

SECTION SUMMARY

This section addresses potential impacts on public services, specifically fire protection and police protection services including whether the proposed project would result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations) or police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services. An analysis of potential impacts on public services associated with the alternatives is detailed in Chapter 4 Analysis of Alternatives.

Section 3.11 Public Services provides the following:

- A description of existing fire and police services serving the project site;
- A discussion on the methodology and thresholds used to determine whether the proposed project results in a significant impact to public services (i.e., fire and police services);
- An impact analysis of the proposed project associated with public services;
- A description of any Conditions of Approval that the City would impose, or mitigation measures proposed, if applicable;
- An analysis of potential cumulative impacts associated with public services;
- A summary of public service impact determinations associated with the proposed project, cumulative growth, and mitigation measures; and,
- A description of significant unavoidable impacts associated with public services, if any.

Key Points of Section 3.11:

The project site is currently served by the Redondo Beach Fire Department and Redondo Beach Police Department. The proposed project would result in 304,058 net new square feet of development, which includes the replacement of existing buildings that do not meet current fire code requirements with new construction that meets all applicable state and local codes and ordinances related to fire protection. The proposed project would include on-site private security and security measures to increase site safety, including architectural design (e.g., placement of doors, windows, and staircases to minimize blind spots) nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site.

The Redondo Beach Fire Department would be able to accommodate the proposed project without the provision of additional staffing and facilities and no construction of new or physically altered fire protection facilities (i.e., fire stations) would occur.

An existing police sub-station on-site would be replaced with a new facility as an integral part of the proposed project, the construction and operation of which have been addressed throughout the Draft EIR. No construction or expansion of police facilities not already addressed as part of the proposed project would be required. It is anticipated that the proposed project would generate a slight increase in the need for additional uniformed police officers and expanded service hours above existing (baseline) conditions, who would be stationed at the replacement sub-station. However, the proposed project would not result in a significant impact on public services and no mitigation measures are required.

3.11.1 Introduction

This section evaluates existing conditions of, and potential impacts to, public services that may be affected by the proposed project; specifically, fire protection and police protection services.

As discussed in the Initial Study, provided in Appendix A, NOP/IS, of this Draft EIR, the proposed project does not include any schools or other public facilities (i.e., hospitals). Furthermore, the proposed project would not result in a direct physical impact or alteration to any schools or other public facilities. Therefore, impacts related to schools and other public facilities do not require any further analysis and are not addressed herein. In addition, potential impacts to park and recreation facilities are analyzed in Section 3.12 Recreation of this Draft EIR.

3.11.2 Environmental Setting

3.11.2.1 Fire Protection Services

The Redondo Beach Fire Department (or Fire Department) provides fire protection and emergency response services in the City of Redondo Beach (City), including the project site. The City of Redondo Beach has a Mutual Aid Agreement with other fire departments in the region, such as agreements to provide regional fire protection between the City and neighboring cities of Hermosa Beach, Manhattan Beach, Torrance, and other South Bay cities. This agreement/pact provides for programmed regional responses related to supplemental fire protection services, equipment, and personnel in special situations.

The Fire Department is organized into seven different functional divisions including: (1) Administration, (2) Fire Prevention, (3) Fire Protection [or suppression], (4) Training, (5) Public Education, (6) Hazardous Materials, and (7) Marine Safety. The Fire Department has two dedicated paramedic units, three fully-staffed fire engines, a 100-foot ladder truck and a fire boat. The department also has a hazardous materials response unit and an air and light support truck (which is used to support emergency operations with a generator that can supply electricity to power portable lights or other electrical needs and re-fill Self-Contained Breathing Apparatus cylinders used by firefighters in a fire).

There are three fire stations located in the City: (1) Fire Station No.1 at 401 South Broadway; (2) Fire Station No. 2 at 2400 Grant Avenue; and (3) Fire Station No. 3 at 280 Marina Way. As shown on Figure 3.11-1, Fire Station No. 1 is located approximately 0.3 mile southeast of the project site and would be the first responder to the project site. Fire Station No. 3 is located approximately 0.3 mile north of the project site. Fire Station No. 3 has limited fire suppression equipment and personnel and mainly serves as headquarters for the Harbor Patrol unit. Although, the fire boat is located adjacent to Fire Station No. 3, it is operated by Fire Station No. 1 staff.

The Fire Department has 66 fire fighters and serves a population of approximately 67,815 residents based on 2013 U.S. Census Bureau estimates. The City's Fire Department utilizes a constant manning/qualified relief staff system, with firefighters working two 24-hour shifts in a row, with four 24-hour days off in between.



Source: City of Redondo Beach, 2008 and 2015; Noble Consultants, Inc., 2015

Figure 3.11-1



The Fire Department also provides technical fire prevention activities by checking building construction plans to make sure all proposed buildings meet appropriate safety codes prior to construction. Fire inspectors perform plan review on proposed sprinkler systems, fire alarm systems, and restaurant hood extinguishing system installation.

The Harbor Patrol is charged with protecting the Harbor up to three miles offshore. The Harbor Patrol responsibilities include maintaining order and issuing citations for violations, and responding to waterborne emergencies (assisting people and vessels). Typically, the Harbor Patrol monitors activity within the Redondo Beach Marina/Basin 3 three times per day and up to six times per day during busy summer weekends (Dornberg, 2015). Los Angeles County lifeguards stationed at the County Beaches to the south of the project site also have a boat located within King Harbor and would provide backup for near-shore waterborne emergencies if needed.

Several major fires and other emergencies have occurred within the project area. Most notably, in April 1988, a storm created 20-foot waves that damaged water front buildings and boats. Flooding forced evacuations of guests staying at the Portofino Inn, north of the project site. Approximately 30 days later in May 1988, the Horseshoe Pier caught fire, and 17 businesses and 500 feet of the wooden structure were destroyed. In 2012, the Fire Department responded to 1,743 fire related calls and 4,313 medical calls within the City (City of Redondo Beach, 2014). Most recently, a kitchen fire occurred at a restaurant in the project site (at Zeppy's Pizza) in July 2014.

There is currently no direct access between the northern and southern portions of the project site. Because of the lack of direct and unobstructed access, fire access within the project site is currently constrained. The Pier Parking Structure is not accessible to larger emergency vehicles such as fire engines or ladder trucks because of height limits of the lower level and vehicle load limits on the roof level. The access road along the International Boardwalk is available for use by emergency vehicles; however, to function as an access road the area in front of the International Boardwalk must be a minimum of 26 feet where a fire hydrant or other water source is, as well as be able to support a minimum of 75,000 pound roadway load limit. The access area in front of the International Boardwalk is approximately 20 feet wide (less in some areas where there are obstructions, such as planters), which is not wide enough for use by larger vehicles, nor is there an adequate turn-around radius. This currently hinders the utility of the roadway in front of the International Boardwalk for use by first responders and the ability for emergency vehicles to quickly travel from one end of the project site to the other (Metzger, 2014). The elevated walkway above the International Boardwalk is also not a feasible alternative to provide vehicle access across the site as it is also not accessible to large emergency vehicles given access constraints and load limits.

Fire hydrants and hose stations (permanent on-site hoses that are connected by pipe to a water source) provide water access for firefighting throughout the site, including the Horseshoe Pier and other areas not accessible by vehicle. Due to their age, only some of the existing buildings and newer portions of the pier structure in the project area have sprinkler systems.

3.11.2.2 Police Protection Services

The City of Redondo Beach Police Department (or Police Department) provides police protection for the City of Redondo Beach, including the project site. The City also maintains mutual assistance programs with the Los Angeles County Sheriff's Department and local neighboring police departments.

The Police Department is divided into three major components: the Operations Bureau, Support Services Bureau, and Management Services Bureau. The Operations Bureau provides uniformed police patrol, traffic and parking enforcement, animal control, and the investigation of criminal offences. The Support Services Bureau provides support to other police operations, including conducting departmental training, providing jail services, court liaison, administrative support, and maintaining departmental property and evidence. The Management Services Bureau is responsible for the maintenance of police records, budget and finance, planning and research, and providing emergency dispatch functions of the agency.

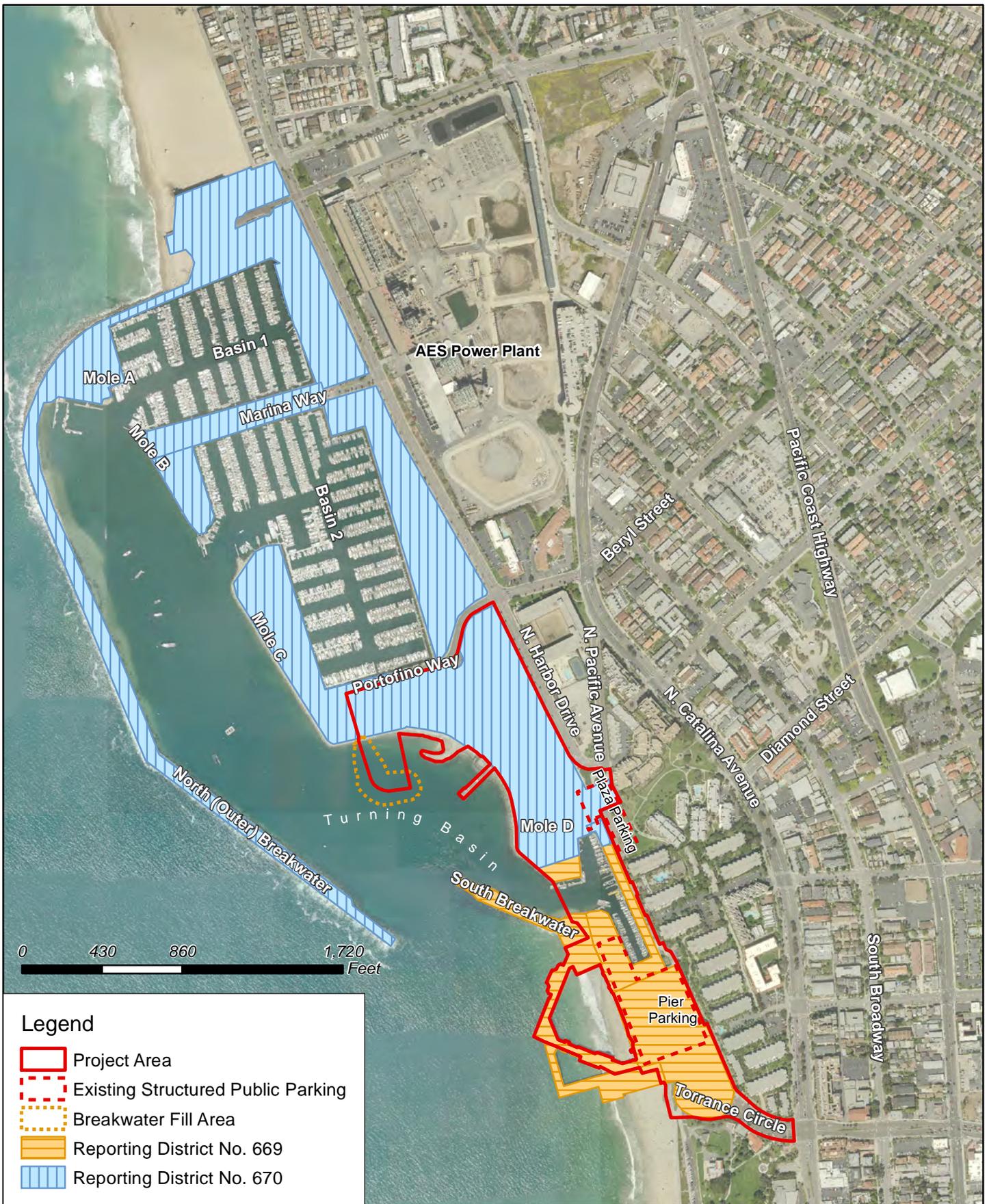
As shown on Figure 3.11-1, the Police Department's Main Station is located at 401 Diamond Street. The Pier Sub-Station is located within the project site at 100 West Torrance Boulevard and provides services to the project site and vicinity.

There are currently a total of 95 sworn officers within the Police Department. The police force serves a population of approximately 67,815 residents based on 2013 U.S. Census Bureau estimates. There are five patrol areas within the City. The project site is within Patrol Area 2, which includes the harbor area and the Village/Seascape apartments and condominiums.

The existing Pier Sub-Station (located within the project site) is staffed by one sergeant and two full-time year-round officers providing weekend coverage (Friday through Sunday) during October to mid-June (off season). An additional two full-time officers are added for coverage during mid-June to September (high season). This level of staffing provides for 2:00 p.m. to 2:00 a.m. coverage on weekends. There is no day shift coverage on weekdays under existing conditions. Other patrol officers within the City provide assistance/back-up to the project site as needed.

Crime occurring within the project vicinity is not typically violent crime, but instead more commonly involves petty theft, misdemeanor assault, alcohol related issues, graffiti, some vehicle theft, and burglary (Leonardi, 2014). Tables 3.11-1a through 3.11-1d shows the Part 1 crimes (homicide, rape, robbery, aggravated assaults, burglary, larceny, stolen vehicle, and arson) committed on an annual basis from 2011 to 2014 within the two reporting districts that include the project site (reporting districts 669 and 670), as well as within the City as a whole. Figure 3.11-2 shows the boundary of the reporting districts in relation to the project site. The overall City crime statistics for 2014 shows an 8.3 percent decrease as compared to 2013, a 9.9 percent decrease as compared to 2012, and an 8.8 percent decrease as compared to 2011 (Redondo Beach Police Department, 2015). The project area crime statistics for 2014 shows an 8.1 percent decrease as compared to 2013, a 24 percent increase as compared to 2012, and a 21.8 percent decrease as compared to 2011.

Access within the project site is currently constrained due to obstructed vehicle access through the project site. Because of the constrained vehicle access on the project site, currently the police responding within the site from the sub-station typically respond on foot, by bike or all-terrain vehicle (ATV), which can slow law enforcement response from one side of the project site to the other (Leonardi, 2014). Police response to the project site from off-site is by vehicle and access is directed to the closest access point to the incident area. The current layout of the parking structures (with the pedestrian and bicycle access through the structures, as well as the lack of modernization and current set-up associated with multiple structures for the Pier Parking Structure) also creates challenges to the security.



Source: City of Redondo Beach, 2008 and 2014; Noble Consultants, Inc., 2015



Table 3.11-1a: Part 1 Crime in Reporting Districts that Include the Project Site (2011)

District	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Vehicle Theft	Arson	Total
669	0	1	4	10	4	19	2	0	40
670	0	0	0	11	8	27	1	0	47
Project Area Total	0	1	4	21	12	46	3	0	87
Citywide	0	3	54	111	310	1200	80	1	1759

Source: Redondo Beach Police Department, 2012

Table 3.11-1b: Part 1 Crime in Reporting Districts that Include the Project Site (2012)

District	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Vehicle Theft	Arson	Total
669	0	0	3	4	7	14	3	0	31
670	0	0	3	2	4	13	2	0	24
Project Area Total	0	0	6	6	11	27	5	0	55
Citywide	4	6	51	129	264	1219	102	2	1781

Source: Redondo Beach Police Department, 2013

Table 3.11-1c: Part 1 Crime in Reporting Districts that Include the Project Site (2013)

District	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Vehicle Theft	Arson	Total
669	0	0	0	9	8	15	2	0	34
670	0	0	1	5	9	19	6	0	40
Project Area Total	0	0	1	14	17	34	8	0	74
Citywide	1	4	43	112	310	1146	133	1	1750

Source: Redondo Beach Police Department, 2014

Table 3.11-1d: Part 1 Crime in Reporting Districts that Include the Project Site (2014)

District	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny	Vehicle Theft	Arson	Total
669	0	1	0	7	5	24	0	0	37
670	0	0	2	5	7	15	2	0	31
Project Area Total	0	1	2	12	12	39	2	0	68
Citywide	0	9	44	105	272	1054	121	0	1605

Source: Redondo Beach Police Department, 2015

3.11.3 Regulatory Framework

The following subsections discuss the various fire and police codes, regulations and policies applicable to the proposed project at the state and local levels.

3.11.3.1 California Fire Code

The California Fire Code (Title 24, California Code of Regulations, Part 9) contains regulations designed for safeguarding life and property from hazards associated with fire/explosion, handling of hazardous materials, and other hazardous conditions. This includes requirements for the installation of fire resistant building materials, smoke detectors, and sprinkler systems for all new construction, including new buildings, additions, alterations, and, in nonresidential buildings, repairs. In addition, the California Fire Code includes requirements for fire apparatus access roads (Appendix D of the Code) and fire safety during construction and demolition (Chapter 33 of the Code). Stairwells associated with the parking structures are also required to include fire doors (“Opening Protectives”) (California Fire Code Sections 703.2, 909.5.2, 1022.2). The California Fire Code has been adopted by the City of Redondo Beach in Municipal Code (RBMC) Section 3-4.101 et seq.

3.11.3.2 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, including those within the City’s Police Department, are state peace officers, under the authority of California Penal Code Section 830.1.

3.11.3.3 California Department of Transportation (Caltrans) Encroachment Permit

Construction within State highway rights-of-way would require a Caltrans Encroachment Permit, which includes a Traffic Control Plan in compliance with Manual on Uniform Traffic Control Devices (MUTCD) [Traffic Control Plans Part 6]. As part of these requirements, there are provisions for coordination with local emergency services, training for flagman for emergency vehicles traveling through the work zone, temporary lane separators that have sloping sides to facilitate crossover by emergency vehicles, and vehicle storage and staging areas for emergency vehicles.

3.11.3.4 Redondo Beach Municipal Code

The RBMC requires Security lighting for parking facilities (RBMC Section 10-5.1706(c)(10)).

3.11.3.5 Public Services Funding - City of Redondo Beach

Funding for the Redondo Beach Police and Fire Departments is determined through the City’s annual budget process. As required by Section 17.9 of the City Charter, the annual budget must be adopted by the City Council on or before June 30 of each year. Under the City’s current budget (Fiscal Year 2014-2015), the Police Department is authorized for 153 personnel, including 96 sworn positions, and the Fire Department is authorized for 63

personnel. As well as personnel, other operating expenses identified in the annual budget consist of maintenance and operations, internal service fund allocations, and capital outlays.

Funding sources for the Police and Fire Department operating expenses, as identified in the 2014-2015 budget, include the General Fund and Intergovernmental Grants, and smaller funds for specific applicable costs such as the Harbor Tidelands Fund (which includes revenues associated with the portion of the project site located within the Tidelands Trust), Narcotic Forfeiture & Seizure Fund, Emergency Communications Fund, and Disaster Recovery.

3.11.4 Impacts and Mitigation Measures

The potential for the proposed project to result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or police protection facilities is addressed below in this section, while potential impacts related to parks and recreation are addressed in Section 3.12 Recreation of this Draft EIR.

3.11.4.1 Methodology

Potential impacts to fire and police protection services considers whether increased demands due to new development on the project site can be accommodated by existing fire protection and law enforcement facilities and resources. If there are inadequate fire and police protection services, the thresholds below address whether there would be any additional physical impacts on the environment from the construction of new facilities that have not already been addressed as part of the proposed project. The City's Fire Department and Police Department were contacted to obtain information regarding their existing and projected service capacities and ability to adequately serve the proposed project. As part of project approvals, the project plans would be reviewed by the City's Fire Department and Police Department to ensure compliance with the regulations presented in Section 3.11.3 above; therefore, compliance with applicable design and operational requirements is assumed in the following analysis.

3.11.4.2 Thresholds of Significance

The proposed project would result in significant impacts on public services if it would:

- PBS-1** Result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services
- PBS-2** Result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services

3.11.4.3 Impacts and Mitigation

3.11.4.3.1 Proposed Project

The main components of the proposed project include the proposed demolition of approximately 207,402 square feet of existing structures, demolition of the existing Pier Parking Structure, construction of up to approximately 511,460 square feet to include retail, restaurant, creative office, specialty cinema, a public market hall, and a boutique hotel, and retention of approximately 12,479 square feet of existing structures, resulting in approximately 304,058 square feet of net new development. As part of the proposed project, the existing Pier Police Sub-Station, located at Pier Plaza, would be demolished and a new/relocated sub-station would be established on-site.

The proposed project also includes proposed enhancements to public recreation and open space, including a new boat launch ramp (for small craft), Basin 3 marina reconstruction, the opening of Seaside Lagoon to King Harbor as a protected beach (currently the lagoon is not directly connected to the ocean), relocated hand launch ramp within the Seaside Lagoon, new and expanded pedestrian and bicycle pathways, as well as enhanced public open spaces, and improvements to the visual character of the site. Site connectivity and coastal access would be increased by the establishment of a new pedestrian bridge across the Redondo Beach Marina Basin 3 entrance, a new pedestrian promenade along the water's edge from the base of the Horseshoe Pier to Seaside Lagoon, and the Pacific Avenue Reconnection. Project elements also include water quality benefits, measures to accommodate sea level rise projections, and replacement or upgrades to aging infrastructure, which would reduce the potential for people to be exposed to risks thereby reducing the likelihood of major incidents that could require public services.

The Pacific Avenue Reconnection would consist of a two-lane roadway, separated by a grade change, from an 8-foot walkway to the west of the roadway, and a 12-foot bicycle path east of the roadway. The reconnection of Pacific Avenue would provide a vehicular, bicycle, and pedestrian throughway that would provide connectivity between the northern and southern portion of the project site and a direct link between Pacific Avenue/Harbor Drive and Torrance Circle. In addition, the proposed project provides for a new main street that transects through the center of the northern portion of the site (approximately parallel to Harbor Drive).

3.11.4.3.2 Impact Determination

Impact PBS-1: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services

While the Fire Department currently provides fire protection services to the project site, the proposed project would result in an increase in square footage (304,058 net new square footage, which equals an approximately 139 percent increase over the amount of existing development). However, the majority of the existing structures at the project site were constructed prior to the 1970s and do not meet current fire code requirements and not every structure includes a sprinkler system. All new construction would be designed and

constructed to meet all applicable current state and local codes and ordinances related to fire protection, including the inclusion of fire suppression systems (e.g., such as use of fire resistant building materials and installation of fire alarms and detection systems and automatic fire sprinklers). During construction, precautions and requirements associated with the California Fire Code's Fire Safety During Construction and Demolition (Chapter 33) would be followed. In general, the requirements associated with Chapter 33 are intended to maintain safe and orderly worksites. This includes fire precautions, including specified areas and handling associated with smoking, waste disposal, welding operations, flammable and combustible liquids, leakage and spills management. Requirements include prefire plans, training of personnel, fire protection devices, and maintaining access for firefighting.

Development with modern materials and in accordance with current standards would enhance fire safety in comparison to the existing older buildings that would be removed. In addition, the site plan and buildings plans would be subject to review by the Fire Department prior to approval, and all buildings would be subject to fire inspections after they are built and in operation to ensure that required fire protection safety features, including building sprinklers and emergency access, are implemented. The proposed project would also be required to update and resize water mains and ensure that the locations of fire hydrants conform to current requirements. Therefore, this increase in square footage would not require additional firefighting personnel or equipment to respond to fire or health emergencies at the project site than is currently being provided and the proposed project would not result in the need for the construction of new or physically altered fire stations (Metzger, 2014).

The proposed revitalization of the project site could result in an increase in the number of visitors to the site compared to existing conditions, which, in turn, could also result in an increase in the number of water users, including motorized and non-motorized vessel traffic, and swimmers using Seaside Lagoon. The potential increase in harbor use could result in an increased demand for Harbor Patrol services. Current staffing levels and facilities are, however, adequate to meet the anticipated needs of the proposed project, and thus the proposed project is not expected to result in the need for new facilities (Metzger, 2014).

In addition, as currently occurs at the project site, occasional large-scale events have the potential to create a temporary increase in demand for firefighting and emergency medical services. As is currently required any special event taking place within the project site requires an Amusement and Entertainment Permit (RBMC Sections 4-17.01 et seq.), or a Temporary Use Permit (RBMC Section 10-5.2520). The process associated with approval and issuance of such permits includes evaluation of potential fire and police issues and needs, and assignment of appropriate City resources (Fire Department, Police Department, etc.) to adequately support each special event.

The proposed project includes a new main street that transects through the center of the northern portion of the site (approximately parallel to Harbor Drive), which would help circulation and emergency access through the northern portion of the project site. In addition, the proposed project includes the Pacific Avenue Reconnection in the area of the existing International Boardwalk. By replacing the area in front of the International Boardwalk with a two lane (one lane in each direction) through street that meets fire apparatus access requirements, the Pacific Avenue Reconnection would greatly improve emergency access and protection service throughout the project site.

As described above, the proposed project would be designed and constructed to meet all applicable current state and local codes and ordinances related to fire protection. In addition, the site and buildings plans would be subject to review by the Fire Department prior to approval, and all buildings would be subject to fire inspections after they are built and in operation to ensure that required fire protection safety feature. Although the proposed project includes an increase in square footage, based on existing staffing and facilities that would service the project site, no additional firefighting personnel or equipment to respond to fire or health emergencies at the project site than is currently being provided would be required (in other words, the Redondo Beach Fire Department would be able to accommodate proposed project without the provision of additional staffing and facilities). In addition, the proposed project includes the Pacific Avenue Reconnection, which would improve emergency access and protection service throughout the project. Therefore, the proposed project would not result in the need for the construction of new or physically altered fire protection facilities (i.e., fire stations) in order to maintain adequate services and, as such, the impact would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact PBS-2: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services

As noted above, revitalization of the project site would likely result in increased visitors to the Harbor area, which, in turn, would generate the need for police patrol, traffic control, and other associated services. The types or severity of crimes is not expected to change as the land uses would be similar to those currently existing on-site (i.e., waterfront recreation, retail and restaurant uses, and office uses). Due to an increase in commercial square footage it is anticipated that there would be an increase in the number of individuals frequenting the site. The increase in activity level at the site may deter some types of crime (greater number of people can deter criminal activity). However, the proposed project incorporates strategies for Crime Prevention Through Environmental Design (CPTED) aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks (discussed in detail below) would be implemented, and thus, a proportional increase in the number of incidences is not anticipated.

As part of the relocation and operation of the Pier Police Sub-Station within the project site, police officers would be provided for on-site coverage with a minimum of two officers per shift serving the site from 8:00 a.m. to 2:30 a.m. seven days per week. It is anticipated that personnel and associated equipment, including the need for a slight increase in the number of officers and expanded service hours, would be addressed, as is currently the case, through the continued implementation of the City's budgeting process. Through this process, the Police Department needs are assessed and budget allocations are considered accordingly, with the

objective to ensure that adequate levels of services are maintained throughout the City. The increase in officers stationed at the Pier, and the extended hours (coverage seven days a week verses 2:00 p.m. to 2:00 a.m. coverage on weekends only) would be specific to the sub-station at the project site and would not result in diminished service elsewhere in the City.

The proposed project includes the demolition of the existing Pier Police Sub-Station, located at Pier Plaza, and construction and operation of a new/replacement police sub-station on the project site. The new/replacement sub-station would be accommodated in one of the proposed buildings as shown on Figure 2-8 in Chapter 2 Project Description of this Draft EIR. The construction and operational impacts associated with a new/replacement police sub-station have been evaluated in context with other physical effects on the environment in applicable sections of this Draft EIR, including, but not limited to Section 3.2 Air Quality; Section 3.7 Hazards and Hazardous Materials; Section 3.8 Hydrology and Water Quality; Section 3.10 Noise; and, Section 3.13 Traffic and Transportation of this Draft EIR. Applicable rules and regulations and mitigation measures, if applicable, identified in those sections would also apply to the construction of the new/replacement police sub-station.

With the construction and operation of the new/replacement police sub-station, which would be sized to accommodate the slight increase in uniformed police officers, equipment, and service hours above existing (baseline) conditions, there would be adequate police coverage associated with the proposed project. No construction or expansion of police facilities not already addressed as part of the proposed project would be required; therefore, impacts would be less than significant.

The proposed project includes a new main street that transects through the center of the northern portion of the site (approximately parallel to Harbor Drive), which would help circulation and emergency access through the northern portion of the project site. In addition, the proposed project includes the Pacific Avenue Reconnection in the area of the existing International Boardwalk. By replacing the area in front of the International Boardwalk with a two lane (one lane in each direction) through street, the Pacific Avenue Reconnection would greatly improve emergency access and protection service throughout the project site.

In addition to City police services, the proposed project includes private security that would serve the commercial development and hotel and would contribute to on-site safety on an around-the-clock basis. This would include foot patrols of building perimeters, parking structures, walkways, and surface parking lots and monitoring of on-site security cameras via closed circuit television. Working together, the private security would augment police surveillance and sub-station operations. As with the new/replacement police sub-station described above, the new development proposed under the proposed project would accommodate on-site private security, and no construction or expansion of facilities not already addressed as part of the proposed project would be required.

Other security measures inherent in the design of the proposed project increase site safety by incorporating CPTED strategies aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks and provide an atmosphere of safety. This includes use of nighttime security lighting, security cameras, and providing lighted landscaping that allow for clear sight lines by security personnel and security devices to monitor the site as feasible. Other considerations in designing the project included architectural design features, such as placement of windows, stairways, pathways, and building entrances to enhance visibility throughout the site and avoid the presence of blind spots. The site plan and building plans would be subject to review by the Police Department

prior to approval.

Law enforcement within the Harbor (maritime or water-based law enforcement) is provided by the Redondo Beach Fire Department's Harbor Patrol. As described above under Impact PBS-1, the existing Harbor Patrol staff and facilities are adequate to accommodate the proposed project.

As described above, the proposed project includes the replacement of the police sub-station on-site. These police protection services would be provided through the continued implementation of the City's budgeting process. In addition to increased site safety, the proposed project incorporates CPTED strategies aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks (as described above) and a private on-site security would be added to the project site. Therefore, with replacement of the police sub-station on-site the proposed project would not result in the need for the construction of new or physically altered police protection facilities (which have not already been considered in the Draft EIR) in order to maintain adequate services, hence, the impact would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

3.11.4.4 Cumulative Impacts

The context for assessing cumulative environmental impacts associated with expansion of facilities needed to provide fire and police services is based on the jurisdiction providing such services. Fire services are provided by the Redondo Beach Fire Department and police services are provided by the Redondo Beach Police Department. Cumulative impacts could occur if growth within each service area requires expansion of servicing facilities such as construction of a new fire or police station that have not already been accounted for in the City's Planning process. Fire, Police, and emergency services are maintained and expanded through property taxes and collection of fees that grow incrementally as development occurs within a service area (see Section 3.11.3.5 above). Providing for new equipment, facilities, and staffing is assessed as part of the City's annual fiscal budget process. For the cumulative analysis for public services, the geographic scope is the service area associated with the City's fire and police protection services. The City's fire department has a Mutual Aid Agreement with other fire departments in the region, such as agreements to provide regional fire protection between the City and neighboring cities of Hermosa Beach, Manhattan Beach, Torrance, and other South Bay cities. For police protection services, the City maintains a mutual assistance program with the Los Angeles County Sheriff's Department. As new facilities are required, environmental review would commence consistent with CEQA to analyze and mitigate any potential physical environmental impacts. SCAG growth projections used as the basis of the cumulative impacts analysis in this EIR take into consideration the future growth anticipated in local general plans, such as that of the City of Redondo Beach. Based on such acknowledgement of, and planning for, future growth within Redondo Beach, and the attendant fire and police protection needs, significant cumulative impacts related to substantial physical deterioration of fire stations and law enforcement facilities are not expected to occur. Notwithstanding that no significant cumulative impacts associated with

future growth are expected to occur, plus the fact that implementation of the proposed project does not involve population growth, it should also be noted that operation of the proposed project includes elements that are anticipated to enhance the fire and police protection at the project site, including compliance with current fire code requirements and improvements in site circulation that would improve direct fire and police vehicle access (including private security access) from the northern and southern portions of the project site.

Therefore, the proposed project would not result in a cumulatively considerable contribution to a cumulative impact resulting in substantial adverse physical impacts associated with the construction of new or physically altered fire and police protection facilities (i.e., fire and police stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services.

Cumulative Mitigation Measures

No mitigation is required.

Cumulative Residual Impacts

Impacts would be less than significant.

3.11.4.5 Summary of Impact Determinations

The following Table 3.11-2 summarizes the impact determinations of the proposed project in addition to adopted growth projections (i.e., potential cumulative impacts) related to public services, as described in the detailed discussion above.

Table 3.11-2: Summary Matrix of Potential Impacts and Mitigation Measures for Public Services Associated with the Proposed Project and Cumulative Growth

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
PBS-1: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered fire protection facilities (i.e., fire stations), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services	Proposed Project: Less than significant	Proposed Project: No mitigation is required	Proposed Project: Less than significant
	Cumulative: Less than significant (no cumulatively considerable contribution)	Cumulative: No mitigation is required	Cumulative: Less than significant (not cumulatively considerable)

<p>PBS-2: The proposed project would not result in substantial adverse physical impacts associated with the construction of new or physically altered police protection facilities (including land-based and maritime police protection/law enforcement), the construction of which could cause significant environmental impacts not already addressed as part of the proposed project, in order to maintain adequate services</p>	<p>Proposed Project: Less than significant</p>	<p>Proposed Project: No mitigation is required</p>	<p>Proposed Project: Less than significant</p>
	<p>Cumulative: Less than significant (no cumulatively considerable contribution)</p>	<p>Cumulative: No mitigation is required</p>	<p>Cumulative: Less than significant (not cumulatively considerable)</p>

3.11.4.6 Summary of Mitigation Measures

In the absence of significant impacts, mitigation measures are not required.

3.11.5 Significant Unavoidable Impacts

No significant unavoidable impacts to public services would occur as a result of construction or operation of the proposed project.