

3.15 PUBLIC SERVICES

This section of the Draft EIR provides an analysis of the potential impacts on public services.

3.15-1 Regulatory Framework

Federal, state, regional and local regulations concerning public services are described in the following section.

3.15-1.1 Federal Regulations

Uniform Fire Code

The Uniform Fire Code published by the National Fire Protection Association (NFPA), contains regulations relating to the construction and maintenance of buildings and to the use of their premises. Topics addressed include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements, for new and existing buildings and their premises. The Uniform Fire Code contains specialized technical regulations related to fire and human safety.

3.15-1.2 State and Regional Regulations

Penal Code of California

The Penal Code of California forms the basis for the application of criminal law in California. It was originally enacted in 1872 as one of the original four California Codes, and has been substantially amended and revised since then. All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code, which, among other things, sets forth the authority, rules of conduct, and training for peace officers. All sworn municipal and county police officers are state peace officers, under the authority of California Penal Code Section 830.1.

California Education Code

Each of the state school districts is subject to the regulations of the California Education Code and the governance of the California State Board of Education, relative to funding, school curriculum, operations, and facilities (including location considerations).

California Office of Emergency Services (Cal OES)

In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Title 19 California Code of Regulations (CCR) Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. California Office of Emergency Services (Cal OES) coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes, and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other

counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

Emergency Management Mutual Aid (EMMA)

Cal OES developed the EMMA System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training, and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

California Code of Regulations (CCR) Title 24, Part 9

CCR Title 24, Part 9, is known as the California Fire Code. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, establishment of fire resistance standards for fire doors, fire safety during construction and demolition, and wildland-urban interface areas. Stairwells associated with parking structures are also required to include fire doors ("Opening Protectives") (California Fire Code Sections 7703.2, 909.5.2, 1022.2).

California Code of Regulations (CCR) Title 8, Section 1270 and Section 6773

In accordance with CCR, Title 8 Section 1270, "Fire Prevention," and Section 6773, "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) establishes minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 1300

Section 13000 et seq. of the California Health and Safety Code sets regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards and fire suppression training. In the case where there is no local fire authority and in all state-owned and state-occupied facilities, the California State Fire Marshall has full enforcement jurisdiction of state fire regulations.

California Public Utilities Commission (CPUC) Code Division 10, Part 11

CPUC Division 10, Part 11 (Section 99000 – 99582) is a compilation of rules and regulations regarding the safe operation of any public transit guideway planned, acquired, or constructed, on or after January 1, 1979. Under the Code, the California Public Utilities Commission (CPUC) shall inspect all work done on those guideways and may make further additions or changes necessary for the purpose of safety to employees and the general public. As authorized by Section 99152, The CPUC's State Safety Oversight (SSO) Program employs safety planning criteria, guidelines, safety standards, and safety procedures to be met by operators in the design, construction, and operation of those guideways.

The SSO Program was approved and certified by the Federal Transit Administration (FTA) in accordance with the requirements of Federal public transportation safety law (49 United States Code Section 5329(e)) and FTA's SSO regulation (49 Code of Federal Regulation Part 674), on October 23, 2018. The CPUC's Rail Transit Safety Branch (RTSB) implements CPUC's program and focuses on verification of compliance with the System Safety Program Plan, System Security Plans, and Safety Certification Plans of each rail transit agency (RTA) to ensure that these plans meet all state and federal rules and regulations, and that RTAs are effectively implementing those plans and the RTA's adopted policies and procedures.

The California Public Park Preservation Act of 1971

The California Public Park Preservation Act of 1971 (also known as the California Public Resources Code (CPRC) Sections 5400-5409) requires a public agency that acquires public parkland for non-park uses to either provide compensation sufficient enough to acquire substantially equivalent replacement parkland or provide replacement parkland of comparable qualities. The Act states that, "No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire any real property, which property is in use as a public park at the time of such acquisition, for the purposes of utilizing such property for any non-park purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both."

Metro Rail Design Criteria (MRDC)

The MRDC are formal written design standards for Metro transit stations which provide a consistent basis for the design of Metro Rail Transit Projects, including both heavy rail transit and light rail transit. The requirements of the MRDC ensure that stations are sustainably constructed and are cost effective to design, build, operate, and maintain. The MRDC addresses topics such as station accessibility, fare collection, and vehicular circulation around stations.

Regarding public services, Section 12 of the MRDC identifies the methods by which Metro constructs, maintains, and monitors the safety of its transit facilities (Metro, 2012b). The MRDC follow the principles of Crime Prevention through Environmental Design. The MRDC outlines four basic methods of resolving or addressing any potential safety and security concerns:

- > Elimination through design/redesign
- > Minimization through the provision of additional safety features
- > Installation of warning devices to detect the condition and to generate an adequate warning signal to correct the hazard or to provide for operating personnel/public reaction
- > Specialized procedures and training

Metro carefully engineers the security and safety design of transit systems with the security of the patron in mind and critical operating systems are engineered to be fail-safe. Areas utilized by the public are illuminated and as free as possible from alcoves, deep recesses, dark passages, and areas isolated from view. Closed circuit television (CCTV) coverage is provided for selected areas. CCTV coverage have full (24/7) recording capabilities. Emergency facilities and equipment are clearly identified and highly visible. Security personnel routinely patrol facilities.

The MRDC's Fire/Life Safety Design Criteria are designed to address specific fire protection requirements for design and construction of the Metro transit systems and equipment (Metro, 2012a). The criteria establish minimum requirements to provide a reasonable degree of safety from fire and its related

hazards. Fire safety on a light rail transit system is achieved by integrating facility design, operating equipment, hardware, procedures, and software subsystems to provide protection of life and property from the effects of fire. The criteria identify and discuss fire safety as they relate to the following specific design criteria:

- > Station and guideway facilities
- > Passenger vehicles
- > Vehicle and maintenance yards
- > System fire/life safety procedures
- > Communications
- > Rail operations control
- > Inspection, maintenance, and training

In addition to the Fire/Life Safety Design Criteria, Metro has adopted the most current version of the NFPA standards as its standard for all rail projects (NFPA, 2018).

Metro's 2020 Long Range Transportation Plan (LRTP)

Metro's 2020 LRTP, adopted September 24, 2020, provides a detailed roadmap for how Metro will plan, build, operate, maintain, finance, and partner to improve system mobility, resilience, accessibility, and sustainability in the next 30 years. The LRTP includes strategies to advance equity and eliminate disparities in transportation access across its system. These strategies include the implementation of the Transit to Parks Strategic Plan, which focuses on building equitable and feasible connections between transit infrastructure and public parks.

Metro's First/Last Mile Strategic Plan

Metro's First/Last Mile (FLM) Strategic Plan, adopted March 2014, identifies barriers to and implements improvements for the first/last mile of a commuter's journey on the transit system (Metro, 2014c). Improvements proposed are intended to increase the ease of travel and improve safety for commuters on Metro's transit system. The plan proposes first/last mile improvements related to street and sidewalk infrastructure including:

- > Crosswalks, bulb-outs, street trees and landscaping
- > Signal timing for pedestrians and cyclists
- > Bike lanes, bike parking and bike share stations
- > Wayfinding signage to key destinations and transit connections
- > Real-time signage or transit information kiosks

One of the strategies identified in the plan to expand transit user access is decreasing point to point distances by using strategic shortcuts and increased crossing opportunities through large parks. Parks located within a-half-mile radius of transit stations are considered key points of interests when considering strategic shortcuts to stations. The strategic plan identifies user safety along access roads as a major challenge associated with improving first/last mile connections, particularly for pedestrian facilities around transit stations.

Metro First/Last Mile Guidelines

Metro's First/Last Mile Guidelines, adopted May 2021, describes the process by which Metro and local jurisdictions partner in the planning, design, and construction of FLM improvements for new rail transit and bus rapid transit (BRT) corridor projects (Metro, 2021c). The guidelines intend to fulfill Metro's vision for safe, connected FLM pathways to new transit stations. The goal of the First/Last Mile Guidelines is to ensure the comprehensive integration of FLM improvements into existing and future transit capital projects.

Specific objectives include:

- > Formalizing Metro's approach to implementing Board direction to incorporate FLM project delivery into the planning, design, and construction of all Metro transit projects.
- > Defining Metro's role and responsibility in the planning, design, and implementation of FLM improvements for transit capital projects.
- > Establishing the cooperative terms by which Metro and local jurisdictions will work together during the FLM planning and design process.
- > Identifying how the FLM planning and design process is integrated in the transit corridor project planning and design process.
- > Defining the approach to funding and implementing FLM projects identified during the planning and design process

Metro's Transit to Parks Strategic Plan

Metro's Transit to Parks Strategic Plan (T2P Strategic Plan), adopted June 2019, presents a systematic vision for increasing access to parks and open space Countywide. The goal of the T2P Strategic Plan is to find targeted, holistic ways to increase access to parks and open spaces, especially for communities that are not within walking distance or without convenient public transit access to a park. The T2P Strategic Plan lays out a strategy, via pilot projects, policies, and programs, to increasing access to parks. The process was structured around goal setting, best practice review, data analysis, and plan preparation. The Best Practice Review, conducted by an Advisory Committee with diverse representation, draws inspiration from Metro's core values of equity, quality access, innovation, fiscal responsibility, and team work to develop recommendations.

The T2P Strategic Plan identifies the provision rail connections as strategy to improve access to recreation areas that are located near rail stations but are beyond walking distance and not currently served by local transit.

Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties and 191 cities. SCAG is required to prepare an RTP/SCS every four years that provides a comprehensive framework and outlook for guiding growth in population, housing, and employment. The most recent iteration of the SCAG RTP/SCS that has been formally adopted is the Connect SoCal 2020–2045 RTP/SCS (Connect SoCal), which was officially adopted in September 2020. The 2020-2045 RTP/SCS forecasts regional and local population, household, and employment growth projections through the horizon year of 2045.

3.15-1.3 Local Regulations

Public services (i.e., police and fire protection), schools and educational facilities, parks and recreational facilities, and libraries are generally regulated by local agencies. Therefore, these components and the project alternatives are regulated primarily by the policies and agencies of the County of Los Angeles and the Cities of Hawthorne, Lawndale, Redondo Beach and Torrance. It should be noted that some local jurisdictions have Memorandum of Understanding agreements in place to address jurisdiction coverage and/or shared protection related to fire and police, public schools within the Resource Study Areas (RSA) are within various school districts described in Section 3.15-3, which have their own policies and procedures. Similarly, county and public libraries within the RSA, described in Section 3.15-3, typically develop and review policies, services and programs through a Board of Trustees, Supervisors or Directors.

A summary of the local policies applicable to the Proposed Project is included in the following sections (listed by jurisdiction). A detailed analysis of the Proposed Project’s consistency with the relevant planning policies is provided in 3.15-4.

County of Los Angeles

The Safety Element of the Los Angeles County General Plan contains the objectives or policies related to police and fire services for Unincorporated Los Angeles County as is described in Table 3.15-1. While the RSA does not overlap with Unincorporated Los Angeles County, the Los Angeles County Fire Department (LACoFD) and Los Angeles County Sheriff Department provide fire and police services to some parts of the RSA.

Table 3.15-1. County of Los Angeles – Relevant Regulations

Code/Goal/Policy	Description
County of Los Angeles General Plan Safety Element	
Goal S7	Effective county emergency response management capabilities
Policy S 7.2	Support County emergency providers in reaching their response time goals.
Policy S 7.3	Coordinate with other County and public agencies, such as transportation agencies and health care providers, on emergency planning and response activities, and evacuation planning.
Policy S 7.5	Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.
Policy S 7.9	Work cooperatively with public agencies with responsibility for flood and fire protection, and with stakeholders in planning for flood and fire hazards.
Los Angeles County Fire Department 2017-2021 Strategic Plan	
Goal I: Emergency Operations	Address societal challenges through non-traditional service delivery
Goal II: Public Service	Catastrophic preparedness and community initiatives
Goal III: Organizational Effectiveness	Building tomorrow’s fire department

Source: Los Angeles County, 2015b; LACoFD, 2018; Los Angeles County, 2022

City of Hawthorne

The Safety Element of the City of Hawthorne General Plan contains the objectives or policies related to police and fire services (City of Hawthorne, 1989a). The Open Space and Recreation Element contains objectives and policies related to parks facilities (City of Hawthorne, 1989b). Relevant goals and policies are described below in Table 3.15-2.

Table 3.15-2. City of Hawthorne – Relevant Regulations

Code/Goal/Policy	Description
City of Hawthorne General Plan Safety Policies	
Goal 1	Minimize the hazards to public health, safety, and welfare and prevent loss of life, bodily injury, and property damage resulting from natural and man-made occurrences
Policy 1.3.	The level of police and fire services should not be adversely affected by any urban development.
City of Hawthorne General Plan Open Space and Recreation Policies	
Goal 1	Encourage the development of a variety of recreational opportunities accessible to the public.
Policy 1.4	The City shall support the cultural arts and facilities program to enhance the city image and up-grade the level of resident satisfaction in the community.
Policy 1.6	The City shall pursue agreements with the Southern California Edison Company, and Southern Pacific Railroad Company, and the Los Angeles County Flood Control District for the establishment of recreation trails, linkages and appropriate uses and landscaping within their respective rights-of-way.
City of Hawthorne Municipal Code	
Ordinance No. 1972	The Police Facilities Impact Fee and Parks Facilities Impact Fee is collected to finance the construction of the City’s Police Station and Command Center and new park facilities and facility improvements, respectively. The Police Facilities Impact Fee schedule is based on new development’s share of det service on the Police Station and Command Center, which was designed to serve both new residents and workers. The Parks Facilities Impact Fee is based on the City’s existing standard of park facilities per capita applied to new development.

Source: City of Hawthorne, 1989b; 1989c

City of Lawndale

The General Plan of the City of Lawndale General Plan and municipal code contains goals, policies, and regulations that focus on public services described in Table 3.15-3 below.

Table 3.15-3. City of Lawndale – Relevant Regulations

Code/Goal/Policy	Description
City of Lawndale General Plan Safety Element	
Goal SAF-4	A community protected from loss of life or injury and damage to property due to fire hazards.
Policy SAF-4.2	Encourages the involvement of the Los Angeles County Fire Department in the development review process to ensure fire safety is addressed in new and modified developments.
Policy SAF-4.4	Ensures all new development provides adequate access for emergency vehicles and evacuation
City of Lawndale General Plan Open Space Element	
Goal 2	To provide recreational facilities and programs for all segments of the community.
Policy 2d	Encourage new development, through development incentives, to provide on-site recreational facilities for employees and residents.
Goal 3	To provide safe and accessible riding and walking trails for the City’s residents.
Policy 3a	Pursue the feasibility of acquisition and development of a trail corridor along the AT&SF railroad right-of-way (ROW).
Policy 3b	Pursue funding and development of City-wide pedestrian/bicycle trails to integrate with the Los Angeles County Regional Trail System.
Policy 3c	Where feasible, improve and promote the establishment of a fitness trail utilizing alleys, streets, sidewalks, railroad ROW, and other open spaces areas.
City of Lawndale General Plan Land Use Element	
Goal 10	To preserve, enhance and expand the land base and structures necessary to provide public services to the residents of the City of Lawndale.
Policy 10a	The Public Facilities designation shall be applied to existing public facility sites: Public school sites; Atchison, Topeka and Santa Fe Railroad ROW; Civic Center; Maintenance Yards; Utility Easements; Library; and Prairie Avenue Recreation Center.
Land Use Element Implementation Programs	
Program 10	The City shall prepare a comprehensive financing plan to maintain and/or improve the public service facilities of the Community. Public facilities to be addressed in the financing plan shall include, but are not limited to: police, fire, streets, parks, and libraries.
City of Lawndale Municipal Code	
Ordinance No. 676-91	Every person constructing, enlarging, or remodeling any dwelling unit in the city shall pay a fee which will be collected in the City’s capital facilities fund.

Source: City of Lawndale, 1992c; 1992e; 2015

City of Torrance

The Community Resources Element of the City of Torrance General Plan contains the objectives or policies related to schools, parks, and libraries (City of Torrance, 2010c). The Safety Element contains the objectives or policies related to police and fire services (City of Torrance, 2010f) as is described in Table 3.15-4 below.

Table 3.15-4 City of Torrance – Relevant Regulations

Code/Goal/Policy	Description
City of Torrance General Plan Community Resources Element Objectives and Policies	
Objective CR.6	To provide superior park and recreation facilities consistent with established City standards.
Policy CR.6.3	Require developers to dedicate land or pay sufficient in-lieu fees to meet established public recreational open space standards. Objective CR.10: A library system that provides a superior level of educational, informational, and cultural services for the Torrance community.
Policy CR.10.1	Maintain, enhance, and promote the Library as an important central resource for informational materials, lifelong learning, and personal development.
Objective CR.11	To provide educational programs and facilities that meet the needs of the Torrance community.
Policy CR.11.3	Partner with the Torrance Unified School District to optimize the joint use of school facilities for community educational use.
City of Torrance General Plan Safety Element Objectives and Policies	
Objective S.2	To minimize the risks associated with urban fires and wildland fires.
Policy S.2.1	Continue to enforce building fire codes and ordinances.
Policy S.2.2	Continue to enforce the City’s fire prevention and suppression requirements for water supply, water flows, fire equipment access, and vegetation clearance in new and modified developments.
Policy S.2.4	Continue to involve the Fire Department in the development review process to ensure that fire safety is addressed in new and modified developments.
Objective S.6	To provide a high level of fire, police, and emergency medical services
Policy S.6.2	Maintain an adequate number of fire stations, facilities, and services sufficient to meet high fire protection standards.
Policy S.6.4	Provide for a maximum six-minute Fire Department response time.
Policy S.6.5	Maintain sufficient and adequate police stations and substations, facilities, services, and staffing to meet high public safety standards.
Objective S.7	To reduce the impacts related to natural and human activity hazards through a high level of emergency preparedness
Policy S.7.8:	Encourage the use of Crime Prevention through Environmental Design (CPTED) principles to enhance the safety of proposed and existing developments from crime.
City of Torrance Municipal Code	
Division 2, Chapter 9: Article 5	Fire Facilities Impact Fees, developers must pay fire facilities impact fees to mitigate the impacts caused by new development. These fees shall be used to construct fire facilities pursuant to the most current Fire Facilities Plan.
Division 2, Chapter 9: Article 6	Police Facilities Impact Fee, developers must pay police facilities impact fees to mitigate police facilities impacts caused by their development. The Police Facilities Impact Fee will be collected for constructing police facilities pursuant to the most current Police Facilities Plan
Division 2, Chapter 9: Article 7	Community Services Facilities Impact Fees, developers must mitigate impacts on public community services facilities by paying a fee that contributes to the construction of new community services facilities pursuant to the most current Community Services Facilities Plan
Division 2, Chapter 9: Article 9	Library Facilities Impact Fees, developers must mitigate impacts on library facilities by paying a fee that contributes to the construction of new community services facilities pursuant to the most current Library Facilities Plan.

Source: Torrance, 2010c; 2010f

3.15-2 Methodology

The impacts section addresses the impacts of the Proposed Project and Options based on an analysis of the components of public services described in the existing conditions section. The analysis determines the potential impacts of the Proposed Project and options on the existing public services and recreational facilities, including police and fire services, educational facilities, parks, and libraries were identified within, and as applicable, beyond, the RSA. Existing facilities were identified using the following sources:

- > Planning documents for the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance;
- > Websites for federal, state, and local agencies (e.g., the Redondo Beach Fire Department, City of Torrance);
- > Websites for local school districts (e.g., the Torrance Unified School District, etc.); and
- > Aerial surveys of the project area using Google Maps and ArcGIS.

Police, fire, and educational facilities, libraries, and parks within the RSA were identified and geolocated using ArcGIS. As discussed below in Section 3.15-2.1, the RSA includes the defined service area of each service category within quarter mile of the alignment. However, the analysis also identifies fire and police stations that lie beyond the RSA, but whose response times and emergency access could be impacted by the Proposed Project. The analysis also identifies library facilities that lie outside the RSA but whose jurisdictional service area would include the RSA. An assessment for each type of public service and recreational facility was conducted based on the potential to result in physical impacts to identified facilities; potential impacts to response times or other performance metrics; the potential for increased use of facilities; and include construction or expansion of a park or recreational facility that could create physical effects to the environment.

3.15-2.1 Resource Study Area

The RSA serves as the area of analysis. For public services, the RSA includes fire and police protection facilities whose defined service area operates within quarter mile of the Proposed Project and Options track alignments. The public services RSA also includes all educational facilities and libraries located within quarter mile of the linear alignment of the Proposed Project and Options. For parks and recreation, the RSA includes all public parks and recreational facilities within quarter mile of the Proposed Project and options. Refer to Figure 3.15-1.

3.15-2.2 Significance Thresholds

Based upon the questions contained in Appendix G of the CEQA Guidelines, implementation of the Proposed Project or Options under consideration, if it 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:
 - Fire protection,
 - Police protection,
 - Educational facilities,
 - Parks,

- Libraries
- b. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

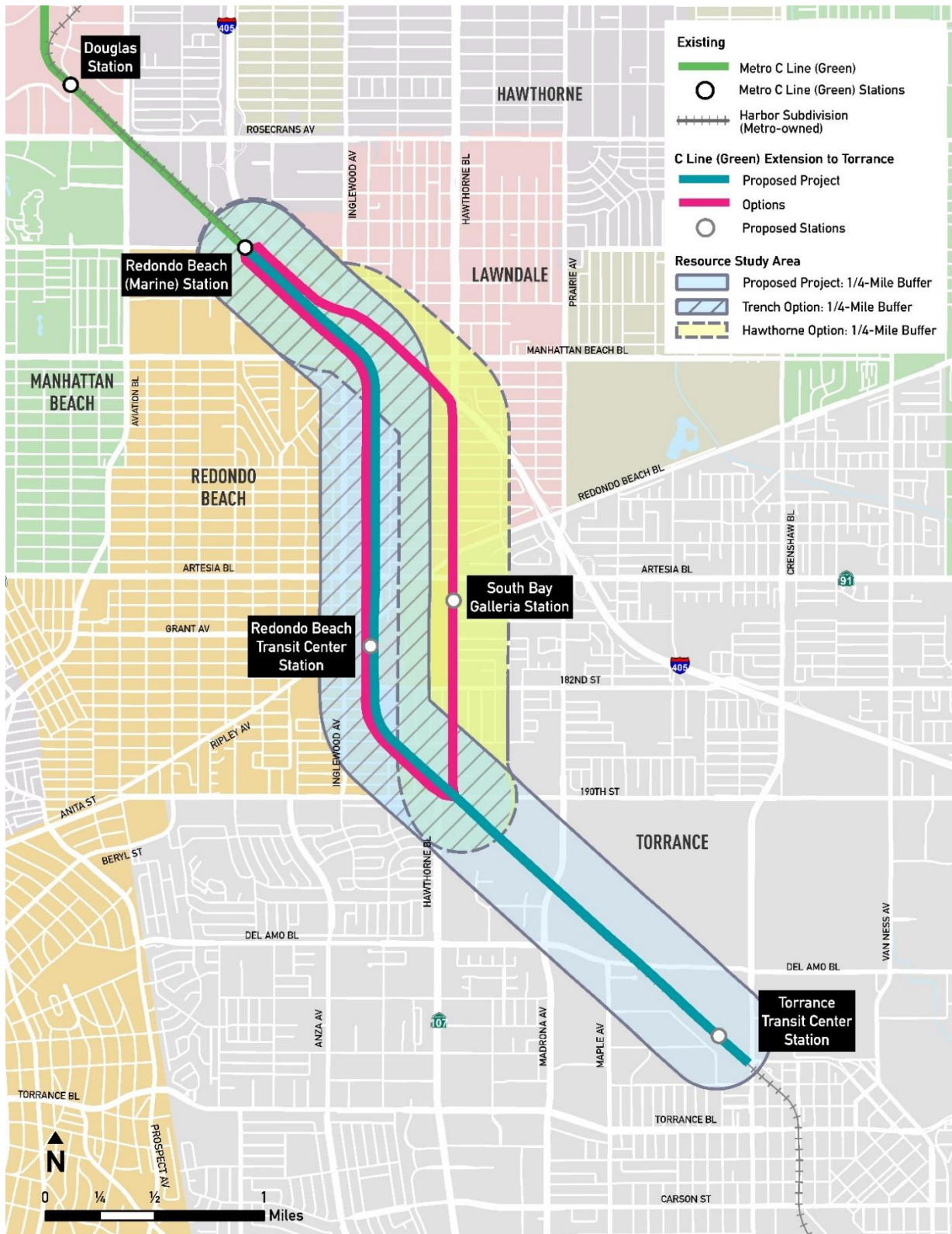
3.15-2.3 Project Features

As described in Chapter 2, Project Description, a number of features have been incorporated into the Proposed Project in order to ensure compliances with the laws, guidelines, and best practices of regulatory agencies. While project features were not developed specifically for public services, Project Feature (PF)-T-1, Construction Traffic Management Plan, as described in Section 3.1, Transportation, is relevant to public services in the RSA.

3.15-3 Affected Environment / Existing Conditions

This section describes the affected environment/existing conditions related to public services within the RSA. In addition, resources located outside the RSAs are also discussed if they are regionally significant or otherwise noteworthy resources. Table 3.15-5. summarizes the agencies that provide public services and recreational facilities within the RSAs and surrounding cities. These services and facilities are described in the following sections. As previously noted, police and fire stations located outside the RSAs are discussed, as the service areas of these police and fire stations fall within the RSAs or within its proximity.

Figure 3.15-1. Public Services Resource Study Area



Source: STV, 2022

Table 3.15-5. Agencies with Jurisdiction over Public Services and Recreational Facilities within the RSA

Jurisdiction	Agency with Jurisdiction over Public Services and Recreational Facilities				
	Police Protection	Fire Protection	Libraries	Public Schools	Recreational Facilities
City of Hawthorne	Hawthorne PD	LACoFD	County of Los Angeles Public Library	Wiseburn School District and Centinela Valley High School District	Hawthorne Department of Recreation and Community Services
City of Lawndale	Los Angeles County Sheriff's Department	LACoFD	County of Los Angeles Public Library	Lawndale Elementary School District, Centinela Valley High School District	City of Lawndale Community Services Department, Parks and Recreation Division
City of Redondo Beach	Redondo Beach PD	Redondo Beach FD	Redondo Beach Public Library	Redondo Beach Unified School District	City of Redondo Beach Recreation and Community Services Department
City of Torrance	Torrance PD	Torrance FD	Torrance Public Library	Torrance Unified School District	City of Torrance Recreation Services Division

PD = Police Department; FD = Fire Department; LACoFD = Los Angeles County Fire Department

3.15-3.1 Public Services

Fire Services

There are no fire stations located within the RSA. In the Cities of Hawthorne and Lawndale, Battalion 18 of the LACoFD provides emergency medical, fire, rescue, and safe haven services. The Redondo Beach Fire Department (FD) provides fire suppression, emergency medical, code enforcement and marine safety services to the City of Redondo Beach. The Torrance FD provides fire suppression services, hazardous materials emergency services, emergency medical services, rescue systems services, specialty emergency response services and fire prevention services to the City of Torrance. Fire services within the RSAs are provided by the fire stations noted in Table 3.15-7 and displayed in Figure 3.15-2.

The adequacy of fire protection service is measured through response times, which refers to the time it takes from receipt of a call to arrival at an emergency site. The LACoFD, Redondo Beach FD, and the Torrance FD adhere to NFPA guidelines regarding appropriate staffing levels and adequate response times for fire and emergency medical responses. Guidelines for staffing and response times are shown in Table 3.15-6.

Public service information requests regarding the current performance metrics, personnel, and equipment of each fire station in the RSA were initiated to LACoFD, Redondo Beach FD, and Torrance FD. As of publication, responses have been received from Torrance FD. Information regarding LACoFD and the Redondo Beach FD are cited from publicly available sources.

Table 3.15-6. NFPA Staffing and Response Time Guidelines

Demand Zone ¹	Demographics	Minimum Staff to Respond ²	Response Time (minutes) ³	Meets Objective (%)
Urban area	>1000 people/mile ²	15	9	90
Suburban area	500–1000 people/mile ²	10	10	80
Rural area	<500 people/mile ²	6	14	80
Remote area	Travel distance ≥ 8 miles	4	Directly dependent on travel distance	90
Special risks	Determined by AHJ ⁴	Determined by AHJ ⁴ based on risk	Determined by AHJ ⁴	90

Source: NFPA, 2020

¹ A jurisdiction can have more than one demand zone.

² Minimum staffing includes members responding from the Authority Having Jurisdiction (AHJ)'s department and automatic aid.

³ Response time begins upon completion of the dispatch notification and ends at the time interval shown in the table.

⁴ AHJ - Authority Housing Jurisdiction

Battalion 18 of the Los Angeles County Fire Department

According to the 2019 Statistical Summary of the LACoFD, the fire department has approximately 1,419 active firefighters and a total of 5,901 personnel which includes Chief Officers, captains, firefighter paramedics, hazmat specialists, and administrative support, among other personnel. In 2019, LACoFD responded to approximately 398,981 incidents (LACoFD, 2020). Station 21 of the LACoFD services the area within the City of Lawndale. Station 21 maintains one fire engine, two squad cars, and one truck (FireDepartment.net, 2021). Station 160 of the LACoFD services the area within the City of Hawthorne. Station 160 maintains one fire engine. Station 161 of the LACoFD services the area within the boundaries of the City of Hawthorne. Station 161 maintains a battalion chief, a utility vehicle, one engine, and one squad truck. The average response time for LACoFD as of 2013 was six minutes and five seconds (County of Los Angeles, 2013).

Redondo Beach Fire Department

The Redondo Beach FD provides its services from three fire stations located within the City boundaries, of which one has a service area operating within the RSA. The Department maintains two dedicated paramedic units, three fully staffed fire engines, a battalion chief, a 100-foot ladder truck, a marine rescue/harbor patrol vessel, and a fire boat (City of Redondo Beach, 2021c). According to the City of Redondo Beach Fiscal Year (FY) 2020-2021 budget, the Redondo Beach FD currently employs 62 sworn personnel and five non-sworn personnel. Current Census data shows the total population of Redondo Beach is 71,576 people. Therefore, there is approximately one sworn personnel per 1,154 residents (U.S. Census Bureau, 2022b). In FY 2018-2019, the department responded to 7,270 emergency incidents with calls to 911, with an average response time of four minutes and 16 seconds for all calls (City of Redondo Beach, 2020a).

Torrance Fire Department

The Torrance FD provides services from six fire stations within the City boundaries, four of which serve the RSA: Stations 1, 3, 5, and 6. The City of Torrance is divided into seven geographical Planning Zones, each of which are served by a fire station and generally defines the first-due response area for each station (Torrance FD, 2018). Station #3 serves Planning Zone 93, Station #5 serves Planning Zone 95, Station #6 serves Planning Zone 96, and Station #1 serves Planning Zones 91 and 97 (Torrance FD, 2018).

In total, the four stations whose service areas overlap the RSA employ 41 sworn and 17 non-sworn personnel and maintain five fire engines, two fire trucks, four paramedic rescue vehicles, and four ambulances. A total of population of 118,377 persons lives in the combined station service areas for Stations 1, 3, 5, and 6. Therefore, there is approximately one sworn personnel per 822 residents in the RSA. The Torrance FD publishes response Department-wide time performances metrics. In 2020, the average overall response time for the first unit on scene was seven minutes and 24 seconds. Department wide, the overall response time standard is six minutes and four seconds for EMS calls and six minutes and 24 seconds for Fire/Special Operations (Torrance FD, 2022).

Table 3.15-7. Fire Stations within Project Area

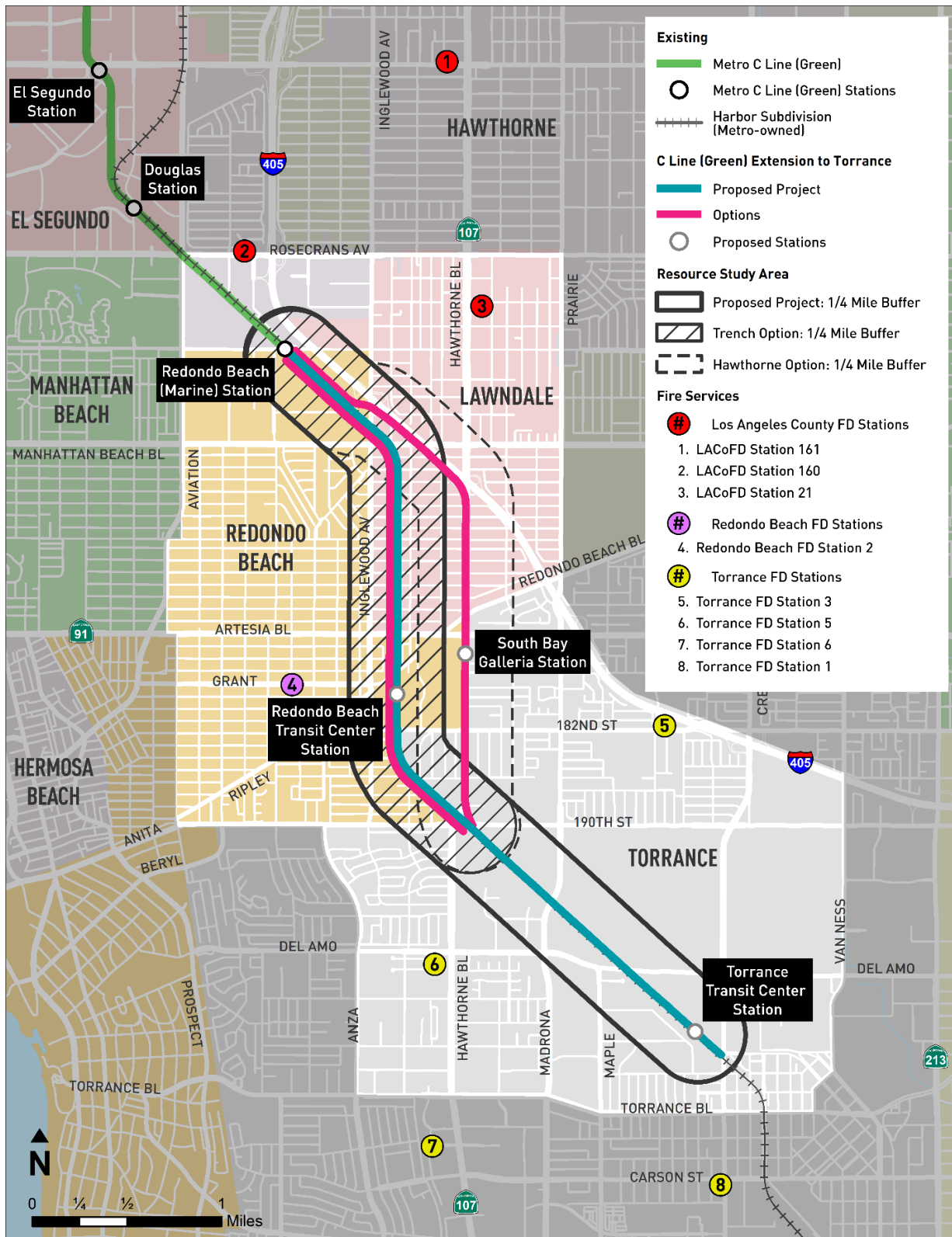
Map No. ¹	City / Area	Provider	Average Response Times	Station(s)	Distance to Proposed Project/Trench Option (miles)	Distance to Hawthorne Option (miles)
1	Hawthorne	LACoFD	6:05	Station #161 4475 W El Segundo Blvd, Hawthorne	1.75	Same as Proposed Project
2				Station #160 5323 W Rosecrans Ave, Hawthorne	0.57	Same as Proposed Project
3	Lawndale			Station #21 4312 W 147th St, Lawndale	0.86	0.77
4	Redondo Beach	Redondo Beach FD	4:16	Station #2 2400 Grant Ave, Redondo Beach	0.55	0.91
5	Torrance	Torrance FD	7:24	Station #3 3535 W. 182nd St, Torrance	1.04	0.99
6				Station #5 3940 Del Amo Blvd, Torrance	0.71	Same as Proposed Project
7				Station #6 21401 Del Amo Cir, Torrance	1.37	Same as Proposed Project
8				Station #1 1701 Crenshaw Blvd, Torrance	0.82	Same as Proposed Project

Source: Google Earth, 2020; TAHA, 2022.

FD = Fire Department; LACoFD = Los Angeles County Fire Department

¹Map numbers correspond to Figure 3.15-2.

Figure 3.15-2. Fire Stations within Project Area



Source: TAHA, 2022

Police Services

There are no police stations located within the RSA. The Hawthorne Police Department (PD) provides police services to the City of Hawthorne. The Los Angeles Sheriff's Department (LASD) provides professional public safety services to the Cities of Lawndale and Inglewood. The Redondo Beach PD provides police protection services to the City of Redondo Beach. The Torrance PD provides police protection services to the City of Torrance. Police services are provided to the RSA by the station(s) noted in Table 3.15-8 and displayed in Figure 3.15-3. Table 3.15-8 includes the approximate distances of the police stations servicing the RSA to the Metro ROW and Hawthorne Boulevard.

The LASD's Transit Policing Division (TPD) provides contract transit policing services to the Metro public transit system. Deputies provide transit police services for both the light rail and bus transportation systems throughout 1,433 square miles, where Metro provides transit service. LASD deputies conduct routine patrols of Metro facilities and transit vehicle and respond to emergency calls placed on Metro's public transit system. Police departments not contracted with Metro are also available for 9-1-1 emergency responses.

In 2017, Metro launched a new multi-agency policing model with inter-agency cooperation with LAPD, LASD, and Long Beach Police Department to provide law enforcement services on across the entire Metro transit system. LASD assumes law enforcements responsibilities within Los Angeles County, while Hawthorne PD, Redondo Beach PD, and Torrance PD assume responsibility for their respective jurisdictions (Metro, 2018c).

Following protests across the United States during the summer of 2020, the Metro Board sought to improve community safety, transit rider expectations, and community engagement on Metro's system. The Board sought recommendations from Metro's System Security and Law Enforcement Department on ways to reform the agency's policing practices, including the reallocation of resources from policing to homeless engagement and outreach and other forms of community safety.

Metro is now in the process of reevaluating its safety strategies. As part of its efforts to evaluate its policing and safety strategies, Metro established a Public Safety Advisory Committee which reviews, comments on, and provides input for public safety improvements on its system. The Public Safety Advisory Committee provides Metro with opportunities to consult with key law enforcement experts and community members to develop a community-based approach to public safety on the transit system.

Public service information requests regarding the current performance metrics and personnel of the police stations in the project area were initiated to LASD, Hawthorne PD, Redondo Beach PD, and Torrance PD. As of publication, responses have been received from Torrance PD and Redondo Beach PD. Information regarding LASD is cited from publicly available sources.

Los Angeles Sheriff Department

The LASD provides police services to the City of Lawndale from the South Los Angeles Station. The City of Torrance and Redondo Beach transit centers plan to include LASD substations. Approximately 18,300 sworn and non-sworn personnel were budgeted in Fiscal Year 2019-2020, (which included more than 10,000 sworn deputies and over 8,000 non-sworn personnel [LASD, 2020]). In calendar year (CY) 2018, the South Los Angeles Station responded to a total of 2,355 reported incidents (LASD, 2018). LASD did not respond to public outreach requests for information regarding average emergency response times for the South Los Angeles Station.

Hawthorne Police Department

The Hawthorne PD provides police services to the City of Hawthorne from one station located within the City boundaries. According to the City of Hawthorne FY 2020-2021, the Hawthorne PD employed 173 personnel, including 68 full time police officers (City of Hawthorne, 2019a). Current census data shows the total population of Hawthorne is 88,083. Therefore, there is one full time police officer per 1,295 residents (U.S. Census Bureau, 2022a).

Redondo Beach Police Department

The Redondo Beach PD currently employs 92 sworn personnel and 44 non-sworn personnel (Redondo Beach PD, 2022). Current census data shows the total population of Redondo Beach is 71,576 and has a ratio of 778 persons to every police officer (U.S. Census Bureau, 2022b). In FY 2018-2019, the Redondo Beach PD totaled 114,000 patrol hours in the City, and 108,000 hours are proposed for FY 2020-2021 (City of Redondo Beach, 2020). Additionally, the Redondo Beach PD’s current average call response time is 38 seconds for emergency calls and two minutes and 58 seconds (Redondo Beach PD, 2022).

Torrance Police Department

The Torrance PD currently employs 371 personnel, including 209 sworn police officers (Torrance PD, 2022). Current census data shows the total population of Torrance is 147,067 persons, providing a ratio of 703 persons to every police officer (U.S. Census Bureau, 2022c). The Torrance PD’s internally set response time standard is six minutes and 30 seconds. The Torrance PD’s average response time for both emergency and non-emergency calls combined is 19 minutes and 14 seconds (Torrance PD, 2022).

Table 3.15-8. Police Stations Servicing the RSA

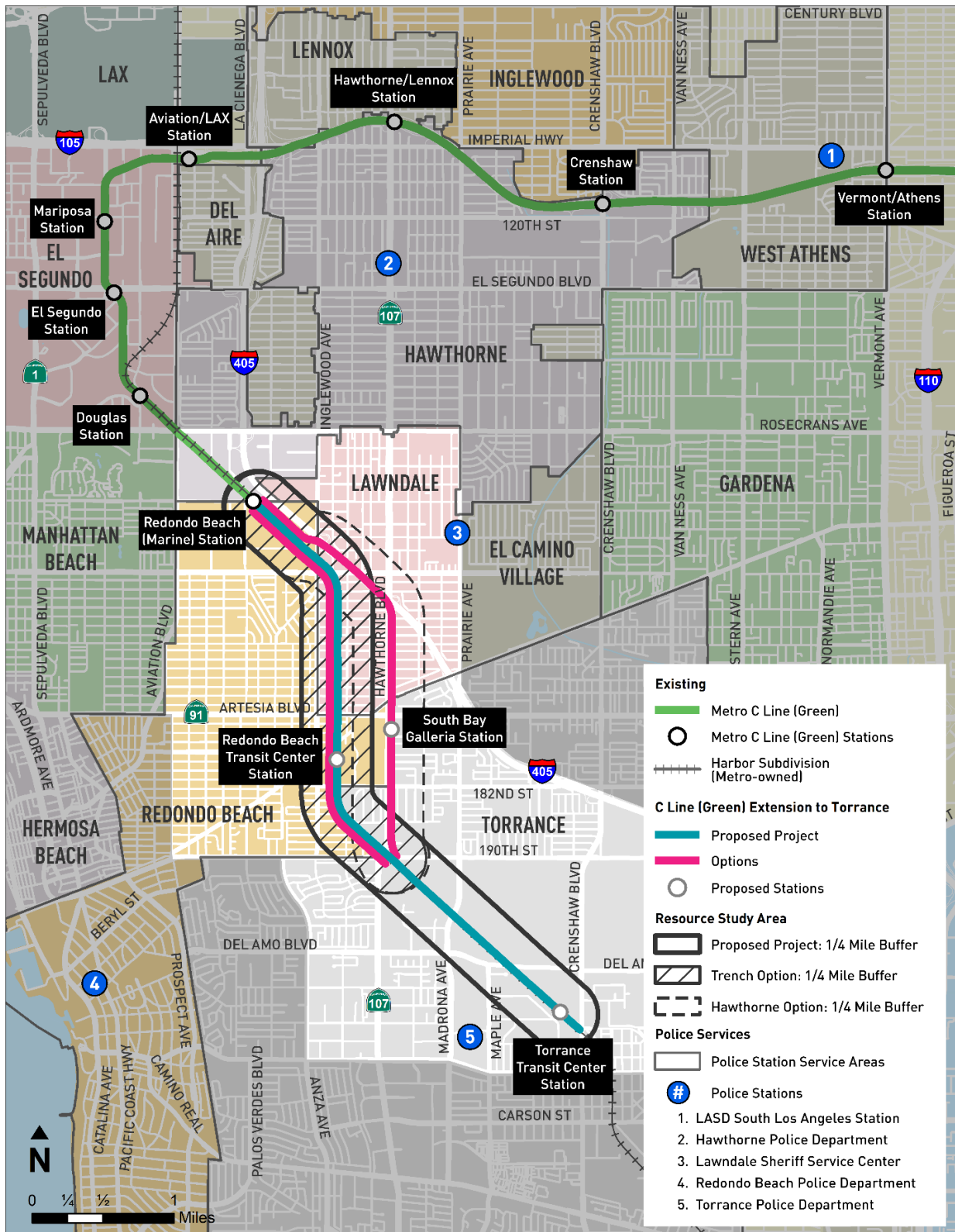
Map No.	Police Service	Station(s)	Distance to Proposed Project/Trench Option (miles)	Distance to Hawthorne Option (miles)
1	LASD	LASD South Los Angeles Station 1310 W Imperial Highway, Los Angeles	4.60	4.45
2	Hawthorne PD	Hawthorne PD 12501 S Hawthorne Blvd, Hawthorne	1.94	Same as Proposed Project
3	LASD	Sheriff’s Department Service Center 15331 Prairie Ave, Lawndale	0.93	0.71
4	Redondo Beach PD	Redondo Beach PD 401 Diamond St, Redondo Beach	2.12	2.27
5	Torrance PD	Torrance PD 3231 Torrance Blvd, Torrance	0.55	Same as Proposed Project

Source: TAHA, 2022

PD = Police Department; LASD = Los Angeles Sheriff Department

¹ Map numbers correspond to Figure 3.15-3.

Figure 3.15-3. Police Stations within RSA



Source: TAHA, 2022

Educational Facilities

There are 11 educational facilities located within the RSA, listed in Table 3.15-9 and shown on Figure 3.15-4.

City of Hawthorne

The City of Hawthorne has several public and private schools and day care facilities; however, none are located within the RSA. The Centinela Valley High School District (CVHSD) is a high school district that serves students in the Cities of Hawthorne and Lawndale. The Wiseburn School District (WSD) is an elementary school district comprised of four schools that serve students from the Hollyglen area of the City of Hawthorne and the surrounding unincorporated areas of Los Angeles County (Del Aire and Wiseburn) (WUSD, 2021).

City of Lawndale

The Lawndale Elementary School District (LESD) consists of nine school sites, providing a public school education to approximately 6,000 students (LESD, 2021a). Of these nine school sites, two are located within the RSA: William Green Elementary School, an elementary school for grades Kindergarten through 5 (4520 168th Street); and Jane Addams Middle School, a middle school for grades 6 through 8 (4535 West 153rd Place). In addition, one public independent school chartered by the LESD is located within the RSA: Environmental Charter High School, a charter high school for grades 9-12 (16315 Grevillea Avenue) (Environmental Charter Schools, 2021).

As discussed earlier, the CVUHSD serves students residing in the Cities of Lawndale and Hawthorne and the community of Lennox (unincorporated Los Angeles County). The CVUHSD consists of five high schools and one adult school. There are three CVUHSD schools located within the RSA in Lawndale: Lawndale High School, a high school for grades 9 through 12 (14901 Inglewood Avenue) (CVHSD, 2021a); R.K. Loyde High School, an alternative high school for grades 9 through 12 (4951 Marine Avenue) (CVHSD, 2021b); and Centinela Valley Independent Study School, an alternative high school for grades 9 through 12 (4951 Marine Avenue) (CVHSD, 2021c).

There is one day care and child development facility within the RSA in the City of Lawndale: Lawndale Day Care Center (4520 168th St) (LESD, 2021b).

City of Redondo Beach

The Redondo Beach Unified School District (RBUSD) is the public school district in the City of Redondo Beach. RBUSD consists of eight elementary schools, two middle schools, one high school, one continuation school and one adult school. There are two RBUSD schools located within the RSA: Washington Elementary School, an elementary school for grades kindergarten through 5 (1100 Lilienthal Lane) (RBUSD, 2021a); and Adams Middle School, a middle school for grades 6 through 8 (2600 Ripley Avenue) (RBUSD, 2021b).

Two pre-schools are located within the RSA in Redondo Beach, the Beach Cities Child Development Center (850 South Inglewood Avenue), and Washington Child Development Center (1201 Felton Lane) (Redondo Beach Unified Child Development Center, 2021).

City of Torrance

The Torrance Unified School District (TUSD) serves kindergarten through 12 students within the City of Torrance. TUSD consists of 17 elementary schools, eight middle schools, four high schools, one continuation school and one alternative high school (TUSD, 2021). TUSD also has two adult school

campuses. There are no TUSD schools located within the RSA. There are no public day care or pre-schools within the RSA. There are several universities and colleges located in the City of Torrance including El Camino College; however, none are located within the RSA.

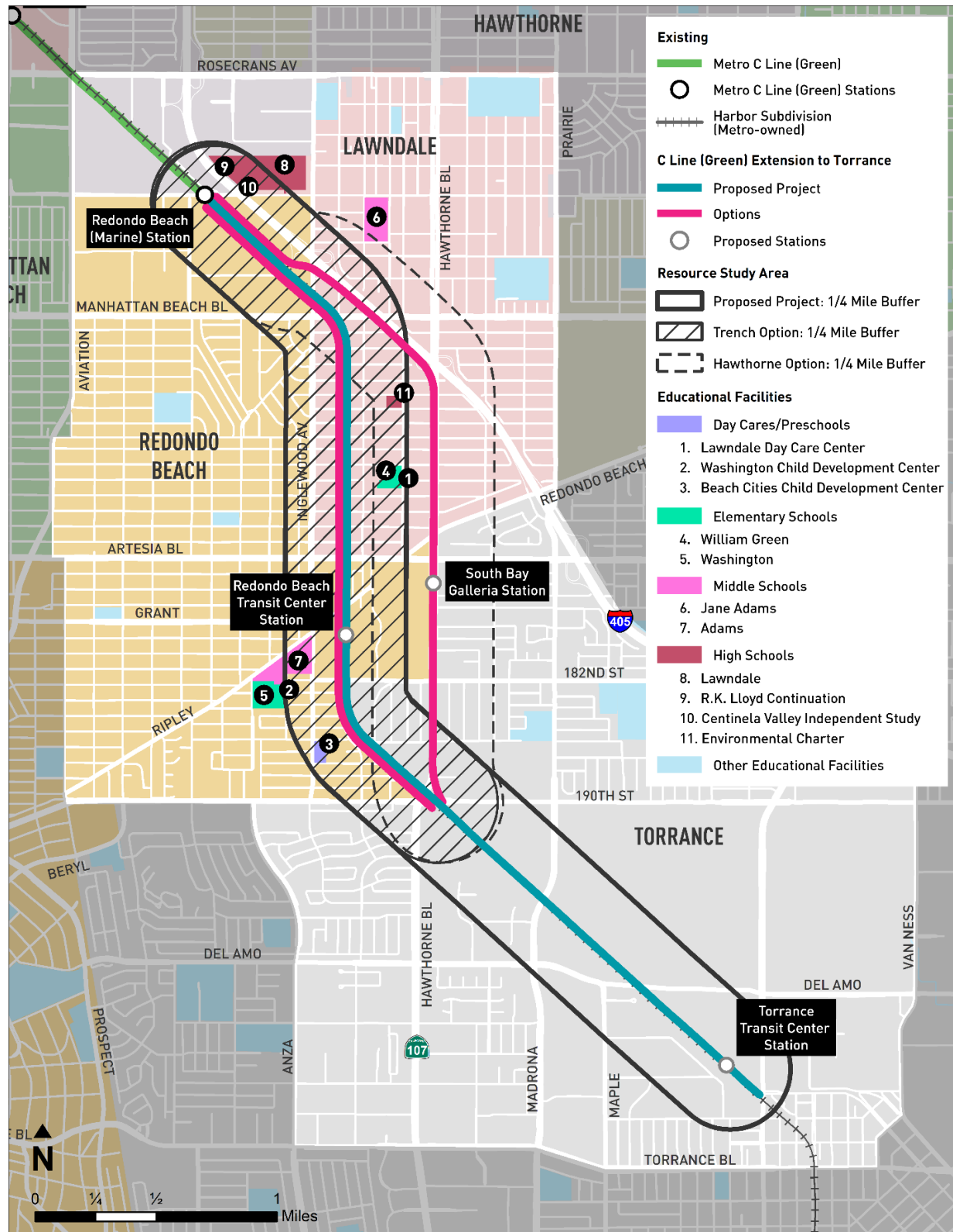
Table 3.15-9. Educational Facilities in the RSA

Map No. ¹	Name	Location	Distance to Proposed Project/Trench Option (miles)	Distance to Hawthorne Option (miles)
Day Care and Pre-Schools				
1	Lawndale Day Care Center – William Green Preschool	4520 168th St, Lawndale	0.21	0.14
2	Washington Child Development Center	1201 Felton Ln, Redondo Beach	0.27	0.63
3	Beach Cities Child Development Center	850 S. Inglewood Ave, Redondo Beach	0.12	0.42
Elementary Schools				
4	William Green Elementary School	4520 168th St, Lawndale	0.13	Same as Proposed Project
5	Washington Elementary School	1100 Lilienthal Ln., Redondo Beach	0.24	0.61
Middle Schools				
6	Jane Addams Middle School	4535 W. 153rd Pl, Lawndale	0.30	0.21
7	Adams Middle School	2600 Ripley Ave, Redondo Beach	0.14	0.50
High Schools				
8	Lawndale High School	14901 Inglewood Ave, Lawndale	0.16	Same as Proposed Project
9	R. K. Lloyd High School	4951 Marine Ave, Lawndale	0.13	Same as Proposed Project
10	Centinela Valley Independent Study School	4951 Marine Ave, Lawndale	0.13	Same as Proposed Project
11	Environmental Charter High School	16315 Grevillea Ave, Lawndale	0.16	0.13

Source: Google Earth, 2022; TAHA, 2022.

¹ Map numbers correspond to Figure 3.15-4

Figure 3.15-4. Educational Facilities in RSA



Source: TAHA, 2022

Libraries

There are no libraries located within the RSA. The County of Los Angeles Public Library provides library services to residents living in Hawthorne and Lawndale. The Redondo Beach Public Library provides library services to the City of Redondo Beach. The Torrance Public Library provides public library services within the City of Torrance. Library services for the RSA are provided by the library located noted in Table 3.15-10. and displayed in Figure 3.15-5.

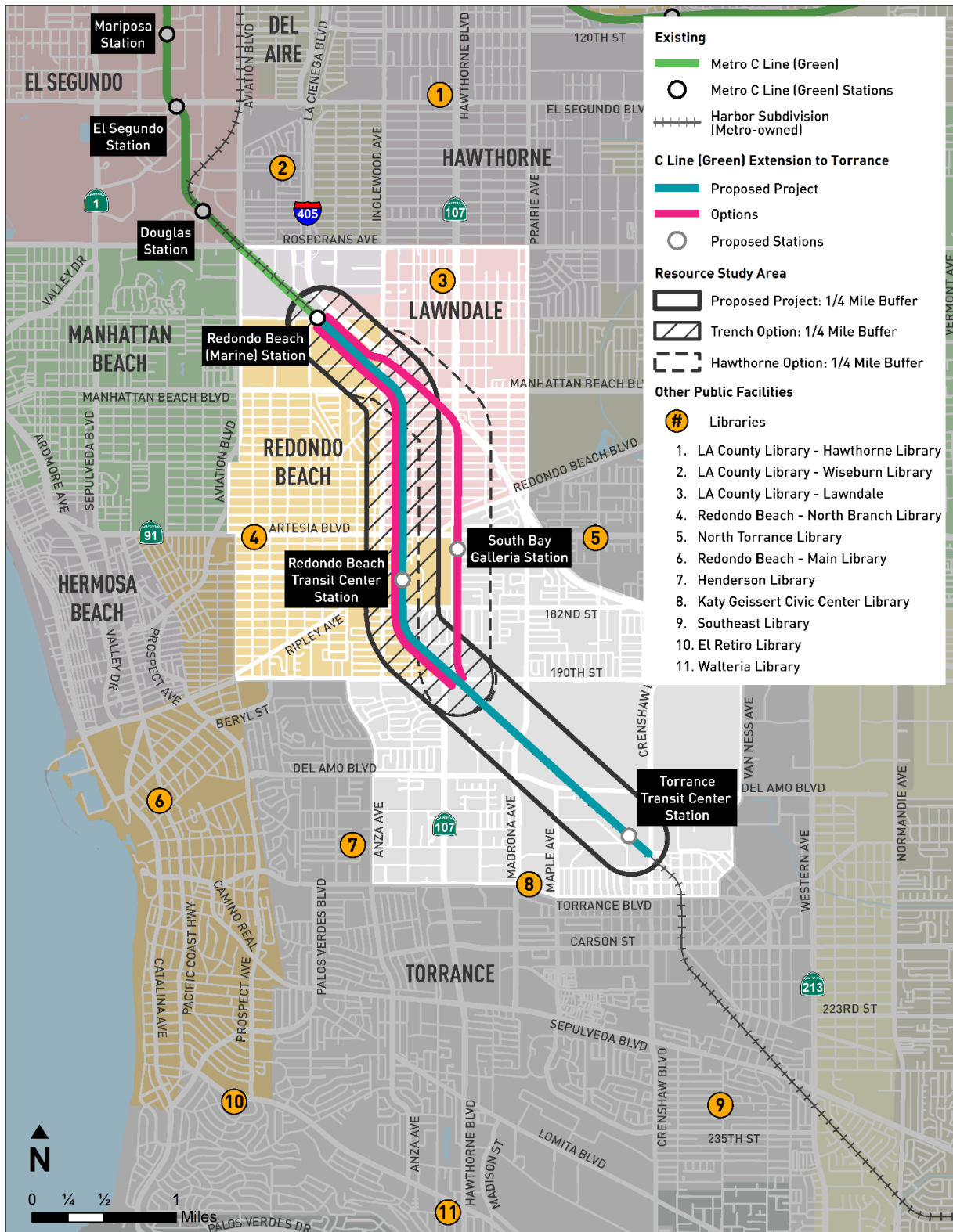
Table 3.15-10. Library Locations within Project Area

Map No. ¹	Name	Location	Distance to Proposed Project/Trench Option (miles)	Distance to Hawthorne Option (miles)
1	LA County Library - Hawthorne Library	12700 Grevillea Ave, Hawthorne	1.78	Same as Proposed Project
2	LA County Library - Wiseburn Library	5335 W 135th St, Hawthorne	1.08	Same as Proposed Project
3	LA County Library - Lawndale Library	14615 Burin Ave, Lawndale	0.78	0.70
4	Redondo Beach - North Branch Library	2000 Artesia Blvd, Redondo Beach	1.03	1.39
5	North Torrance Library	3604 Artesia Blvd, Torrance	1.34	0.98
6	Redondo Beach - Main Library	303 N. Pacific Coast Hwy, Redondo Beach	2.08	2.23
7	Henderson Library	4805 Emerald St, Torrance	1.33	Same as Proposed Project
8	Katy Geissert Civic Center Library	3301 Torrance Blvd, Torrance	0.71	Same as Proposed Project
9	Southeast Library	23115 Arlington Ave, Torrance	1.97	Same as Proposed Project
10	El Retiro Library	126 Vista Del Parque, Redondo Beach	3.21	Same as Proposed Project
11	Walteria Library	3815 242nd St, Torrance	2.90	Same as Proposed Project

Source: Google Earth, 2022; TAHA, 2022

¹ Map numbers correspond to Figure 3.15-5.

Figure 3.15-5. Library Locations within Project Area



Source: TAHA, 2022

3.15-3.2 Parks and Recreation

City of Hawthorne

The City of Hawthorne Department of Recreation and Community Services oversees the operation and maintenance of 10 parks, the Memorial Center, the Hawthorne Pool Center, a sports center, and a senior center within the City of Hawthorne (City of Hawthorne, 2021). There are no parks and recreational facilities located within the RSA in Hawthorne.

City of Lawndale

The Parks and Recreation Division of the City of Lawndale Community Services Department oversees the day-to-day operations of six parks, playgrounds and recreational facilities in Lawndale and works closely with locally-based, private youth sports organizations such as Lawndale Youth Football and Lawndale Little League to provide these organizations with field space for practices and games (City of Lawndale, 2021). There are three parks located within the RSA in Lawndale: William Green Park, located at 4558 West 168th Street; the Dan McKensie Community Garden, located at 4324 160th Street; and the Charles B Hopper Park, located at 4418 W 162nd Street. Additional details about the parks are included in Table 3.15-11. and their locations are shown in Figure 3.15-6.

City of Redondo Beach

The City of Redondo Beach Recreation and Community Services Department provides a wide variety of programs and services to Redondo Beach residents (City of Redondo Beach, 2021b). Recreational programs include classes and camps, adult sports leagues, after-school and summer playgrounds, summer swim and performing arts. This department is also responsible for the management of 14 parks and several recreational facilities within Redondo Beach. There is one park and one recreational facility located within the RSA in Redondo Beach: Franklin Park, located at 807 Inglewood Avenue; and the Franklin Park, located at 850 Inglewood Avenue. Additional details about the parks and recreational facilities are included in Table 3.15-11. and their locations are shown in Figure 3.15-6.

City of Torrance

The City of Torrance Park Services Division oversees 33 parks and recreational facilities with a combined total size of approximately 275 acres (City of Torrance, 2021). Of the many park properties and recreational facilities within the Torrance, there are four parks located within the RSA: El Nido Park, located adjacent to the Metro ROW at 18301 Kingsdale Avenue; Columbia Park, located at 4045 190th Street; Pequeno Park, located at 180th Street and Regina Avenue; and Delthorne Park, located at 3401 Spencer Street. Additional details about the parks are included in Table 3.15-11. and their locations are shown in Figure 3.15-6.

Table 3.15-11. Parklands and Recreational Facilities in RSA

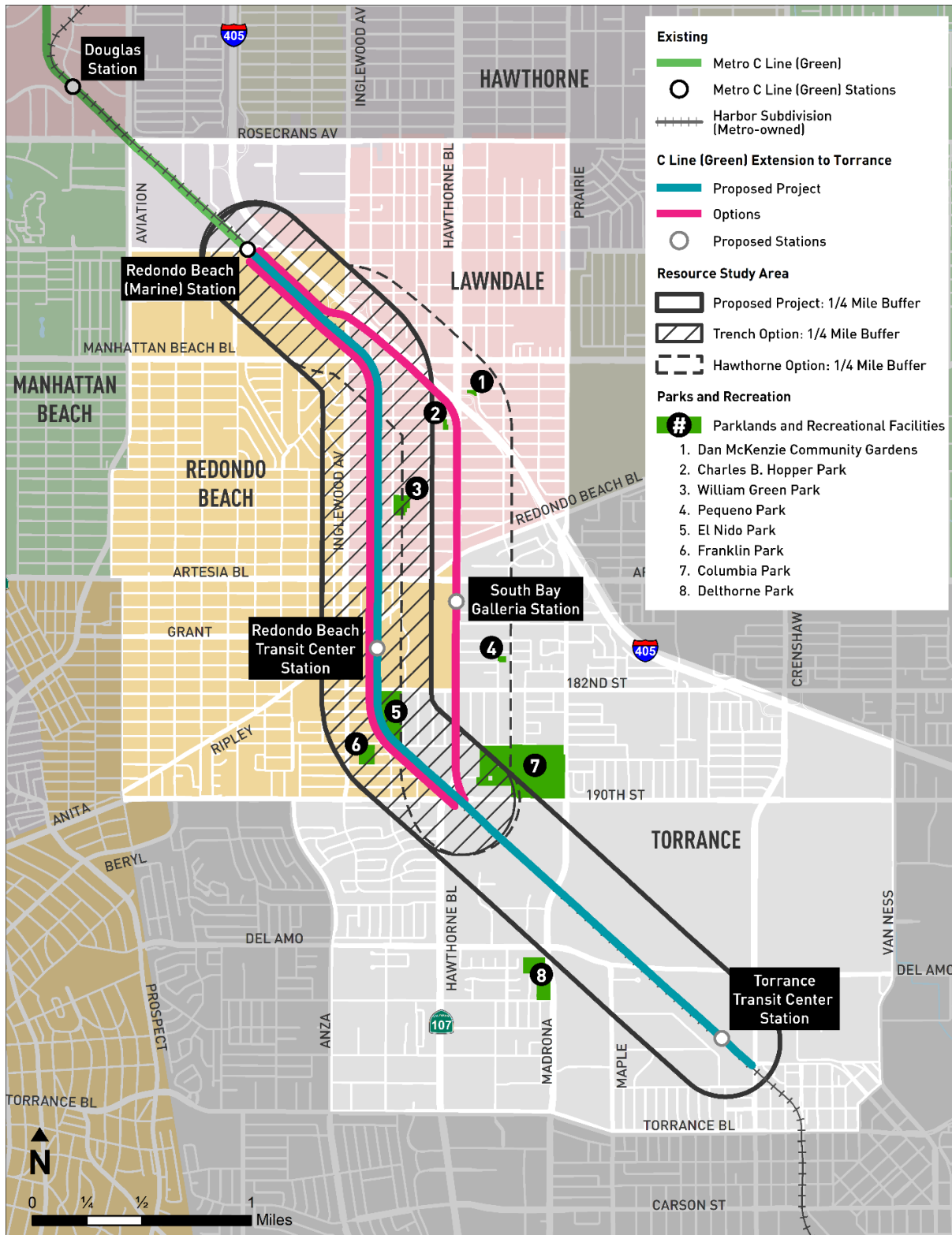
Map No. ¹	Name	Type of Facility	Approx. Size (acres)	Location	Regulatory Agency	Distance to Proposed Project / Trench Option (miles)	Distance to Hawthorne Option (miles)
1	Dan McKensie Community Garden	Equipment: 20' x 20' garden plots, storage sheds, picnic area, and restrooms	0.5	4324 160th St, Lawndale	City of Lawndale	0.41	0.10
2	Charles B Hopper Park	Equipment: Children's play equipment, picnic area, restrooms	0.6	4418 W 162nd St, Lawndale	City of Lawndale	0.30	0.04
3	William Green Park	Buildings: Community rooms and multi-use meeting room with TV-DVD, sink and refrigerator Equipment: Playgrounds for pre-school and elementary-aged children, baseball/softball field, lighted basketball courts, picnic facilities, horseshoe pits and public restrooms	4.0	4558 W. 168th St, Lawndale	City of Lawndale	0.07	0.21
4	Pequeño Park	Equipment: Children's play equipment, picnic area, barbeques	0.7	180th St & Regina Ave, Torrance	City of Torrance	0.55	0.19
5	El Nido Park	Buildings: Small meeting room Equipment: Picnic areas, softball field, basketball court, horseshoe pit, overnight camping with permit and playground	12.3	18301 Kingsdale Ave, Torrance	City of Torrance	0.01	0.25

Map No. ¹	Name	Type of Facility	Approx. Size (acres)	Location	Regulatory Agency	Distance to Proposed Project / Trench Option (miles)	Distance to Hawthorne Option (miles)
6	Franklin Park	Buildings: Redondo Beach community center	6.8	807 Inglewood Ave, Redondo Beach	City of Redondo Beach	0.07	0.37
		Equipment: Basketball court, play equipment, expansive passive open space with meandering pathways and picnic areas and restrooms					
7	Columbia Park	Equipment: Play equipment, picnic area with barbeques and gazebo, softball fields, soccer fields, 18-station exercise and jogging track, restrooms, community gardens and stage/amphitheater	54.8	4045 190th St, Torrance	City of Torrance	0.11	0.09
8	Delthorne Park	Equipment: Picnic area, barbecues, basketball court, children's play equipment, rubberized fitness course (0.5 mile) and restrooms	9.6	3401 Spencer St, Torrance	City of Torrance	0.26	Same as Proposed Project

Source: Google Earth, 2022; TAHA, 2022

¹ Map numbers correspond to Figure 3.15-6.

Figure 3.15-6. Parklands and Recreational Facilities in RSA



Source: TAHA, 2022

3.15-4 Environmental Impacts

3.15-4.1 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

3.15-4.1.1 Construction Impacts

Less than Significant Impact. There are no fire stations or other related government facilities in or adjacent to the Proposed Project RSA. Construction staging areas of the Proposed Project would therefore not result in the acquisition of any fire facilities within the RSA, nor result in the alteration of existing facilities or construction of new facilities to maintain fire protection services the RSA. Roadways that intersect the Proposed Project would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. However, pursuant to PF-T-1, Construction Traffic Management Plan, described in Section 3.1, Transportation the construction contractor would coordinate with the cities and emergency providers to develop a construction traffic management plan (CTMP) and communicate it with the emergency providers listed in Table 3.15-7. The CTMPs would clearly identify alternative routes to ensure that fire services response times would remain compliant with NFPA guidelines, and construction of the Proposed Project would not impact fire protection performance metrics in a manner that would require the provision of new or expanded fire protection facilities.

Although construction of the Proposed Project would create additional jobs in the project area, it would not indirectly result in population growth. Construction of the Proposed Project would therefore not indirectly increase demand for fire protection services in the RSA, which would lead to the need for fire protection facilities to maintain service ratios. Construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Additionally, a minimum of 40% of all project work hours would be local hire workers as per Metro's Local Hire Initiative (Metro, 2022e). Therefore, construction of the Proposed Project would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. As with the Proposed Project, there are no fire stations or other government facilities in or adjacent to the Trench Option RSA, and construction activities of the Trench Option would not directly impact any fire protection service facilities nor result in the need for the provision of new or physically altered fire protection facilities. Roadways that intersect the Trench Option would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. Construction of the Trench Option would take longer to construct and require more intensive construction activities compared to the Proposed Project, including additional truck haul trips to remove subsurface debris, which could result in additional congestion on roads within the RSA and delay emergency response times. However, as stated in Section 3.1, Transportation pursuant to PF-T-1, CTMPs would be prepared that would ensure that adequate detour routes are established and communicated to the emergency providers listed in Table 3.15-7, and that fire protection and emergency service response times and staffing levels remain compliant with NFPA guidelines. Construction of the Trench Option would create additional jobs for construction workers in the RSA, but it would not indirectly result in population growth. These jobs would be temporary, and workers are not anticipated to relocate to the RSA on a permanent basis. Construction

of the Trench Option would therefore not indirectly increase demand for fire protection services in the RSA, which would lead to the need for fire protection facilities to maintain service ratios. Therefore, construction of the Trench Option would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project, there are no fire stations or other government facilities in or adjacent to the Hawthorne Option RSA, and construction activities of the Hawthorne Option would not directly impact any fire protection service facilities nor result in the need for the provision of new or physically altered fire protection facilities. Roadways that intersect the Hawthorne Option would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. However, pursuant to PF-T-1, CTMPs would ensure that adequate detour routes are established around construction staging areas and communicated to emergency providers listed in Table 3.15-7, and that fire protection and emergency service response times and staffing levels would remain compliant with NFPA guidelines. Construction of the Hawthorne Option would create additional jobs for construction workers in the RSA, however these jobs would be temporary, and the construction of the Hawthorne Option would not indirectly result in the population growth. Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

3.15-4.1.2 Operational Impacts

Less than Significant Impact. Fire protection services during operation of the Proposed Project would be provided by LACoFD, Redondo Beach FD, and the Torrance FD. Each department would continue adhere to NFPA staffing and response time guidelines listed in Table 3.15-6.

The Proposed Project would modify several existing freight at-grade crossings but would only construct two new light rail at-grade crossings, one at 170th Street and one at 182nd Street. Delays of emergency response vehicles could occur as a result of gate downtimes at the at-grade rail crossings, which could potentially impact emergency preparedness and planning, the ability to provide fast and efficient response to emergencies or disasters, and the broader ability to minimize risk to the safety and health of passengers, employees, and emergency response personnel. Delays of emergency response vehicles could have the potential to cause fire protection facilities operating in the RSA to have increased response times.

The potential for this delay to occur is dependent on dispatch routing of emergency responders to this particular grade crossing. Emergency responders are dispatched either from the station or from their current location which means they may not utilize this crossing to arrive at their response destination. Alternative routes include Grant Avenue, Artesia Boulevard, and 190th Street. Furthermore, 182nd Street is an existing at-grade freight crossing which currently has the potential to result in delay to emergency responders and is assumed to be known for routing and dispatch of emergency responders. Therefore, although delays may occur at the 182nd Street crossing, it would not necessitate the construction of new fire protection facilities to maintain service.

As a transportation infrastructure project, the Proposed Project could indirectly lead to population increases within the RSA; however, the Proposed Project is included in the 2020-2045 RTP/SCS as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the Cities of Lawndale, Hawthorne, Redondo Beach, and

Torrance (SCAG, 2020a). Accordingly, the Proposed Project would not induce unplanned population growth that would impact the demand for fire protection facilities.

All facilities constructed as part of the Proposed Project would adhere to all federal, state, and local regulations regarding building fire suppression and management and emergency ingress and egress, including the Uniform Fire Code, the California Health and Safety Code Section 1300, CCR Title 8, Sections 1270 and 6773, and the General Plans for the Cities of Torrance, Redondo Beach, Lawndale, and Hawthorne. The Proposed Project would also comply with the fire protection-related regulations included in the MRDC. The transit stations would be required to maintain adequate emergency access as per MRDC's Fire/Life Safety Design Criteria and per NFPA's rail project standards during operations. Gate operations at at-grade crossings would be configured per CPUC standards. Compliance with these plans and regulations would further reduce fire risks associated with the Proposed Project and the potential need to expand or construct new fire facilities to adequately serve the Proposed Project and the RSA. Therefore, operation of the Proposed Project would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. As with the Proposed Project, operations of the Trench Option would continue to be provided fire protection services by LACoFD, Redondo Beach FD, and the Torrance FD. Each department would continue adhere to NFPA staffing and response time guidelines listed in Table 3.15-6. The Trench Option would have no at-grade light rail crossings and therefore would not have the potential to increase emergency vehicle delays. Accordingly, the Trench Option would not affect response times of fire protection services operating within the RSA. As with the Proposed Project, the Trench Option would not induce unplanned population growth that would impact the demand for fire protection facilities. Therefore, operation of the Trench Option would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project, LACoFD, Redondo Beach FD, and the Torrance FD would continue to provide fire protection services during operation of the Hawthorne Option. Each department would continue adhere to NFPA staffing and response time guidelines listed in Table 3.15-6.. The Hawthorne Option would not have at-grade rail street crossings and therefore would not have the potential to increase emergency vehicle delays. Accordingly, the Hawthorne Option would not affect response times of fire protection services operating within the RSA. The Hawthorne Option would not induce unplanned population growth that would impact the demand for fire protection facilities. Therefore, operation of the Hawthorne Option would not result in the need for new or physically altered fire protection facilities and this impact would be **less than significant**.

3.15-4.2 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

3.15-4.2.1 *Construction Impacts*

Less than Significant Impact. There are no police stations within the Proposed Project RSA. Construction staging areas of the Proposed Project would therefore not result in the acquisition of any police facilities

within the RSA, nor would it result in the alteration of existing facilities or construction of new facilities to service the RSA. Construction activities of the Proposed Project would be temporary and generally confined within the existing Metro ROW. Roadways that intersect the Proposed Project would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. However, as stated in Section 3.1, Transportation pursuant to PF-T-1, the construction contractor would coordinate with the cities and emergency providers to develop a CTMP to clearly identify alternative routes to reduce delays to emergency response times to the greatest extent feasible, and construction of the Proposed Project would not impact police protection performance metrics (i.e., staffing levels).

Construction activities would be conducted in compliance with Metro's MRDC, which follows the principles of Crime Prevention through Environmental Design (CPTED), and Metro safety and security programs. The CPTED principles are designed to reduce the potential for criminal activity around construction staging sites using tools like overhead lighting, clearing lines-of-sight, and clearing overgrown vegetation. Incorporation of CPTED principles would reduce potential impacts to police service performance ratios that may arise from the introduction of construction staging areas.

Finally, construction of the Proposed Project would not indirectly result in the population growth and would therefore not indirectly increase demand for police protection services in the RSA or the need for police protection facilities to adequately provide police services to the RSA. Construction workers would temporarily work in the area, would not likely relocate to the project area on a permanent basis, and nearly half of workers would be locally hired per Metro's Local Hire Initiative (Metro, 2022e).

Therefore, construction of the Proposed Project would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. As with the Proposed Project, construction of the Trench Option would be temporary and would not result in any direct physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered government facilities to maintain response times or other performance objectives for police protection service. Construction staging and activities would require the full or partial street closures, which could delay response times for emergency vehicles. Construction of the Trench Option would require more intensive construction activities compared to the Proposed Project, including additional truck haul trips to remove subsurface debris, which could result in additional congestion on roads within the RSA and delay emergency response times. However, as stated in Section 3.1, Transportation pursuant to PF-T-1, adequate detour routes would be established and communicated to the police protection facilities listed in Table 3.15-8, and that police protection services are not impeded in a manner requiring the provision of new or expanded police facilities. Construction of the Trench Option would incorporate CPTED guidelines into construction staging. Construction of the Trench Option would create additional jobs for construction workers in the RSA, but it would not indirectly result in the population growth. However, these jobs would be temporary, and workers are not anticipated to relocate to the RSA on a permanent basis. Construction of the Trench Option would therefore not indirectly increase demand for police protection services in the RSA, leading to the need for new or physically altered police protection facilities. Therefore, construction of the Trench Option would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project and Trench Option, construction activities of the Hawthorne Option would not directly impact any police protection service facilities nor result in the need for the provision of new or physically altered police protection facilities. Pursuant to PF-T-1, the CTMP would ensure that adequate detour routes are established around construction staging areas and communicated to the police protection facilities listed in Table 3.15-8. Construction of the Hawthorne Option would incorporate CPTED guidelines into construction staging. Construction of the Hawthorne Option would create temporary jobs for construction workers in the RSA, but it would not indirectly result in the population growth. Construction of the Hawthorne Option would therefore not indirectly increase demand for police protection services in the RSA, leading to the need for new or physically altered police protection facilities. Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

3.15-4.2.2 Operational Impacts

Less than Significant Impact. Operation of the Proposed Project would require police protection services at and around the transit stations, and on board the C Line train cars. As previously stated in Section 3.15-3.1, LASD provides transit police services on Metro's transit system and assumes law enforcement responsibilities within Los Angeles County, while Hawthorne PD, Redondo Beach PD, and Torrance PD assume responsibility for their respective jurisdictions. Metro's PSCAC Committee would continue developing community-based approaches to public safety on the transit system. Per MRDC, CPTED principles would be incorporated into the design of the transit facilities would reduce any potential impacts to police service performance ratios that may arise from the implementation of the Proposed Project.

Delays of emergency response vehicles could have the potential to cause police protection facilities operating in the RSA to have increased response times at 172nd or 182nd Street rail crossings when the crossing gates are down. The potential for this delay to occur is dependent on dispatch routing of emergency responders to these particular crossings. Emergency responders are dispatched either from the station or from their current location which means they may not utilize this crossing to arrive at their response destination. Alternative routes include Grant Avenue, Artesia Boulevard, and 190th Street. Metro would coordinate with involved police departments in addressing security for the proposed alignment and station areas within their respective jurisdictions. Gate operations for at-grade crossings would be configured per CPUC standards.

As a transportation infrastructure project, the Proposed Project could indirectly lead to population increases within the RSA; however, the Proposed Project is included in the 2020-2045 RTP/SCS as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the Cities of Lawndale, Hawthorne, Redondo Beach, and Torrance (SCAG, 2020a). Accordingly, the Proposed Project would not induce unplanned population growth that would impact the demand for police protection facilities. Operation of the Proposed Project are therefore not expected to increase the need for resources, staff, or community facility usage such that new or expanded government facilities are required to provide police protection services in the RSA. Therefore, operation of the Proposed Project would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. As with the Proposed Project, police protection services for operations of the Trench Option would be provided by LASD, Hawthorne PD, Redondo Beach PD, and Torrance PD within their respective jurisdictions. The Trench Option would have no at-grade crossings, and therefore would not increase emergency vehicle delays. Nonetheless, Metro and police protection providers would coordinate in order to maintain acceptable service ratios. Therefore, operation of the Trench Option would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project and Trench Option, LASD, Hawthorne PD, Redondo Beach PD, and Torrance PD would provide police protection services for operations of the Hawthorne Option. The Hawthorne Option would not have at-grade street crossings, and therefore would not increase emergency response vehicle delays. Metro and police protection providers would coordinate to maintain acceptable service ratios. The Hawthorne Option would not induce unplanned population growth that would impact the demand for police protection facilities. Therefore, operation of the Hawthorne Option would not result in the need for new or physically altered police protection facilities and this impact would be **less than significant**.

3.15-4.3 *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for schools?*

3.15-4.3.1 *Construction Impacts*

Less than Significant Impact. No educational facilities are located immediately adjacent to the proposed alignment or transit stations. The nearest educational facility is William Green Elementary School located on 168th Street approximately 700 feet to the east of the Metro ROW. Table 3.15-9 lists the school facilities located within the RSA. Construction of the Proposed Project would not require the acquisition of any public facilities, including educational facilities. Roadways that intersect the Proposed Project would need to be temporarily closed or have lanes reduced to accommodate construction activities, which could impede the vehicle circulation network in the RSA, though traffic would be detoured to a parallel route (for example, with a closure at 170th Street, all traffic would detour to 162nd Street or Artesia Boulevard). Construction activity would be limited to the Metro ROW and staging areas and would not result in direct physical impacts to any school. Additionally, access to the schools would be maintained during construction and detour routes would be included pursuant to PF-T-1 (see Section 3.1, Transportation). Therefore, construction of the Proposed Project would not result in the need for new or physically altered educational facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, no educational facilities are located immediately adjacent to the proposed Trench Option alignment or transit stations. The nearest educational facility is William Green Elementary School located on 168th Street approximately 700 feet to the east of the Metro ROW. Construction activity would be limited to the Metro ROW and staging areas and would not result in direct physical impacts to any school. Vehicular and pedestrian access to schools would be maintained through the CTMP pursuant to PF-T-1 (see Section 3.1, Transportation).

Therefore, construction of the Trench Option would not result in the need for new or physically altered educational facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project, none of the public educational facilities located within a quarter-mile of the Hawthorne Option would experience significant direct impacts as a result of construction activities. The nearest educational facility to the Hawthorne Option is the R.K. Lloyd Continuation High School located on Marine Avenue approximately 650 feet to the east of the Metro ROW. Access to schools would be maintained through the CTMP pursuant to PF-T-1 (see Section 3.1, Transportation). Therefore, construction of the Hawthorne Option would not result in the need for new or physically altered educational facilities and this impact would be **less than significant**.

3.15-4.3.2 Operational Impacts

No Impact. The Proposed Project would not construct any residential housing and thus operation of the Proposed Project would not result in a direct increase in the number of residents in the RSA; there would be no increase in demand for school facilities requiring the provision of new or expanded educational facilities. Operation of the Proposed Project would indirectly increase local access to educational facilities within the RSA. However, it is anticipated that students and faculty would remain within their associated school districts and an increase in attendance would not occur as a result of the Proposed Project. Additionally, the Proposed Project is included in the 2020-2045 RTP/SCS as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the Cities of Lawndale, Hawthorne, Redondo Beach, and Torrance. Accordingly, the Proposed Project would not induce unplanned population growth that would impact the demand for school facilities. Therefore, **no impact** would occur.

TRENCH OPTION

No Impact. As with the Proposed Project, the Trench Option would not construct any residential units and would therefore not directly increase the population within the RSA. Indirect population growth that may result from the Trench Option is factored into the demographic projections contained in the 2020-2045 RTP/SCS, and therefore the Trench Option would not indirectly lead to unplanned population growth which would affect the demand for educational facilities. Therefore, **no impact** would occur.

HAWTHORNE OPTION

No Impact. As with the Proposed Project, the Hawthorne Option would not construct any residential units and would therefore not directly increase the population within the RSA. Indirect population growth that may result from the Hawthorne Option is factored into the demographic projections contained in the 2020-2045 RTP/SCS, and therefore the Hawthorne Option would not indirectly lead to unplanned population growth which would affect the demand for educational facilities. Therefore, **no impact** would occur.

3.15-4.4 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for library facilities?

3.15-4.4.1 Construction Impacts

No Impact. There are no libraries located within a quarter mile of the Proposed Project. Construction of the Proposed Project would not require the acquisition of library property. The libraries listed in Figure

3.15-5 would continue to provide services to their respective jurisdictions, and construction activities are not anticipated to disrupt access to them. The Proposed Project would not require the provision of new or physically altered library facilities. Therefore, **no impact** would occur.

TRENCH OPTION

No Impact. As with the Proposed Project, construction of the Trench Option would neither directly nor indirectly result in physical impacts to libraries. Therefore, **no impact** would occur.

HAWTHORNE OPTION

No Impact. As with the Proposed Project, construction of the Hawthorne Option would neither directly nor indirectly result in physical impacts to libraries. Therefore, **no impact** would occur.

3.15-4.4.2 Operational Impacts

No Impact. The Proposed Project would not construct any residential housing and thus operations of the Proposed Project would not result in a direct increase in the number of residents in the RSA. The Proposed Project is included in the 2020-2045 RTP/SCS as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the Cities of Lawndale, Hawthorne, Redondo Beach, and Torrance (SCAG, 2020a). Accordingly, the Proposed Project would not indirectly induce unplanned population growth that would impact the demand for library facilities. Thus, there would be no unplanned increase in demand for libraries. Operations of the Proposed Project would not impact the ability of libraries to continue to serve their respective communities and jurisdictions at existing and anticipated levels. Therefore, **no impact** would occur.

TRENCH OPTION

No Impact. Similar to the Proposed Project, the Trench Option would not result in a direct increase in the number of residents in the RSA, nor indirectly induce unplanned population growth that would impact the demand for library facilities. Operation of the Trench Option would not result in physical impacts to libraries, nor disrupt their ability to adequately serve the surrounding communities. The Trench Option would not result in the need for new or physically altered library facilities. Therefore, **no impact** would occur.

HAWTHORNE OPTION

No Impact. As with the Proposed Project, the Hawthorne Option would not directly increase or indirectly induce unplanned population growth that would impact the demand for library facilities. Operations of the Hawthorne Option would not result in physical impacts to libraries, nor disrupt their ability to adequately serve the surrounding communities. The Hawthorne Option would not result in the need for new or physically altered library facilities. Therefore, **no impact** would occur.

3.15-4.5 Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to meet demand for parks?

3.15-4.5.1 Construction Impacts

Less than Significant Impact. El Nido Park is located adjacent to the existing Metro ROW and would be adjacent to construction staging areas at 182nd Street for the Proposed Project, and thus construction activities could potentially hinder or block access to this park facility. Additionally, construction staging

areas at 170th Street would potentially reduce access to William Green Park. Roadways that intersect the Proposed Project would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. However, as stated in Section 3.1, Transportation pursuant to PF-T-1, possible alternative vehicular and pedestrian access routes to park facilities would be clearly marked on the public roadways, and ensure that access to park facilities is maintained during construction. For example, access routes to El Nido Park could be 186th Street and Kingsdale Avenue, while pedestrian access to William Green Park could be 168th Street and Firmona Avenue.

Although construction of the Proposed Project would create additional jobs in the project area, it would not indirectly result in the population growth which would lead to the need for new parks. Construction workers would temporarily work in the area and would not likely relocate to the project area on a permanent basis. Construction workers may increase demand for parks or recreational facilities by utilizing them during lunchtime breaks. The parks closest to construction staging areas and therefore the most likely to be used by construction workers are William Green Park, El Nido Park, Franklin Park, and Columbia Park. While the number of daily construction workers who may utilize these parks for breaks cannot be quantitatively estimated, total daily workers for the Proposed Project range from approximately 15 to 40 workers, depending on construction phase. Even if all construction workers utilized these facilities during lunchtime breaks, such uses would still be temporary, limited to weekdays, and nominal compared to total facility usage by all local residents. The landscaping and equipment quality of these parks would continue to be regularly maintained by the City of Hawthorne Department of Recreation and Community, the City of Lawndale Community Services Department, the City of Redondo Beach Recreation and Community Services Department, and the City of Torrance Park Services Division. Construction of the Proposed Project would not lead to the need for new or physically altered parks. Therefore, construction impacts of the Proposed Project would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, roadways that intersect the Trench Option would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. El Nido Park is located adjacent to the existing Metro ROW and would be adjacent to construction staging areas at 182nd Street for the Trench Option, and thus construction activities could potentially hinder, block, or degrade access to this park facility.

Additionally, construction staging areas at 170th Street for the Trench Option could potentially reduce access to William Green Park. However, as stated in Section 3.1, Transportation pursuant to PF-T-1, vehicular and pedestrian access to park facilities would be maintained during construction. For example, access routes to El Nido Park could include 186th Street and Kingsdale Avenue, while pedestrian access to William Green Park could include 168th Street and Firmona Avenue. Similar to the Proposed Project, construction workers may potentially increase the usage of and demand for parks and recreational facilities, but this increased usage would be temporary and nominal compared to total facility usage by all local residents. Parks and recreational facilities within the RSA would continue to be maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Therefore, construction impacts of the Trench Option would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Similar to the Proposed Project, roadways that intersect the Hawthorne Option would need to be temporarily closed to accommodate construction activities, which could impede the vehicle circulation network in the RSA. Construction staging areas of the Hawthorne Option would not be located adjacent to any parks and recreational facilities in the RSA. Approximately 15 to 40 construction workers per day may utilize nearby parks, which include Charles B. Hopper Park, Columbia Park, and Pequeno Park, during lunchtime breaks, however such uses would be temporary and nominal. These recreational facilities would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. As stated in Section 3.1, Transportation the CTMP (PF-T-1) would ensure that vehicular access to park facilities is maintained during construction. Pedestrian access to parks would be maintained via public sidewalks. Therefore, construction impacts of the Hawthorne Option would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

3.15-4.5.2 Operational Impacts

Less than Significant Impact. The Proposed Project would not include stations at parks adjacent to the Metro ROW. El Nido Park would be located within a quarter mile of the Redondo Beach TC Station and may see some increased demand for and usage of its facilities during operation of the Proposed Project. However, this station would be located adjacent to high-volume commercial uses and transportation connections, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the Proposed Project is reasonably anticipated to not generate substantial additional demand for and usage of El Nido Park beyond the existing maintenance capacity of the City of Torrance Park Services Division. The Proposed Project would therefore not indirectly result in an increased usage of parks and recreational facilities in the RSA beyond the existing maintenance capacities of the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance.

Metro acknowledges that residents currently use the Metro ROW as recreational space, although it is not a designated park or walkway, and its primary purpose is rail transportation. Operation of the Proposed Project would result in a closure of the portion of the Metro ROW (which would include active light rail and freight service) to public access where fencing is currently breached, for the safety of residents. The closure of this portion of the Metro ROW would not, however, lead to the need for new or physically altered government facilities in order to meet demand for parks. The Proposed Project would include the construction of a multi-use recreational path parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street which would still allow residents to use a portion of the Metro ROW for recreational use. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station. These paths would increase the overall capacity of recreational uses. The provision of new recreational facilities could benefit other facilities by potentially reducing the usage of other existing parks in the RSA. The existing parks and recreational facilities in the RSA would continue to serve the existing surrounding residential population during operations. Therefore, operational impacts of the Proposed Project would not create a demand for new or expanded parks in order to meet park demands.

The Proposed Project would not construct any residential units and therefore would not directly result in an increase in the number of residents in the RSA; thus, the Proposed Project would not result in an increase in demand for or deterioration of parks and recreational facilities resulting in the need for new

or expanded facilities. Therefore, operational impacts of the Proposed Project would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, the Trench Option is not anticipated to directly or indirectly result in increased demand for and usage of parks and recreational facilities in the RSA beyond the existing maintenance capacities of the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. The Trench Option would also include the construction of a multi-use recreational path parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street which would still allow residents to use a portion of the Metro ROW for recreational and transportation use. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station. This would provide a benefit to the community and increased capacity of recreational facilities. Therefore, operational impacts of the Trench Option would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. As with the Proposed Project, the Hawthorne Option would not construct any residential units and therefore would not result in a direct increase in the number of residents in the RSA or an increase in demand for recreational facilities. Pequeno Park would be located within a quarter-mile of the South Bay Galleria Station and may see some increased demand for and usage of its facilities during operations of the Hawthorne Option. However, the South Bay Galleria Station would be located adjacent to high-volume commercial uses, which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the Hawthorne Option is not reasonably anticipated to generate additional demand and usage of Pequeno Park beyond the existing maintenance capacity of the City of Torrance Park Services Division. The Hawthorne Option is not anticipated to indirectly result in increased demand for and usage of parks and recreational facilities in the RSA beyond the existing maintenance capacities of the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Therefore, operational impacts of the Hawthorne would not result in the need for new or physically altered park facilities and this impact would be **less than significant**.

3.15-4.6 *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

3.15-4.6.1 *Construction Impacts*

Less than Significant Impact. The Proposed Project would neither directly nor indirectly result in the population growth which would lead to increased or accelerated deterioration of recreational facilities. El Nido Park would be adjacent to construction staging areas at 182nd Street for the Proposed Project. Between 15 and 40 daily construction workers may temporarily increase the use of existing parks such as El Nido Park, by utilizing park benches, tables, trash receptacles, and restroom facilities during lunchtime breaks. However, even if all construction workers utilized these facilities during lunchtime breaks, such uses would still be temporary, limited to weekdays, and nominal. Therefore, the Proposed Project is not anticipated to increase the use of parks in the RSA such that their deterioration is accelerated. The existing parks and recreational facilities in the RSA would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo

Beach, and Torrance, and would continue to serve the existing surrounding residential population during construction activities. Therefore, construction impacts of the Proposed Project would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. As with the Proposed Project, between 15 to 40 daily construction workers may potentially increase the usage of and demand for parks and recreational facilities by utilizing these facilities during lunchtime breaks, however as with the Proposed Project, this increased usage would be temporary and nominal. Parks and recreational facilities within the RSA would continue to be maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Therefore, construction impacts of the Trench Option would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. As with the Proposed Project, construction workers may utilize nearby parks, including Charles B. Hopper Park, Columbia Park, and Pequeno Park, during lunchtime breaks, however such uses would be temporary and nominal. These recreational facilities would continue to be regularly maintained by the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Construction activities would not lead to the need for new or physically altered parks or recreational facilities. Therefore, construction impacts of the Hawthorne Option would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

3.15-4.6.2 Operational Impacts

Less than Significant Impact. As discussed in Section 3.15-4.5, the Proposed Project would not include stations adjacent to parks. El Nido Park may see increased usage of its facilities due to its proximity to the Redondo Beach TC Station. However, this station would be located adjacent to high-volume commercial uses and transportation connections which are expected to attract greater numbers of riders commuting to and from the station than surrounding residential and open space destinations. The Proposed Project is not reasonably anticipated to generate additional demand for and usage of El Nido Park beyond the existing maintenance capacity of the City of Torrance Park Services Division. The Proposed Project would not construct any residential units and therefore would not directly result in an increase in the number of residents in the RSA; thus, the Proposed Project would not result in an increase in demand for or deterioration of parks and recreational facilities resulting in the need for new or expanded facilities.

Metro acknowledges that residents currently use the Metro ROW as recreational space, although it is not a designated park or walkway, and its primary purpose is rail transportation. Operation of the Proposed Project would result in a closure of the portion of the Metro ROW (which would include active light rail and freight service) where fencing has been breached to public access for the safety of residents. Nonetheless, the Proposed Project would not result in impacts to designated parks and recreational facilities. The Proposed Project would include the construction of a multi-use recreational paths parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street which would still allow residents to use a portion of the Metro ROW for recreational use. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station. These paths would increase the overall capacity of recreational uses. The provision of new recreational facilities could benefit other facilities by

potentially reducing the usage of other existing parks in the RSA. The existing parks and recreational facilities in the RSA would continue to serve the existing surrounding residential population during operations. Therefore, operational impacts of the Proposed Project would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. The Trench Option would not construct any residential units and therefore would not result in a direct increase in the number of residents in the RSA; thus, there would be no direct increase in demand for or use of existing parks and recreational facilities such that physical deterioration of these facilities would be accelerated. The Trench Option would also include the construction of a multi-use recreational path parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street which would still allow residents to use a portion of the Metro ROW for recreational and transportation use. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station. This would provide a benefit to the community and increased capacity of recreational facilities. Similar to the Proposed Project, the Trench Option is not anticipated to result in increased demand directly or indirectly for and usage of parks and recreational facilities in the RSA beyond the existing maintenance capacities of the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Therefore, operational impacts of the Trench Option would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. As with the Proposed Project, the Hawthorne Option would not construct any residential units and therefore would not result in a direct increase in the number of residents in the RSA or an increase in demand for or deterioration of parks and recreational facilities. Unlike the Proposed Project and Trench Option, the Hawthorne Option would not construct any recreational pathways. Pequeno Park could potentially experience increased demand for and usage of its facilities during operations due to its proximity to the South Bay Galleria Station, but the station would be located adjacent to high-volume commercial uses which are expected to attract greater numbers of riders than surrounding residential and open space destinations. Therefore, the Hawthorne Option is not reasonably anticipated to generate additional demand and usage of Pequeno Park beyond the existing maintenance capacity of the City of Torrance Park Services Division. The Hawthorne Option is not anticipated to indirectly result in increased demand for and usage of parks and recreational facilities in the RSA beyond the existing maintenance capacities of the respective recreational departments of the Cities of Hawthorne, Lawndale, Redondo Beach, and Torrance. Therefore, operational impacts of the Hawthorne Option would not result in the substantial deterioration of park facilities and this impact would be **less than significant**.

3.15-4.7 Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

3.15-4.7.1 Construction Impacts

Less than Significant Impact. The Proposed Project would include the construction of a multi-use recreational path parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station. The multi-use paths

would be constructed within the Metro ROW and would not result in displacement of or physical impacts to adjacent residential uses. Expansion of existing recreational facilities would not be required. Although construction of the Proposed Project would create additional jobs in the project area, construction workers would temporarily work in the area and would not relocate to the area on a permanent basis. The Proposed Project would not include the construction of residential units which could potentially result in construction workers moving to the project area. Therefore, construction would not indirectly result in the population growth which would lead to the need for additional new parks or government facilities. Construction workers may utilize nearby parks or recreational facilities during lunchtime breaks, but such use would be temporary and nominal. Therefore, impacts related to adverse physical effects of construction of recreational facilities associated with Proposed Project would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. Similar to the Proposed Project, the Trench Option would include the construction of two multi-use recreational paths, neither of which would not result in displacement of existing designated recreational facilities or adverse physical effects on the environment. Construction of the multi-use path would result in similar impacts as the Proposed Project. Construction workers would temporarily work in the area and would not relocate to the area on a permanent basis. The Trench Option would not include the construction of residential units which could potentially result in construction workers moving to the project area. Therefore, impacts related to adverse physical effects of construction of recreational facilities associated with Trench Option would be **less than significant**.

HAWTHORNE OPTION

Less than Significant Impact. Unlike the Proposed Project and Trench Option, the Hawthorne Option would not construct recreational paths. Construction workers would temporarily work in the area and would not relocate to the area on a permanent basis. The Hawthorne Option would not include the construction of residential units which could potentially result in construction workers moving to the project area. The Hawthorne Option would not construct or require the expansion of any recreational facilities. Therefore, impacts related to adverse physical effects of construction of recreational facilities associated with Hawthorne Option would be **less than significant**.

3.15-4.7.2 Operational Impacts

Less than Significant Impact. The Proposed Project would not construct any residential housing and thus operations of the Proposed Project would not result in a direct increase in the number of residents in the RSA. The Proposed Project is included in the 2020-2045 RTP/SCS as a planned transit project and is thus factored into demographic forecasts for future population, household, and employment growth for the Cities of Lawndale, Hawthorne, Redondo Beach, and Torrance (SCAG, 2020a). Accordingly, the Proposed Project would not indirectly induce unplanned population growth that would impact the demand for recreational facilities. The Proposed Project would include the construction of a multi-use recreational path on Condon Avenue between 159th Street and 170th Street. A second multi-use path would be located along the east side of the Metro ROW between Grant Ave and 182nd Street to provide access to the proposed Redondo Beach TC Station.

Operation of the two new multi-use paths would not result in adverse environmental impacts and would provide passive recreation uses. The primary purpose of the multi-use paths would be transportation for pedestrians and bicyclists. Effects of the multi-use paths would be similar to the existing usage of the Metro ROW as a non-designated recreational greenspace. The new multi-use paths are anticipated to be

utilized by existing residents in the RSA and would not induce demand or new vehicle trips such as a new regional park or recreational facility. Metro acknowledges that residents currently use the Metro ROW where the multi-use paths would be constructed as recreational space, although it is not a designated park or walkway, and its primary purpose is transportation. Operation of the Proposed Project would result in repairing breached fencing along the portion of the Metro ROW (which would include active light rail and freight service) to public access for the safety of residents. Nonetheless, the Proposed Project would not result in impacts to designated parks and recreational facilities which would require replacement with new facilities. The multi-use paths would still allow residents to use a portion of the Metro ROW for recreational use. The Proposed Project would not include stations at parks adjacent to the Metro ROW and therefore would not result in an increased usage of these facilities. The Proposed Project would not construct any residential units and thus would not directly result in an increase in the number of residents in the RSA; thus, there would be no direct increase in demand for or use of parks and recreational facilities such that new or expanded facilities would need to be constructed. Therefore, impacts related to adverse physical effects of operation of recreational facilities associated with Proposed Project would be **less than significant**.

TRENCH OPTION

Less than Significant Impact. The Trench Option would not construct any residential housing and thus operations of the Trench Option would not result in a direct increase in the number of residents in the RSA. Accordingly, the Trench Option would not indirectly induce unplanned population growth that would impact the demand for recreational facilities. Similar to the Proposed Project, the Trench Option would include the construction of a multi-use recreational path parallel to Condon Avenue along the Metro ROW between 159th Street and 170th Street and a second multi-use path along the east side of the Metro ROW between Grant Ave and 182nd Street. Operation of the new multi-use path along Condon Avenue would not result in adverse environmental impacts and would be a passive recreation use. Therefore, impacts related to adverse physical effects of operation of recreational facilities associated with Trench Option would be **less than significant**.

HAWTHORNE OPTION

No Impact. The Hawthorne Option would not construct any residential housing and thus operations of the Hawthorne Option would not result in a direct increase in the number of residents in the RSA. Accordingly, the Hawthorne Option would not indirectly induce unplanned population growth that would impact the demand for recreational facilities. The Hawthorne Option would not construct any recreational paths. Operations of the Hawthorne Option would not construct or require the expansion of any recreational facilities. Therefore, **no impact would occur**.

3.15-5 Mitigation Measures

No mitigation measures are required, as there are no significant impacts related to public services.

3.15-6 Project Impacts Remaining After Mitigation

As described in Section 3.15-5, no mitigation measures are required to reduce construction and operation impacts to a level below significance.

3.15-7 Cumulative Impacts

The methodology for cumulative analysis and a description of relevant projects and projections are included in Section 3.0, Introduction. The geographic scope of the cumulative analysis for fire and police protection services, schools, and parks is the RSA, which is discussed in detail in Section 3.15-3, as this is the area most likely to be affected by the potential combined impacts of a project.

3.15-7.1 Proposed Project

Fire protection services in the RSA are provided by LACoFD, Redondo Beach FD, and Torrance FD. LACoFD has approximately 7,320 personnel, Redondo Beach FD has approximately 67 personnel, and Torrance FD has approximately 58 personnel. The average response time for LACoFD, Redondo Beach FD, and Torrance FD is six minutes and five seconds, four minutes and 16 seconds, and seven minutes and 24 seconds, respectively. The Proposed Project is within the services area of three LACoFD stations, one Redondo Beach FD station, and four Torrance FD stations.

Probable future projects could have the potential to impact fire protection services within the RSA by requiring lane closures or drawing on emergency responders to respond to emergency incidents. Projects such as the Inglewood Avenue Intersection Improvements and Grant Avenue Signal Improvements are close enough to the Metro ROW to be potentially disruptive to service if construction occurred concurrently, but given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. If concurrent construction were to occur, it is reasonable to assume that the probable future projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies. Therefore, construction and operation of the Proposed Project in combination with past, present, and probable future projects is not expected to result in a cumulatively significant impact related to the provision of new or altered fire service.

Police protection services in the RSA are provided by LASD, Hawthorne PD, Redondo Beach PD, and Torrance PD. LASD has approximately 18,300 sworn and non-sworn personnel, Hawthorne PD has approximately 173 personnel, Redondo Beach PD has approximately 136 personnel, and Torrance PD has approximately 371 personnel. Response times were not available for each agency. Redondo Beach PD had a response time of approximately 38 seconds for emergency calls and two minutes and 58 seconds for non-emergency calls, and Torrance PD has an internal response time standard of six minutes and 30 seconds.

Probable future projects could have the potential to impact police protection services with the RSA by requiring lane closures or drawing on emergency responders to respond to emergency incidents. Projects such as the Inglewood Avenue Intersection Improvements and Grant Avenue Signal Improvements are close enough to the Metro ROW to be potentially disruptive to service if construction occurred concurrently, but given the shorter and more intermittent duration of the nature of these types of roadway improvement projects, overlap of construction periods would be minimal, if at all. If concurrent construction were to occur, it is reasonable to assume that the probable future projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies.

Past, present, and probable future projects could cumulatively increase demand for police protection services by an increase in the number of residents. Construction and operation of the Proposed Project would not result in direct population growth that would necessitate new police facilities and police services or otherwise substantially impact police services. However, the Proposed Project could

indirectly affect population, housing, and employment growth as a result of and in combination with probable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. Therefore, construction and operation of the Proposed Project in combination with past, present, and probable future projects is not expected to result in a cumulatively significant impact related to the provision of new or altered police service.

There are 11 schools within the RSA, which are identified above in Table 3.15-9. Past, present, and probable future projects could cumulatively demand for schools during construction as a result of and increased workforce to build the Proposed Project. However, construction workers would not be anticipated to relocate their households or permanent places of residence as a consequence of working on the Proposed Project or other local projects; therefore, no significant demand for unplanned new school facilities is anticipated during construction.

Past, present, and probable future projects could cumulatively increase demand for schools during operation by an increase in the number of residents. The Proposed Project would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for school facilities. Additionally, changes in demographics associated with new development opportunities that could result in demand for school facilities, including the cumulative projects listed in Chapter 3.0, Introduction, are anticipated to be consistent with the SCAG adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Proposed Project and cumulative projects, are accounted for in population increases that affect the provision new school facilities. Therefore, the Proposed Project's incremental contribution to cumulatively significant impacts to schools would therefore not be cumulatively considerable.

There are eight parks within the RSA, which are identified above in Table 3.15-11. Past, present, and probable future projects could cumulatively increase use of parks during construction as a result of and increased workforce to build the Proposed Project. However, construction workers would not be anticipated to relocate their households or permanent places of residence as a consequence of working on the Proposed Project or other local projects; therefore, no significant long-term demand on parks is anticipated during construction.

Past, present, and probable future projects could cumulatively increase demand for parks and recreational facilities during operation by an increase in the number of residents. The Proposed Project would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities. Therefore, the Proposed Project would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, the Proposed Project could indirectly affect population, housing, and employment growth as a result of and in combination with probable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Proposed Project and cumulative projects, are accounted for in population increases that affect planning for park facilities. Therefore, the Proposed Project's incremental contribution to cumulatively significant impacts to parks and recreational facilities would therefore not be cumulatively considerable.

There are no libraries located within quarter-mile of the Proposed Project. Regionally, past, present, and probable future projects could impact the provision of new or physically altered library service during construction as a result of and increased workforce to build the Proposed Project. However, construction workers would not be anticipated to relocate their households or permanent places of residence as a consequence of working on the Proposed Project or other local projects; therefore, no significant long-term demand on libraries is anticipated during construction.

The Proposed Project would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for library facilities. However, the Proposed Project and cumulative projects could indirectly affect population, housing, and employment growth as a result of and in combination with probable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Proposed Project and cumulative projects, are accounted for in population increases that affect the provision of libraries. Therefore, the Proposed Project's incremental contribution to cumulatively significant impacts to libraries would therefore not be cumulatively considerable.

3.15-7.2 Trench Option

Because of the physical overlap of the Trench Option with the Proposed Project and their relatively similar construction methods and identical operations, the cumulative analysis and impacts presented in Section 3.15-7.1 would be the same for the Trench Option.

3.15-7.3 Hawthorne Option

Because of the close proximity of the Hawthorne Option with the Proposed Project with regards to the provision of public services, their relatively similar construction methods, and their nearly identical operations, the cumulative analysis and impacts presented in Section 3.15-7.1 would be the same for the Hawthorne Option.