# IV. ENVIRONMENTAL IMPACT ANALYSIS
# I. PUBLIC SERVICES
# 1. POLICE

## ENVIRONMENTAL SETTING

The Project Site ("Bundy Campus") is located within the City of Los Angeles and is bordered by the City of Santa Monica. The Santa Monica College Police Department (SMCPD) is the primary agency responsible for law enforcement agency for Santa Monica College facilities, including the SMC Bundy Campus. In addition to services provided by the SMCPD, police services for the Bundy Campus are supplemented by the City of Los Angeles Police Department (LAPD). Therefore, it is relevant to address the potential impacts that may affect both of these law enforcement agencies.

### Santa Monica College Police Department (SMCPD)

The Santa Monica College Police Department is vested with the authority and responsibility to enforce all applicable local, state and federal laws. As a satellite campus to SMC's Main Campus, the Bundy Campus is provided with the same police services that are provided by the SMCPD at the Main Campus. While headquarters for the SMCPD is located on the Main Campus, department duties extend to all of the surrounding satellite campuses. The Main Campus is patrolled 24 hours a day, seven days a week. SMCPD has primary jurisdiction of all SMC-owned and operated properties and concurrent jurisdiction with local agencies in adjacent areas. SMCPD receives reports for all incidents occurring on campus and is responsible for investigating all campus crime.

The SMCPD maintains a log of all crimes that occur on its campuses. Table IV.I-1 displays crime statistics reported to SMCPD for incidents that occurred at all SMC-owned and operated properties during 2001-2004.

**Table IV.I-1**

**Crime Statistics Reported to SMCPD**

| Classification of Offenses | SMC-Owned and Operated Properties | | | |
|---|---|---|---|---|
| | 2001 | 2002 | 2003 | 2004 |
| Homicide | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Aggravated Assault | 5 | 2 | 1 | 3 |
| Burglary | 7 | 8 | 9 | 7 |
| Motor Vehicle Theft | 1 | 4 | 2 | 4 |
| Alcohol Violations | 1 | 6 | 6 | 6 |
| Drug Violations | 4 | 5 | 4 | 3 |
| Weapon Violations | 1 | 2 | 0 | 2 |
| **Total** | **19** | **27** | **22** | **25** |

*Source: Santa Monica College Police Department, Crime Statistic, website: http://www.smc.edu/college_police/crimestats.htm, June 30 2006. SMC's crime statistics for 2005 are anticipated to be publicly available in November 2006. Phone correspondence with Santa Monica College Police Department, September 6, 2006.*

At the Bundy Campus, SMCPD currently provides as-needed services to the renovated four-story West Building, and the campus as a whole. Teaming with LAPD, SMCPD leads responses to police-related emergency calls, while LAPD augments the services as needed.

**Los Angeles Police Department (LAPD)**

LAPD provides services in crime investigation, offender apprehension, community awareness programs, and other services such as traffic control. The Bundy Campus falls within the jurisdiction of LAPD's Operations-West Bureau. Specifically, the Pacific Area Community Police Station is the primary station that assists SMCPD at the Bundy Campus. Located at 12312 Culver Boulevard, the Pacific Area Community Police Station provides service to a diverse residential population that exceeds 200,000 persons. The Pacific Area Community Police Station is located approximately 2.2 miles from the Bundy Campus and responds to service calls throughout the approximately 24-square-mile West Los Angeles region. As shown in Figure IV.I-1, in addition to the Pacific Community West Police Station, the West Los Angeles Community Police Station is located approximately 3.5 miles from the Bundy Campus and is also responsible for serving the region.

As of August 27, 2005 the Pacific Area Community Police Station and Los Angeles International Airport Substation had 314 sworn personnel. Therefore, based on a police service population of approximately 216,574 persons in 2003, the existing officer to civilian ratio in the region served by the Pacific Area Community Police Station is one officer per 690 persons, which currently meets LAPD's desired service ratio standard.[1] Although the police officer to civilian ratio can be a valuable tool in determining police presence in a specific geographic area, the LAPD does not consider it a viable method to determine adequacy of police services. Rather, the LAPD uses an assessment and evaluation of a multitude of factors including: crime trends, citizen perceptions, changing demographics, response times, non-committed patrol time, directed problem-solving capacity, land use, traffic congestion, and numerous other variables that affect the delivery of police services.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. To some extent, it is logical to anticipate that the crime rate in a given area will increase as the level of activity or population size, along with the opportunities for crime, intensifies. However, because a number of other factors also contribute to the resultant crime rate such as police presence, crime prevention measures, and on-going legislation/funding for public safety services, the potential for increased crime is not necessarily directly proportional to increases in land use activity. Table IV.I-2 provides crime statistics for the Reporting District (RD), the Pacific Area, and citywide.

[1] *Written correspondence from Captain James H. Cansler, Commanding Officer, City of Los Angeles Police Department Planning and Research Division, October 6, 2005.*

**Table IV.I-2**

**Crimes by Type - LAPD**

| Crime | Reporting District (RD) | Pacific Area | Citywide |
|---|---|---|---|
| Homicide | 0 | 11 | 520 |
| Rape | 0 | 42 | 1,165 |
| Aggravated Assaults | 0 | 545 | 26,496 |
| Theft from person | 0 | 64 | 1,324 |
| Robbery | 1 | 472 | 14,059 |
| Other Theft | 6 | 2,900 | 32,535 |
| Auto Theft | 6 | 1,583 | 29,677 |
| Burglary | 13 | 1,379 | 22,927 |
| Burglary/Theft Auto | 17 | 2,112 | 37,700 |
| **Total** | **43** | **9,108** | **166,403** |

*Source: Written correspondence from Captain James H. Cansler, Commanding Officer, Planning and Research Division, City of Los Angeles Police Department October 6, 2005.*

***Response Time***

Police units are often in a mobile state; hence, the actual distance between a headquarters facility and a project site is often of little relevance with respect to response time. Instead, the number of officers out on the street is more directly related to the realized response time. Response time is defined as the total time from when a call requesting assistance is placed until the time a police unit responds to the scene. Calls for police assistance are prioritized based on the nature of the call. The LAPD has a preferred response time or goal of seven minutes to emergency calls. The median response time to emergency calls for service within the Pacific Area during the period from August 21, 2005 to September 10, 2005 was 6.9 minutes, which is below the LAPD's desired response time of 7.0 minutes or less.[2] There are currently no scheduled improvements to the facilities of the Pacific Area.

**Santa Monica Police Department (SMPD)**

In the event of an emergency, supplemental police protection services can also be provided by the City of Santa Monica Police Department (SMPD). The Bundy Campus is located adjacent to the SMPD's Southeast Neighborhood. The Southeast Neighborhood encompasses the portion of the City of Santa Monica that is bounded by the south side of Colorado Boulevard on the north, Centinela Boulevard on the east, Ozone Avenue to the south, and the east side of 16th Street to the west.[3]

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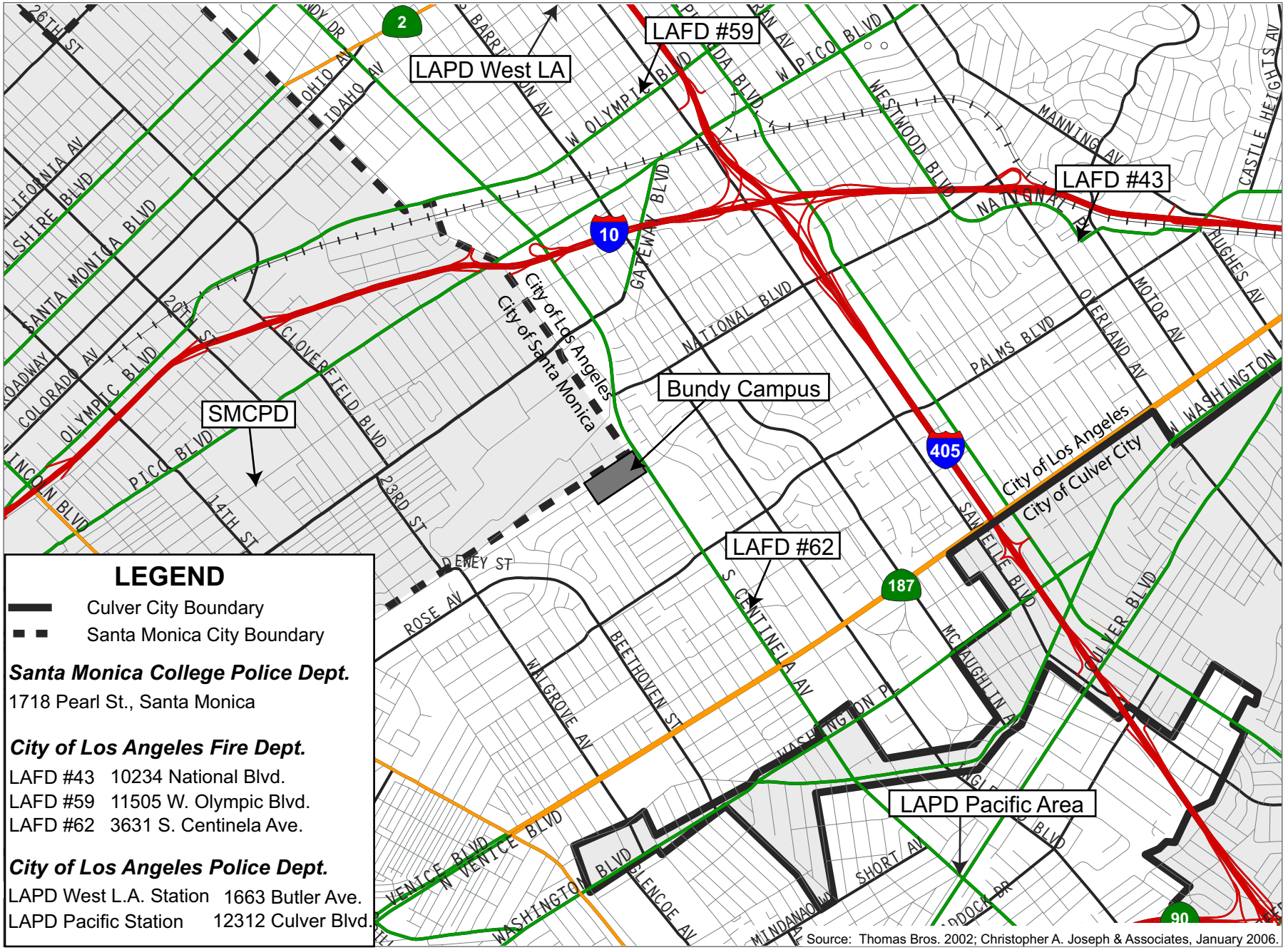
[2] *Ibid.*

[3] *City of Santa Monica, Police Department, Neighborhood Centered Policing website: http://santamonicapd.org/NCPQuarterlyNewslette/NCPIntro.htm, February 23, 2006.*




Source: Thomas Bros. 2002; Christopher A. Joseph & Associates, January 2006.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.I-1
Fire and Police Station Location Map

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the police department.

The District has not yet adopted thresholds of significance for assessing whether potential environmental impacts are significant for purposes of CEQA. Consequently, this EIR uses those thresholds of significance set forth by the City of Los Angeles pursuant to Public Resources Code Section 21082. As set forth in the City of Los Angeles' Draft L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;

(b) The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (i.e., facilities, equipment, and officers) and the project's proportional contribution to the demand; and

(c) Whether the project includes security and/or design features that would reduce the demand for police services.

### Project Design Features

The Master Plan will incorporate a variety of project design features intended to minimize the Bundy Campus' need for police services at Master Plan buildout. These security-enhancing project design features may include the following:

- SMC will prepare and SMCPD will implement a security plan addressing policies for crime prevention, crowd noise and traffic control measures for the Bundy Campus before, during, and after special events.

- SMCPD will notify the Pacific Community Police Station of any significant special events scheduled for the Bundy Campus in advance whenever possible.

## Project Characteristics

### *Interim Phase*

As discussed in Section II (Project Description), the Interim Phase of the Master Plan would involve expanded use of the four-story West Building from 16 to up to 20 classrooms and potential use of the existing two-story East Building for offices, student services, community education, storage or leased for other purposes consistent with current zoning. The Interim Phase would provide a new Northeast Bundy Driveway to accommodate the new traffic signal at the northeast corner of the campus, with a new internal drive that would turn sharply to the south upon entering the Bundy Campus and connect to the existing drive along the south side of the campus. Fourteen onsite parking spaces near Bundy Drive would be eliminated to accommodate the Northeast Bundy Driveway, with 594 parking spaces remaining. Because the Interim Phase would involve the same uses that would ultimately occur under Master Plan buildout, it is assumed that impacts that would occur in the Interim Phase would be less than or equal to those evaluated for Master Plan buildout. As such, the Interim Phase is not discussed in detail in this Section.

### *Master Plan Buildout*

As discussed in Section II (Project Description), buildout of the Master Plan calls for the retention of the existing four-story (approximately 64,000 square feet (sf)) West Building, and proposes the eventual demolition of the currently unoccupied two-story East Building and its replacement with a New Building of similar size to be located to the immediate east of the existing four-story West Building. The New Building will be located within the center of the Bundy Campus, east of the existing West Building, creating a pedestrian-friendly campus green space in between the two buildings. At buildout, the total developed floor area on the Bundy Campus would be approximately 100,000 sf. The proposed Site Plan depicting this vision is provided in Figure II-3 in Section II (Project Description).

## Project Impacts

### *Construction-related Impacts*

Construction sites can be sources of nuisances, providing hazards and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement. SMC would erect temporary fencing around active construction areas to discourage trespassers. SMC may also deploy roving security guards to monitor the construction site and deter any potential criminal activity. By using such common-sense precautionary measures, there would be a reduced need for police services during construction of the Master Plan.

Construction of the Master Plan is not expected to cause significant congestion at the local study intersections during off-peak hours (see Section IV.J (Transportation and Traffic), for further discussion). Although minor traffic delays may occur during construction, particularly during the installation of

utilities and street improvements, impacts to police services would be minimal and temporary. Therefore, the Master Plan's construction-related impacts to police protection services would be less than significant.

***Operation-related Impacts***

At buildout, the maximum number of students, faculty, and staff on the Bundy Campus at any given time would increase from the existing approximately 444 persons to approximately 929 persons, resulting in an estimated 485 person increase. To accommodate increased enrollment on the satellite campus, on-site parking availability would be increased from the existing approximately 609 spaces to approximately 780 spaces. The demand for police services would be expected to increase to some degree with the increase in student activity and parking, some of which would be accommodated within an on-site subterranean parking garage. However, the removal of the existing East Building, which is currently unoccupied, would result in a reduction in potential for on-site criminal activities and other hazards typically associated with vacant structures. The Bundy Campus, like SMC's Main Campus and other satellite campuses, would be served by SMCPD security personnel who would patrol the classroom buildings and above-grade parking as well as the subterranean parking garage. Overall, the additional students and parking at the Bundy Campus would not result in a substantial increase in the level of policing required from the SMCPD at the Bundy Campus as compared to that which is currently provided at the all of the SMC campuses as a whole. The SMCPD's ability to further service and accommodate the growth as a result of the Master Plan would not be expected to require substantial additional equipment, station space, or staff. As such, the Master Plan would have a less-than-significant impact associated with SMCPD police services.

With respect to LAPD response, as stated previously, the officer to population ratio in the Pacific Area and the emergency response time for the RD both meet the LAPD's standard requirements. The LAPD has stated that the Master Plan would only require additional police resources, including a new or expanded police facility, if the demand for police services were to dramatically increase.[4] However, as LAPD provides supplemental police services to the Bundy Campus, and the SMCPD is expected to adequately accommodate the increased intensity of uses under the Master Plan, the Master Plan would have a less-than-significant impact with respect to LAPD police services.

## CUMULATIVE IMPACTS

There are currently no other known projects proposed by SMC that would require services from SMCPD. Furthermore, if SMCPD can adequately serve the Master Plan, then it is expected that services from LAPD would not be in demand to any great degree. Thus, cumulative impacts associated with police services would be less than significant.

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[4] *Written correspondence from Captain James H. Cansler, Commanding Officer, City of Los Angeles Police Department Planning and Research Division, October 6, 2005.*

## MITIGATION MEASURES

As the Master Plan would result in a less-than-significant impact associated with police services, no mitigation measures are required.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Master Plan would result in a less-than-significant impact associated with police services

# IV. ENVIRONMENTAL IMPACT ANALYSIS
# I. PUBLIC SERVICES
# 2. FIRE

## ENVIRONMENTAL SETTING

### Fire Stations

The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical service through 114 fire stations located throughout the City of Los Angeles, including the Bundy Campus. Specifically, within 2.5 miles of the Bundy Campus there are three community fire stations that service the region. The closest and the primary response fire station for the Bundy Campus is Fire Station 62. Located at 3631 South Centinela Avenue, Station 62 is approximately 0.7 mile from the Bundy Campus. Fire Station 62 is a Single Engine Company and maintains an EMT Rescue Ambulance and a staff of six. It should be noted that a new station is currently under construction to replace the existing Fire Station 62. The new facility, located at 11970 Venice Boulevard approximately 1.1 miles from the Bundy Campus, is anticipated to be completed in Spring 2007. As shown in Figure IV.I-1 and Table IV.I-3, the following stations could also provide fire protection services to the Bundy Campus: Fire Station 59 located at 11505 West Olympic Boulevard, and Fire Station 43 located 10234 National Boulevard.

**Table IV.I-3**

**Existing Fire Stations Serving Bundy Campus**

| Fire Station No. | Location | Equipment/Staff | Distance to Bundy Campus (mi.) |
|---|---|---|---|
| 62 [a] | 3631 S. Centinela Ave. | • Single Engine Company<br>• EMT Rescue Ambulance<br>• 6 staff personnel | 0.7 |
| 59 | 11505 W. Olympic Blvd. | • Single Engine Company<br>• 4 staff personnel | 1.8 |
| 43 | 10234 National Blvd. | • Single Engine Company<br>• Paramedic Rescue Ambulance<br>• 6 staff personnel | 2.5 |

[a] *A new facility for Fire Station 62 is currently under construction at 11970 Venice Boulevard, at the corner of Venice Boulevard and Inglewood Avenue. This new facility is located approximately 1.1 miles from the Bundy Campus. City of Los Angeles Department of Public Works, Bureau of Engineering, Los Angeles 2000 Prop F Fire Facilities Bond Progress Report, July 2006, website: http://eng.lacity.org/projects/fire_bond/Monthly_Report/Current_Monthly_Report.pdf, September 5, 2006.*

*Source: Written correspondence from Douglas L. Barry, Assistant Fire Marshall, Bureau pf Fire Prevention and Public Safety, City of Los Angeles Fire Department, December 19, 2005; and Christopher A. Joseph & Associates, December 2005.*

While the Bundy Campus is located within the City of Los Angeles and is thus primarily served by the LAFD, supplemental fire protection services may also be provided by the City of Santa Monica Fire Department (SMFD). The nearest SMFD fire station to the Bundy Campus is Fire Station 5, located at 2450 Ashland Avenue, just beyond the Santa Monica Airport approximately 0.5 mile north of the Bundy

Campus. Fire Station 5 provides one paramedic engine with a crew of four, one aircraft rescue fire fighting vehicle, one reserve engine, and one reserve ladder truck.[5]

**Fire Flow**

The required fire flow is closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type and level of occupancy, and degree of fire hazard (based on such factors as building age or type of construction). Pursuant Section 59.09.06(A) of the City of Los Angeles Municipal Code (LAMC), a component of the Fire Code, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in Low-Density Residential areas to 12,000 gpm in High-Density Industrial/Commercial or Industrial areas.[6] In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.

Water for fire flows for the area surrounding the Bundy Campus is provided by the City of Los Angeles Department of Water and Power (LADWP). All water mains and lines that are designed and sized according to LADWP standards take into account fire flow and pressure requirements. The Bundy Campus is currently equipped with a 10-inch fire service line providing up to 5,000 gpm and three fire hydrants, one located on the west side of the West Building, and two located on the southern boundary of the Bundy Campus. The required fire flow for the Bundy Campus under the Master Plan buildout has been set at 4,500 gpm from three fire hydrants flowing simultaneously.[7] Please refer to Section IV.H-2 (Utilities - Water) for a complete discussion of water service infrastructure in the project area.

**Response Distance and Emergency Access**

Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the LAFD's ability to successfully navigate the given access ways and adjunct circulation system. Roadway congestion and intersection Level of Service along the response route can affect the response distance when viewed in terms of travel time. The Fire Code specifies the maximum response distances recommended between specific sites and the nearest fire station, based upon land use and fire flow requirements. Pursuant to Section 57.09.06C of the LAMC (a component of the Fire Code), the maximum response distance between Low Density Residential and High Density Residential/Neighborhood Commercial land uses and an LAFD fire station that houses an Engine or

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[5] *City of Santa Monica, Fire Station Locations, website: http://santamonicafire.org/suppression/stations.htm, February 23, 2006.*

[6] *LAMC Section 57.09.06A. Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles.*

[7] *Written correspondence from Douglas L. Barry, Assistant Fire Marshall, Bureau pf Fire Prevention and Public Safety, City of Los Angeles Fire Department, December 19, 2005.*

Truck Company is 1.5 miles. The maximum response distance between Industrial/Commercial land uses and a fire station housing an Engine Company is 1.0 mile, and a fire station housing a Truck Company is 1.5 miles. The maximum response distance between High Density Industrial/Commercial and Industrial (Principal Business District or Center) land uses and a fire station housing an Engine Company is 0.75 mile, and a fire station housing a Truck Company is 1.0 mile. The LAMC does not provide a maximum response distance for educational or institutional uses.[8] When response distances exceed these recommendations, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.).

Access to the Bundy Campus for the purposes of fire suppression and emergency medical service (EMS)[9] vehicles is available via Stewart Avenue, a public roadway located adjacent to the southwest corner of the Bundy Campus. [10] As discussed in Section IV.J (Transportation and Traffic), using the City of Los Angeles' methodology, 12 of the 20 study intersections entirely or partially within that City of Los Angeles are currently operating at Level of Service (LOS) E or F during one or both peak hours. Using the City of Santa Monica analysis methodology, one of the nine intersections entirely or partially within that City of Santa Monica is currently operating at LOS E or F during one or both peak hours.

## ENVIRONMENTAL IMPACTS

### Thresholds of Significance

In accordance with Appendix G to the CEQA Guidelines, a significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the fire department.

The District has not yet adopted thresholds of significance for assessing whether potential environmental impacts are significant for purposes of CEQA. Consequently, this EIR uses those thresholds of significance set forth by the City of Los Angeles pursuant to Public Resources Code Section 21082. As set forth in the City of Los Angeles' Draft L.A. CEQA Thresholds Guide, a project would normally have

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[8] *Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. LAMC Section 57.09.06C.*

[9] *EMS includes both EMT units and paramedic units, the latter of which are specially trained and equipped to handle severe medical emergencies.*

[10] *Minutes from meeting between David R. Boone, E.W. Moon, Inc. Infrastructure Group and Joseph T. Johnson, Jr., Los Angeles Fire Department, re: Preliminary Review for Hydrants and Access, February 9, 2006.*

a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

**Project Design Features**

The Master Plan will incorporate a variety of project design features intended to minimize the Bundy Campus' need for fire protection at Master Plan buildout. These fire-protection project design features may include the following:

- The Bundy Campus will comply with all applicable State and any applicable local codes, ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

- SMC will provide one additional fire hydrant on the Bundy Campus, to be located on the east side of the New Building, south of the accessible parking spaces. A fire flow of 1,500 gpm will be required from this hydrant. This fire hydrant will be installed and be fully operational and accepted by the Fire Department prior to any building construction.

- During demolition of the East Building, the Fire Department access to all portions of that building will remain clear and unobstructed.

- All fire lanes will not be less than 20 feet wide and will be clear to the sky. At this time, the Stewart Avenue emergency access is the only access on the Bundy Campus which meets these requirements.

- Where a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions will not be less than 28 feet in width for 60 feet adjacent to fire hydrants (30 feet on each side of the hydrant).

- Fire lanes, where required, will terminate in a cul-de-sac or other approved turning area. No fire lane will be greater than 700 feet in length or secondary access will be required.

- All access roads on the Bundy Campus, including fire lanes, will be maintained in an unobstructed manner. The entrance to all required fire lanes or required private driveways will be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the LAMC.

- Where access to the Bundy Campus requires accommodation of Fire Department apparatus, the minimum outside radius of the paved surface will be 35 feet. An additional six feet of clear space will be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

- All structures on the Bundy Campus will be fully sprinklered.

- The Fire Department may require additional vehicular access assuming the New Building exceeds 28 feet in height.

- Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure will be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

- All parking restrictions for fire lanes will be posted and/or painted, "FIRE LANE NO PARKING." Such plans will be submitted and approved by the Fire Department prior to occupancy of the New Building.

- Where rescue window access is required, conditions and improvements necessary to meet accessibility standards will be provided as determined by the Fire Department.

- SMC will submit definitive plans and specification to the Fire Department for approval prior to the commencement of any portion of the Master Plan.

**Project Characteristics**

***Interim Phase***

As discussed in Section II (Project Description), the Interim Phase of the Master Plan would involve expanded use of the four-story West Building from 16 to up to 20 classrooms and potential use of the existing two-story East Building for offices, student services, community education, storage or leased for other purposes consistent with current zoning. The Interim Phase would provide a new Northeast Bundy Driveway to accommodate the new traffic signal at the northeast corner of the campus, with a new internal drive that would turn sharply to the south upon entering the Bundy Campus and connect to the existing drive along the south side of the campus. Fourteen onsite parking spaces near Bundy Drive would be eliminated to accommodate the Northeast Bundy Driveway, with 594 parking spaces remaining. Because the Interim Phase would involve the same uses that would ultimately occur under Master Plan buildout, it is assumed that impacts that would occur in the Interim Phase would be less than or equal to those evaluated for Master Plan buildout. As such, the Interim Phase is not discussed in detail in this Section.

***Master Plan Buildout***

As discussed in Section II (Project Description), buildout of Master Plan calls for the retention of the existing four-story West Building, and proposes the eventual demolition of the existing unoccupied two-story East Building and its replacement with a New Building of similar size to be located to the immediate east of the four-story West Building. At buildout, the total developed and occupied floor area on the Bundy Campus would be approximately 100,000 sf. To accommodate increased enrollment on the

satellite campus, on-site parking availability would be increased from the existing approximately 609 spaces to approximately 780 spaces.

**Project Impacts**

Demand for fire protection services at the Bundy Campus would be expected to increase in conjunction with the increase in occupied floor area and student activity on the Bundy Campus. However, the removal of the existing East Building, which is currently unoccupied, would result in a reduction in potential for fire emergencies and other hazards typically associated with vacant structures.

**Fire Flow**

As determined by the LAFD, the overall fire flow requirement for the Bundy Campus Master Plan is 4,500 gpm from three fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure. The Bundy Campus currently provides a 10-inch fire service line providing a fire flow of up to 5,000 gpm from three fire hydrants flowing simultaneously. Furthermore, LAFD has required that one additional hydrant be located on the east side of the 38,205 sf New Building, south of the accessible parking spaces, which would connect to the 10-inch fire service line. A fire flow of 1,500 gpm will be required from this hydrant.[11] This additional fire hydrant is included as a "Project Design Feature" of the Master Plan, discussed previously in this Section. With the addition of this additional fire hydrant, impacts related to fire flow would be less than significant.

**Response Distance**

The Bundy Campus is located approximately 0.7 mile from Fire Station 62 located at 3631 S. Centinela Avenue, which houses a single Engine Company and maintains an EMT Rescue Ambulance and a staff of six. It should be noted that a new station is currently under construction at 11970 Venice Boulevard, which will replace Fire Station 62. The new facility is located approximately 1.1 miles from the Bundy Campus. Pursuant to Section 57.09.06C of the LAMC (the "Fire Code"), the maximum distance between an Industrial and Commercial land use and an LAFD fire station that houses an Engine Company is one mile and the maximum distance between an Industrial and Commercial land use and an LAFD fire station that houses a Truck Company is 1.5 miles. While the LAMC does not provide a maximum response distance for educational or institutional uses, the Industrial and Commercial land use is most similar to the existing City of Los Angeles General Plan land use designation for the Bundy Campus (Limited Manufacturing) as well as the proposed uses under the Master Plan. The existing Fire Station 62 houses an Engine Company and is located 0.7 mile from the Bundy Campus, thereby meeting the response distance requirements of the LAFD. Once the existing Fire Station 62 is abandoned and replaced with the new Fire Station 62 at 11970 Venice Boulevard, the Bundy Campus will be located just over one mile from the nearest fire station housing an Engine Company. As such, the LAFD may require that all

[11] *Ibid.*

structures on the Bundy Campus be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.). Nonetheless, as the Master Plan would incorporate "Project Design Features" (discussed previously in this Section) that would comply with fire protection standards, impacts associated with fire response distance would be less than significant.

## CUMULATIVE IMPACTS

The buildout of the Master Plan in conjunction with the development of commercial, residential, and industrial related projects in the project area could create an additional demand on LAFD resources, including increased staffing for existing facilities, additional fire protection facilities, and the relocation or expansion of existing fire protection facilities. Similar to the Master Plan, all of the identified related projects would be subject to review and approval by the LAFD on a case-by-case basis. If the LAFD found that services could become inadequate, LAFD would propose appropriate enhancements through the yearly budgetary process. Thus, the extent of cumulative impacts would be less than significant.

## MITIGATION MEASURES

As the Master Plan would result in a less-than-significant impact associated with fire protection, no mitigation measures are required.

## LEVEL OF SIGNIFICANCE AFTER MITIGATION

The Master Plan will result in a less-than-significant impact associated with fire protection.