Los Angeles at 600 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is accessible from Solano Canyon Drive.
Los Angeles State Historic Park	Los Angeles State Historic Park is located at 1245 Spring Street in Los Angeles, approximately 0.22 mile northwest of the project study area. The park is approximately 32 acres and is owned and operated by the California Department of Parks and Recreation. The park is accessible from Spring Street.
Downey Recreation Center	Downey Recreation Center is located at 1772 Spring Street in Los Angeles, approximately 0.17 mile northeast of the project study area. The recreation center is approximately 9 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The recreation center is accessible from Avenue 18.
LA River Bicycle Path	The LA River Bicycle Path is a Class I bicycle and pedestrian path (completely separated from vehicle traffic) that runs along the concrete banks of the Los Angeles River. The section of the bicycle path along the eastern boundary of the project study area has not yet been constructed. The LA River Bicycle Path is owned and operated by the Los Angeles River Authority, which includes the City of Los Angeles, the County of Los Angeles, and the USACE. The bicycle path is accessible from any adjacent street located east of the Los Angeles River.
Aliso Triangle	Aliso Triangle, a small pocket park, is located at the intersection of Progress Place and Pleasant Avenue, approximately 0.10 mile east of the project study area. The park is approximately 0.2 acre and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The park is accessible from Progress Place and Pleasant Avenue.
Pecan Recreation Center	Pecan Recreation Center is located at 127 Pecan Street in Los Angeles, approximately 0.42 mile east of the project study area. The recreation center is approximately 2 acres and is owned and operated by the City of Los Angeles Department of Recreation and Parks. The recreation center is accessible from Gless Street.
William Mead Homes	William Mead Homes is located at 1300 Cardinal Street in the northern portion of the project study area. The site is accessible from Main Street, Leroy Street, Elmyra Street, and Bolero Lane. William Mead Homes is public housing complex aimed at providing affordable housing for low income residents. The housing complex includes several communal recreational facilities on-site including a handball/racquetball facility and a baseball field. The facilities are closed to the general public and only accessible to William Mead Homes residents.

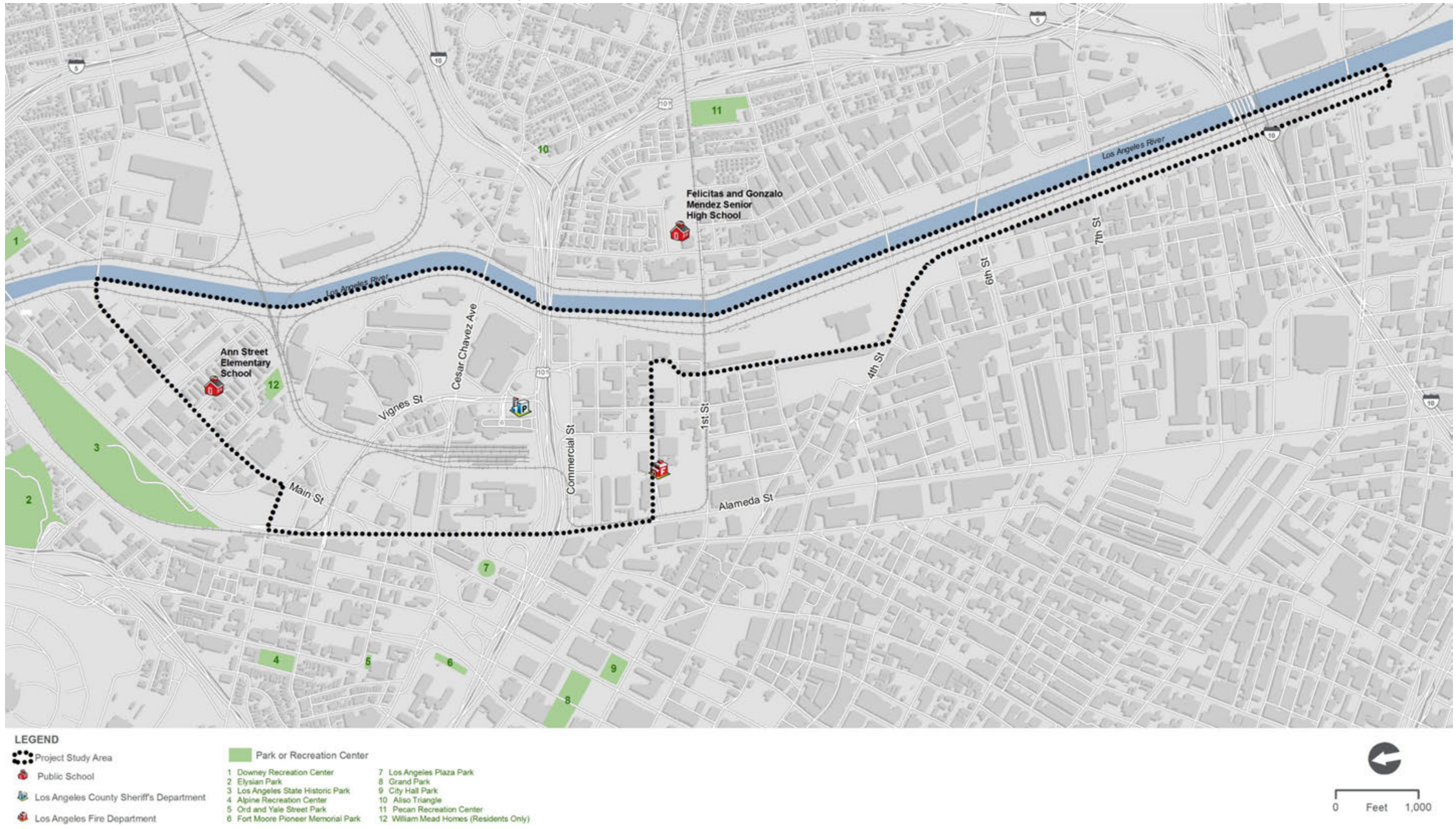
Source: Appendix D of this EIR

Notes:

USACE=United States Army Corps of Engineers

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Figure 3.13-1. Parks and Public Services within 0.5 mile of Project Study Area



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**3.13 Public Services**

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**Schools**

As depicted on Figure 3.13-1, there is one public school (Ann Street Elementary School) located within the project study area and one public school (Felicitas and Gonzalo Mendez Senior High School), located within 0.25 mile of the project study area. Ann Street Elementary School (located at 126 East Bloom Street, Los Angeles, California 90012) is adjacent to William Mead Homes and serves fourth through sixth grade students. This facility is managed by the Los Angeles Unified School District. Felicitas and Gonzalo Mendez Senior High School (located at 1200 Plaza Del Sol, Los Angeles, California 90033) is located 0.16 mile west of the minor track improvements near First Street and serves 9th through 12th grade students. The facility is managed by the Los Angeles Unified School District.

**Law Enforcement**

Law enforcement services in the project study area are provided by the City of Los Angeles Police Department, Amtrak Police, and the Los Angeles County Sheriff's Department. As depicted on Figure 3.13-1, a Los Angeles County Sheriff's Department office is located in the project study area to the east of LAUS; however, there are no police stations in the project study area. Los Angeles County Sheriff's Department provides general law enforcement services to Metro, along with 40 contract cities, 90 unincorporated communities, 216 facilities/hospitals/clinics, 9 community colleges, and 47 Superior Courts of California in Los Angeles County (Appendix D of this EIR). The nearest police station is the Central Community Police Station at 251 Sixth Street, approximately 0.5 mile west of the project study area. However, officers routinely patrol LAUS and the terminal areas and additional security is provided by surveillance cameras at platforms and throughout LAUS which are monitored by security personnel. In addition, conductors aboard both regional/intercity trains act as security personnel for confirmation of paid tickets and removal of non-ticketed passengers.

As of July 1, 2017, Metro amended its law enforcement structure to include a multi-agency policing model inclusive of Metro's Transit Security Guards and contract security personnel. Metro's law enforcement model includes the Los Angeles Police Department, Los Angeles County Sheriff's Department and Long Beach Police Department. This multiagency approach would allow for higher visibility, enhanced response time, improved customer experience, and deployment of specifically trained officers to engage patrons with mental illness and/or homelessness.

**Fire Protection**

Fire protection services in the project study area are provided by the City of Los Angeles Fire Department (LAFD). As depicted on Figure 3.13-1, there is one fire station, LAFD Fire Station 4, located in the project study area at 450 Temple Street in the Little Tokyo/Olvera Street/Chinatown community.

From January to June 2016, the average LAFD response times were 1 minute, 2 seconds for average call processing; 1 minute, 5 seconds for average turnout time (i.e., the time from station-acknowledged notification of the emergency until the time the response apparatus leaves the station); and 4 minutes, 17 seconds for average travel time for incidents involving emergency medical services; and 4 minutes,

### 3.13 Public Services

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15 seconds average travel time for non-emergency medical services incidents (Appendix D of this EIR). The National Fire Protection Association has established national performance standards for response times, which is 1 minute, 20 seconds for turn out and 4 minutes for travel time (Appendix D of this EIR).

#### 3.13.5 Environmental Impacts

##### Thresholds of Significance

As defined in Appendix G of the CEQA Guidelines, project impacts on public services would be considered significant if the project would:

- A. 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, response times, or other performance objectives for any of the public services:
  - i. Fire Protection
  - ii. Police Protection
  - iii. Schools
  - iv. Parks
  - v. Other Public Facilities

##### Thresholds Requiring No Further Analysis

The following thresholds were determined to result in no significant impact or are otherwise inapplicable to the actions associated with the project.

##### A. Provision of or Need for New or Physically Altered Governmental Facilities

- iii. **Schools** – The project does not include residential development, and therefore, the project would not increase the population of the project study area. As no residential units are proposed, there would not be an increase in the number of school-age children in the area, and thus, no new demand for educational services would be generated. The schools located in the vicinity of the project study area would not be physically impacted or altered in a way that would cause relocation or need for new facilities. No impact is identified for this issue area.
- iv. **Parks** – As depicted on Figure 3.13-1, there are no parks or recreational facilities open to the public in the project study area. The parks or recreational facilities located outside of the project study area are not readily accessible from LAUS. It is not expected that parks or recreational facilities would be overburdened or subject to increased use that would accelerate physical deterioration of park facilities. The proposed project would not substantially induce population growth in the project study area and thereby would not

**3.13 Public Services**

significantly increase the need for parks. Furthermore, no direct physical impacts on parks would occur from implementation of the project. No impact associated with the provision of new or physically altered parks would occur.

The recreational facilities located within the William Mead Homes development are closed to the general public and only accessible to William Mead Homes residents. Therefore, the proposed project would not increase the demand at these facilities, necessitating the need for new or physically altered recreational facilities.

- v. **Other Public Facilities** – The project does not include housing and would not generate population growth that would affect other public facilities such as libraries. Operation of the project is not expected to substantially affect access to the public facilities, or disrupt the basic functions of the facilities in the project vicinity. No impact is identified for this issue area.

**Impact Analysis**

<p><b>THRESHOLD 3.13-A</b></p>	<p>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, response times, or other performance objectives for any of the public services:</p> <ul style="list-style-type: none"> <li>i. Fire Protection</li> <li>ii. Police Protection</li> </ul>
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**Direct Impacts – Construction**

*Fire Protection and Law Enforcement*

One fire station, LAFD Fire Station 4, is located in the project study area at 450 Temple Street in the Little Tokyo/Olvera Street/Chinatown community. Depending on the nature of the response, fire response may come from this location or from two to four of the surrounding fire stations. Increased traffic congestion caused by construction vehicles and access disruptions, such as road closures or road construction, could affect emergency response times; however, these disruptions are expected to be temporary and intermittent. Similar impacts on law enforcement services could also occur with implementation of the project, thereby further affecting response times. The potential for an impact would occur during construction of the interim and full build-out conditions, primarily related to construction of the run-through track infrastructure south of US-101 and reconstruction of existing Vignes Street and Cesar Chavez Avenue Bridges. In the full build-out with HSR condition, there would be less potential for impacts on emergency response times because roadway construction would be complete prior to implementation of the planned HSR system. Therefore, this is considered a significant impact. Mitigation Measure TR-1 (discussed in Section 3.3, Transportation and Traffic) is proposed to reduce impacts to a level less than significant.

### 3.13 Public Services

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#### **Direct Impacts – Operations**

##### *Fire Protection and Law Enforcement*

The project is located in a portion of the city with higher than average LAFD service coverage and fire flow levels are more than adequate. The project engineering team is coordinating with the LAFD to ensure fire/life safety issues are adequately addressed as part of the design of the project. The LAFD, LASD, and City of Los Angeles Police Department already service the project study area, and because the project is not anticipated to cause a substantial demand for fire protection and law enforcement, the project is not anticipated to affect service ratios, response times, or other performance objectives throughout operation.

As previously discussed, in 2031 and 2040, minimal project-related increases in delay are expected at intersections within the traffic study area. Internal roadway reconfiguration and associated modifications to fire lanes and access roads would not significantly affect emergency access, primarily because the West Plaza would be accessible to emergency service providers using the existing fire lane network. Emergency access would be maintained from Patsaouras Transit Plaza, which would provide emergency and fire lane access to the eastern side of the station. Any or all modifications made would be coordinated and approved by the Fire Marshal to ensure the safest access is provided for emergency service providers. Upon completion of construction, no changes would be made to the identified evacuation routes as identified by the City. Impacts are considered less than significant.

#### **Indirect Impacts**

The project would not directly generate population growth or require provision of new public services. Any new private development around LAUS would be subject to the City's General Plan, which sets policies and goals for provision of public services such as schools, parks, fire, police, and other public facilities. Impacts are considered less than significant.

### **3.13.6 Mitigation Measures**

Implementation of the following mitigation measure are proposed to reduce impacts related to public services.

TR-1      **Prepare a Construction Traffic Management Plan** (described in Section 3.3, Transportation and Traffic)

### **3.13.7 CEQA Significance Conclusions**

Upon implementation of Mitigation Measure TR-1 (described in Section 3.3, Transportation and Traffic), significant impacts would reduce to a level less than significant.