

IV. Environmental Impact Analysis

J.2 Public Services—Police Protection

1. Introduction

This section of the Draft EIR describes police protection services within the Project area and provides an analysis of the Project's potential impacts with regard to these services. The analysis focuses on the Long Beach Police Department (LBPD) facilities that currently serve the Project Site and the ability of the LBPD to provide adequate police protection services to serve the Project. This section is based on information provided by the LBPD, which is included in Appendix Q of this Draft EIR.

2. Environmental Setting

a. Regulatory Framework

(1) City of Long Beach Municipal Code

The law enforcement regulations and the powers and duties of the LBPD are outlined in Title 2, Chapter 2.15 (Police Department) of the Long Beach Municipal Code (LBMC). LBMC Chapter 18.22 (Police Facilities Impact Fee) imposes a police facilities impact fee on residential and nonresidential development for the purpose of assuring that the development pay its fair share of the costs required to support needed police facilities and related costs necessary to accommodate such development. The police facilities impact fee is to be paid prior to receipt of the certificate of occupancy and is utilized for the acquisition of additional property for law enforcement facilities and the purchasing of equipment and vehicles.

(2) City of Long Beach General Plan

The City of Long Beach (City) General Plan sets forth general guidance regarding land use issues for the entire City and defines Citywide policies regarding land use, including infrastructure and public services. Public safety goals and recommendations are included in the Public Safety Element of the General Plan. Development Goal 7 assures continued safe accessibility to all urban land uses throughout the City. Development Goal 9 encourages development that would augment efforts of other safety-related City departments (i.e., design for adequate access for firefighting equipment and police

surveillance). Protection Goal 1 requires the use of safety precautions as one means of preventing blight and deterioration. Protection Goal 10 provides the maximum feasible level of public safety protection services.

b. Existing Conditions

The LBPD provides police protection services to the City of Long Beach, including the Project Site. The LBPD is divided into five bureaus: the Investigation Bureau, Support Bureau, Patrol Bureau, Financial Bureau, and Administration Bureau. The Patrol Bureau is LBPD's largest bureau and encompasses over 40 percent of the organization's budget and more than 50 percent of its personnel. The Patrol Bureau includes one specialized Field Support Division and three geographical divisions: North, East, and West. The Field Support Division includes special service teams including, but not limited to: SWAT, K-9, Air Support, Mental Evaluation Team, Public Safety Realignment Team, Commercial Enforcement Team, and Event Planning and Management. Additional services related the Project's proximity to the marina include the Marine Patrol Detail.¹

Based on crime statistics from the LBPD, approximately 28,104 crimes were committed Citywide in 2016, including 17,144 Part I crimes and 10,960 Part II crimes.² Part I crimes account for life or property in imminent danger, while Part II crimes are less serious offences. The LBPD has a total of 814 budgeted sworn officers, with an estimated Citywide officer-to-resident ratio of 1.72 officers per 1,000 residents.³

The LBPD Communications Center is the response center for all 9-1-1 emergency calls received in the City. The emergency calls are received and prioritized based on the information conveyed to the Public Safety Dispatcher and then dispatched with the appropriate response. Priority 1 calls include immediate emergency calls; Priority 2 calls include non-critical, non-emergency situations; and Priority 3 calls include non-critical, quality of life and neighborhood nuisance issues. Average response times for emergency calls in the City are: Priority 1 calls—4.8 minutes; Priority 2 calls—24.6 minutes; and Priority 3 calls—35.4 minutes. The LBPD has a response goal of 5 minutes for Priority 1 calls.

¹ Long Beach Police Department, Field Support Division, www.longbeach.gov/police/about-the-lbpd/bureaus/patrol-bureau/field-support-division/, accessed December 21, 2016.

² Long Beach Police Department, Annual Reporting District Crime Statistics (2016), www.longbeach.gov/police/media-library/documents/crime-info/statistics/year-end-statistics-for-2016/, accessed February 1, 2017.

³ Based on the U.S. Census population estimate of 474,140 for the City of Long Beach as of July 1, 2015; www.census.gov/quickfacts/table/PST045215/0643000, accessed February 1, 2017.

The Project Site is served by the LBPD East Patrol Division, located at 3800 East Willow Street, approximately 3.7 miles northwest of the Project Site, as shown in Figure IV.J.2-1 on page IV.J.2-4. The LBPD East Patrol Division encompasses most of the eastern portion of the City and is staffed by 101 sworn officers and three civilian employees. With a service boundary of approximately 24 square miles, the East Patrol Division is the largest geographical patrol division of the LBPD and provides service to approximately 46 percent of the City. The East Patrol Division serves the Long Beach Airport; California State University, Long Beach; the East Anaheim Street Corridor; Long Beach Towne Center; Belmont Shore; 4th Street “Retro Row” and a number of historic neighborhoods and parks, including Naples Island; Belmont Heights; Rancho Los Alamitos Historic Ranch and Gardens; Bixby Park; Rose Park; and El Dorado Regional Park and Nature Center. The LBPD East Division provides law enforcement services to approximately 170,000 residents.⁴

Within the LBPD East Patrol Division, the Project Site is specifically located within Reporting District 623. Reporting District 623 generally consists of the Alamitos Bay waterways, the Alamitos Bay Marina Center, the Project Site, and the Marina Shores Shopping Center located directly south of the Project Site. This reporting district area primarily consists of commercial and marina-related development, and no permanent residents live within this area.⁵

As previously indicated, a total of 28,104 crimes were committed Citywide in 2016, including 17,144 Part I crimes and 10,960 Part II crimes. Based on the City’s residential population, this equates to an overall crime rate of approximately 59 crimes per 1,000 persons.⁶ In comparison, Reporting District 623 experienced 88 crimes in 2016, including 61 Part I crimes and 27 Part II crimes. Since the reporting district only has a daytime or transient population, the measure of crimes per 1,000 residents is not applicable.⁷

As detailed in the LBPD correspondence provided in Appendix Q of this Draft EIR, average response times for emergency calls in the East Patrol Division are: Priority 1

⁴ Long Beach Police Department, *East Patrol Division*, www.longbeach.gov/police/about-the-lbpd/bureaus/patrol-bureau/east-patrol-division/, accessed December 21, 2016.

⁵ Long Beach Police Department, *Police Reporting District Map*, [www.longbeach.gov/ti/media-library/documents/gis/map-catalog/police-reporting-districts-map-large-\(36-x-36\)/](http://www.longbeach.gov/ti/media-library/documents/gis/map-catalog/police-reporting-districts-map-large-(36-x-36)/), accessed December 21, 2016.

⁶ Based on the U.S. Census population estimate of 474,140 for the City of Long Beach as of July 1, 2015; www.census.gov/quickfacts/table/PST045215/0643000, accessed February 1, 2017

⁷ Long Beach Police Department, *Annual Reporting District Crime Statistics (2016)*, www.longbeach.gov/police/media-library/documents/crime-info/statistics/year-end-statistics-for-2016/, accessed February 1, 2017.



Figure IV.J.2-1
Long Beach Police Department Facilities
in the Project Vicinity

calls—5.3 minutes; Priority 2 calls—24.3 minutes; and Priority 3 calls—39 minutes. The East Patrol Division does not currently meet the LBPD's response goal of 5 minutes for Priority 1 calls.

3. Environmental Impacts

a. Methodology

The determination of significance for impacts on police services is based on the evaluation of existing police services for the police station(s) serving the Project Site, including the availability of police personnel to serve the Project. The analysis presents statistical averages associated with the police station serving the Project Site and Citywide services. The determination of impact to police services takes into account the following: effects on response times, calls for service, levels of service and the need for additional officers, associated equipment, and facility space. Security features that may be implemented as part of the Project also are taken into account.

b. Thresholds of Significance

Appendix G of the CEQA Guidelines provides a sample question that addresses impacts with regard to police protection service. This question is as follows:

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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?

c. Project Design Features

The following Project Design Features pertaining to police protection are proposed as part of the Project:

Project Design Feature J.2-1: During construction, the Project Applicant shall implement temporary security measures including perimeter security fencing, lighting, and locked entry.

Project Design Feature J.2-2: The Project shall incorporate permanent security features, including a private on-site security patrol, alarm systems for individual tenants, security cameras, and appropriate night lighting in parking, circulation, and common areas.

Various design aspects of the Project, including lighting, would aid in reducing opportunities for crime, as discussed further below. Refer to Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR for specific Project Design Features pertaining to lighting.

d. Analysis of Project Impacts

(1) Construction

Construction sites can be sources of nuisances and hazards and can invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature J.2-1, the Project Applicant would implement temporary security measures including, security fencing, lighting, and locked entry to secure the Project Site during construction. With implementation of these features, potential impacts associated with theft and vandalism during construction would be less than significant.

Additionally, Project construction could require temporary lane closures along Pacific Coast Highway (PCH), 2nd Street, and Marina Drive to construct proposed driveway and access improvements, utility connections, and drainage facilities. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of construction materials to and from the Project Site, and construction worker traffic. As such, Project construction activities could temporarily increase response times for police vehicles due to travel time delays caused by traffic. However, as evaluated in Section IV.K, Traffic and Access, of this Draft EIR, the Project's construction traffic impacts would be less than significant with implementation of mitigation requiring the preparation and implementation of a Construction Management Plan. In addition, most of the construction workers and haul truck trips would occur outside of the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for construction-related traffic conflicts. The Construction Management Plan would ensure that adequate and safe access remains available within and near the Project Site throughout the duration of construction activities. Features of the Construction Management Plan, which would be finalized in consultation with the Long Beach Department of Public Works, Traffic and Transportation Bureau, may include limiting potential lane closures to off-peak travel periods, to the extent feasible, and employing flag persons to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Furthermore, appropriate detour signage would be placed as necessary to ensure emergency access would be maintained to the Project Site and that traffic flow would be maintained on street rights-of-way. The construction-related traffic generated by the Project would not be anticipated to significantly impact emergency vehicle response times within the Project vicinity since the drivers of

emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

With implementation of Project Design Feature J.2-1 described above, the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LBPD to serve the Project Site, nor would the Project cause a substantial increase in emergency response times as a result of increased traffic congestion. Therefore, impacts on police protection services during Project construction would be less than significant.

(2) Operation

The Project does not include the development of new residential units, thus the residential population in the East Patrol Division service area would not increase. In addition, removal of the existing hotel on the Project Site, which has fallen into disrepair, would somewhat offset the Project's demand for additional police protection services. Nevertheless, the Project would result in an increase in on-site development and would introduce new land uses that are not currently found on-site. As such, the Project would increase the employee and visitor population in the area and, accordingly, the demand for police protection services provided by the LBPD could increase.

With regard to employment, the Project is estimated to employ a total of 903 persons, including approximately 720 full-time employees and 183 part-time employees.⁸ In comparison, using a hotel employment generation rate of 0.105 employee per hotel room, the existing 248-room SeaPort Marina Hotel had an estimated total of 26 employees when fully operational.⁹ Like the existing hotel, the commercial uses proposed as part of the Project include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace who generally do not relocate their households due to such employment opportunities. As such, the Project is not anticipated to indirectly result in residential population growth in the area which would change the existing Citywide officer-to-resident ratio of 1.72 officers per 1,000 residents.

Per Project Design Feature J.2-2, as part of the Project a private on-site security force would conduct regular site patrols and would be available to respond to any incidents on-site, thus limiting the need for LBPD response. Other security features would include alarm systems for individual tenants, security cameras, and appropriate night lighting in

⁸ *Employment estimate provided by HR&A Advisors, Inc.*

⁹ *Ibid.* However, at the time of the Notice of Preparation for the Project (November 2016), only 170 hotel rooms were operational, yielding an estimated staff of approximately 18 employees.

parking, circulation, and common areas. Alarm systems would be monitored, and police would be dispatched only as needed. With regard to lighting, as described in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the Project would include exterior lighting on buildings for security and wayfinding purposes, as well as entryway lighting within the parking structures and along driveways and internal roadways for safety. Such lighting would improve visibility and prevent dark or concealed spaces. These preventative and proactive security measures would reduce the number of service calls for LBPd. Furthermore, in accordance with LBMC Chapter 18.22, the Project Applicant would pay the appropriate police facilities impact fee. The Project also would generate revenues to the City's general fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate or necessary.

Based on the above, the Project would not generate an additional demand for police protection services that would substantially exceed the capability of the LBPd to serve the Project Site. Impacts to police protection services during operation of the Project would be less than significant, and no mitigation measures are necessary.

4. Cumulative Impacts

Cumulative growth in the greater Project area includes six related projects, identified in Section III, Environmental Setting, of this Draft EIR, as well as general ambient growth anticipated to occur. As the City is considered essentially built out, the related projects represent rather limited floor area associated with a mix of recreational, office, commercial/retail, restaurant, storage/warehouse, and infrastructure uses. Based on the location of these related projects, four of the six developments fall within the service area of the East Patrol Division (the other two related projects are located in the City of Seal Beach). The increase in development and related daytime (employment and visitor) populations associated with the Project in combination with the related projects would result in a cumulative increase in the demand for LBPd services. However, as with the Project, the related projects comprise non-residential uses. As such, the Project and related projects would not generate a new residential population in the East Patrol Division service area.

Also like the Project, the related projects would be subject to the payment of police facilities impact fees in accordance with LBMC Chapter 18.22. Additionally, the related projects would generate revenues to the City's general fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate or necessary. The LBPd continues to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and additional facility expansions that may become necessary to achieve the desired level of service.

Based on the above, the Project's contribution to cumulative impacts to police protection services would not be cumulatively considerable and, as such, cumulative impacts on police protection services would be less than significant.

5. Mitigation Measures

With implementation of Project Design Features J.2-1 and J.2-2, Project-level and cumulative impacts with regard to police protection services would be less than significant. Therefore, no mitigation measures are required.

6. Level of Significance After Mitigation

Project-level and cumulative impacts with regard to police protection services would be less than significant.