
4.11.2 Law Enforcement

4.11.2.1 Introduction

The law enforcement analysis addresses the potential for the SPAS alternatives to increase demand for law enforcement services at and adjacent to LAX to an extent that could result in inadequate staffing levels or facilities, or unacceptable response times. Law enforcement services related to aircraft incidents are addressed in Section 4.7.2, *Safety*. Additional discussion of emergency response is provided in Sections 4.7.3, *Hazardous Materials*, and 4.12, *Transportation*. While a number of federal agencies have law enforcement-related responsibilities at LAX, this section is largely focused on the primary law enforcement providers at the airport, namely, the Los Angeles World Airports Police Division (LAWAPD) and the Los Angeles Police Department (LAPD).

4.11.2.2 Methodology

To assess the potential effects of the proposed SPAS alternatives on law enforcement services, baseline conditions were established through identification of pertinent regulations that apply to law enforcement services at LAX, and a summary of current staffing and facility space for LAPD and LAWAPD. Baseline conditions represent conditions as of 2011 as this is the timeframe during which information regarding existing law enforcement services was obtained from service providers. As site conditions did not materially change between 2010 and 2011, 2011 conditions are considered to be representative of 2010.

The law enforcement study area includes LAX property, potential acquisition areas, and areas surrounding LAX property that could otherwise be affected by implementation of the SPAS alternatives. The approach to evaluating impacts on law enforcement services is largely based on whether conditions under the SPAS alternatives would result in unacceptable staffing levels or facilities based on requirements and standards set forth by LAPD and LAWAPD.

4.11.2.3 Existing Conditions

4.11.2.3.1 Regulatory Context

Federal Regulations

United States federal government Code of Federal Regulations (CFR) Title 14 (14 CFR) Part 139 and Title 49 (49 CFR) Transportation Security Regulation (TSR) Parts 1540 and 1542, requires LAX to establish operational safety and security procedures to meet Department of Homeland Security - FAA and Transportation Security Administration (TSA) certification requirements for LAX. These regulations serve as the basis for LAWA's LAX Rules and Regulations Manual.

The FAA is an agency of the U.S. government with primary responsibility for the safety of civil aviation. The FAA issues and enforces regulations and minimum standards covering the manufacture, operation, and maintenance of aircraft. The agency is responsible for the rating and certification of aircraft personnel and airport certification. The TSA was created in response to the terrorist attacks of September 11, 2001 as part of the Aviation and Transportation Security Act signed into law in November 2001. The TSA issues and administers TSRs, which are codified in 49 CFR, Parts 1500 through 1699. Many TSRs are former rules of the FAA that were transferred to TSA when the TSA assumed the FAA's civil aviation security function in February 2002. These regulations contain rules that cover all segments of civil aviation security and require airport operators to adopt and carry out a security program approved by the TSA.

Regulations related to immigration, customs, agricultural protection, and counterterrorism are regulated and enforced by the United States Customs and Border Protection (CBP) and the United States Immigration and Customs Enforcement (ICE) at LAX. Drug enforcement and various criminal enforcement activities at LAX, including international as well as national issues, are regulated by the Drug Enforcement Administration (DEA) and the Federal Bureau of Investigation (FBI).

4.11.2 Law Enforcement

State Regulation

The Penal Code of California forms the basis for the application of criminal law in California. 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, set forth the authority, rules of conduct, and training for peace officers. All sworn municipal and county police officers, such as LAPD, are state peace officers, under the authority of California Penal Code Section 830.1. LAWAPD officers are also sworn state peace officers, under the authority of 830.33 of the California Penal Code with special designation as airport police officers.⁶⁴⁰

County Regulation

The County of Los Angeles is required by state law to organize a formal mutual aid agreement between all police departments within its jurisdiction. This agreement is set forth in the Mutual Aid Operations Plan for Los Angeles County. The Mutual Aid Operations Plan is a reciprocal agreement between signatory agencies (in this case, the County of Los Angeles and City or other local police departments) to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. Any formal mutual aid requests by any police department within Los Angeles County are made with the Los Angeles County Sheriff's Department (LACSD). However, additional informal agreements may be made directly between the police agencies involved.

The Mutual Aid Operations Plan is a formal agreement and has been signed by the Chief of Police of every police department within the County, including the Chief Officer for LAWAPD and Chief of LAPD. The Mutual Aid Operations Plan provides a structure of response should an emergency at LAX arise which requires immediate response by more law enforcement personnel than would be available to LAPD and LAWAPD using all other available resources.

Local Regulations

Memorandum of Agreement

The responsibilities of LAWAPD and LAPD are set forth in the Memorandum of Agreement (MOA) executed in 2006.⁶⁴¹ The MOA serves to ensure that, in the event of an emergency, a formal means of requesting and providing additional aid to any signatory agency is in place. This means that LAWAPD can request and is entitled to receive aid from LAPD if supplementary law enforcement personnel are needed to control an emergency situation, and that LAPD has the same entitlements. The MOA, similar to one approved in 1988, adds requirements for LAPD to notify LAWAPD about its operations on airport property and sets employment and training standards for LAWAPD. The agreement also calls for both agencies to go through joint training on certain airport issues.⁶⁴²

Rules and Regulations Manual

The Rules and Regulations Manual for LAWA is published under authority contained in Sections 632(b) and 633(a) and (b) of the Los Angeles City Charter, which empowers LAWA to make rules and regulations governing the use and control of City airports, subject to the powers of the United States respecting commerce. The Rules and Regulations Manual complies with FAA and the TSA Federal

⁶⁴⁰ City of Los Angeles, Los Angeles World Airports, About the Airport Police Division, Available: <http://www.lawa.org/airportpolice.aspx?id=920>, accessed December 10, 2011.

⁶⁴¹ City of Los Angeles, Los Angeles World Airports and Los Angeles Police Department, Memorandum of Agreement, June 2006.

⁶⁴² McGreevy, Patrick, "LAPD and Airport Police Reach Accord," Los Angeles Times, June 28, 2006.

Aviation Regulation (FAR) Part 139 and TSR Parts 1540 and 1542, which require airport management to establish operational and safety procedures and institute certain security measures to meet FAA and TSA requirements for airport certification.⁶⁴³

The Airport Security Section, Section 7, of the Rules and Regulations Manual specifically applies to law enforcement at LAX. Regulatory provisions are set forth in the manual in accordance with resolutions adopted by the Board of Airport Commissioners, directives issued by the Airport Manager and FARs and TSR provisions. Law enforcement provisions are in accordance with the Uniform Penal Code, federal and state law enforcement service requirements, and all applicable laws, rules, and regulations assigned to LAX.

LAX Airport Emergency Plan

In accordance with FAA guidance provided in Advisory Circular 150/5200-31C, the Airport Emergency Plan (AEP) addresses the essential emergency-related and deliberate actions that must be planned to ensure the safety of and emergency services for LAX and surrounding communities. The AEP details the roles and responsibilities that first responders, airport managers, commercial carriers, and airport tenants are to undertake in an emergency.⁶⁴⁴

4.11.2.3.2 Setting

LAWAPD is supplemented by LAPD resources at LAX. As discussed earlier, an MOA between LAWA and LAPD was signed in 2006.⁶⁴⁵ This agreement identifies the responsible operator of LAX as LAWA, under the FAA, and identifies the responsibilities and reporting procedures to support a coordinated effort between LAWAPD and LAPD staff at LAX airport facilities. As designated under the MOA, LAWAPD provides law enforcement services, preliminary crime investigations, aircraft safety and traffic enforcement, security services, and emergency response while LAPD retains primary duties of criminal investigation of penal provisions of city, state, and federal codes.

In addition, a number of federal law enforcement and safety agencies have law enforcement responsibilities at LAX. TSA administers an extensive passenger and cargo security program and maintains an armed presence at the Federal Inspection Services areas in each of the five international terminals to screen international passengers for immigration, customs, agricultural protection, and counterterrorism purposes. In addition, the FBI, CBP, ICE, and the DEA all have law enforcement personnel deployed at the airport for the enforcement and investigation of federal crimes.⁶⁴⁶

In response to heightened security needs following the events of September 11, 2001, LAWA has completed a number of security-related projects in recent years. These security projects include, but are not limited to:⁶⁴⁷

- ◆ Installation of a new security fence on the perimeter of the airport and bollards and planter barriers at key locations within the Central Terminal Area (CTA) to block vehicles carrying explosives from being able to drive over curbs and penetrate terminal areas;
- ◆ Creation of the "Assistant Randomized Motoring Over Routes" Program in 2007. This program, created as part of a collaboration between LAWAPD and the University of Southern California Center for Risk and Economic Analysis of Terrorism Events, is a resource allocation tool that uses algorithms

⁶⁴³ City of Los Angeles, Los Angeles World Airports, Airport Police Division, Rules and Regulations Manual, Available: <http://www.lawa.org>, accessed November 30, 2011.

⁶⁴⁴ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

⁶⁴⁵ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

⁶⁴⁶ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

⁶⁴⁷ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

4.11.2 Law Enforcement

to randomize the deployment of law enforcement personnel to public entrances into the airport based on weighted risk and threat information;

- ◆ Development of the Deny or Restrict Access Protocols Execution program in 2008. This program is intended to help secure LAX from an anticipated terrorist threat based upon intelligence received by law enforcement personnel;
- ◆ Creation of the In-Line Baggage Handling & Screening System program, currently operational in some terminals and planned to eventually be operational in all of the remaining terminals, which automates the security screening of checked baggage. This program includes construction and replacement of outbound baggage conveyor systems and installation/integration of new Explosive Detection System machines provided by TSA. The project also includes construction of On-Screen Resolution Control Rooms, Baggage Inspection Rooms, Explosion Trace Detection workstations, and Closed-Circuit Television systems;
- ◆ Construction of the Airport Response Coordination Center (ARCC) in 2010, which increases and streamlines LAX's operational efficiency and crisis management capabilities. The ARCC provides 24-hour coordination support to manage the entire airport's many operations, as well integrates tenant and governmental agency activities. The ARCC is staffed with personnel from LAX's Airside (airfield) and Landside (terminal and ground transportation) operations, LAWAPD, LAWA Construction & Maintenance Division, and federal governmental agencies, including the TSA. A separate section of the ARCC, called the Incident Management Center, would be activated during a major incident or airport emergency calling in additional personnel to specifically respond to the event, from initial onset, to securing the incident, and through recovery of impacted operations until the airport fully resumes normal operations and the incident is officially "closed;"⁶⁴⁸ and
- ◆ Collaboration with the TSA to implement a new badging process for all workers at LAX.

Los Angeles World Airports Police Division

LAWAPD is responsible for a wide range of law enforcement duties at LAX. These duties include criminal enforcement, traffic control, ground transportation regulations and airfield safety enforcement, and specialized units that deal with cargo theft and emergency response. LAWAPD is also involved with intelligence and planning to mitigate the possibility of any major disruption, including terrorism, (natural or man-made) to airport operations and passenger safety.

LAWAPD's Chief of Police reports to the Deputy Executive Director for Homeland Security and Law Enforcement who reports directly to LAWA's Executive Director. LAWAPD's three bureaus include the Office of Support Services, Office of Operations, and Office of Homeland Security and Intelligence. LAWAPD contains five service sections: Police Patrol Services, Traffic and Security, Office of Support Services, Office of Intelligence and Emergency Operations, and Security Credential Section.⁶⁴⁹

Currently, LAWAPD has a staff of approximately 450 police officers with an additional 650 civilian employees, including civilian traffic and security officers. Current LAWAPD staffing levels are shown in **Table 4.11.2-1**.

⁶⁴⁸ City of Los Angeles, Los Angeles World Airports, LAX Airport Response Coordination Center (ARCC) Fact Sheet, Available, http://www.lawa.org/uploadedFiles/LAXDev/News_for_LAXDev/Fact%20Sheet%20-%20ARCC.pdf, accessed December 5, 2011.

⁶⁴⁹ City of Los Angeles, Los Angeles World Airports, Airport Police Division, Organizational Structure, Available: <http://www.lawa.org/airportPolice.aspx?id=918>, accessed November 30, 2011.

Table 4.11.2-1

LAPD and LAWAPD Staffing and Facility Space (Baseline Conditions)

Department	Staffing	Facility Space (SF)
LAWAPD	450	47,840
LAPD	72	2,808
Total On-Airport	522	50,648

Sources: City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004; Arif Alikhan, Deputy Executive Director of Law Enforcement and Homeland Security, Los Angeles World Airports, Personal Communication, March 16, 2012.

LAWAPD currently occupies 47,840 square feet of facility space located at 6320 West 96th Street. LAWAPD is currently in the design and site selection phase of a new public safety building and supporting facilities. Existing LAWAPD and LAPD stations are shown in **Table 4.11.2-1** and the location of LAWAPD and LAPD stations are shown in **Figure 4.11.2-1**.

Los Angeles Police Department

LAPD is required by city mandate to provide law enforcement within the boundaries of the City of Los Angeles, which includes LAX. LAPD retains its primary duty to enforce the penal provisions of the city, state, and federal governments. As such, LAPD is charged, in accordance with the MOA, with primary responsibility for the investigation of certain categories of crimes at LAX and has primary local law enforcement responsibility for investigating and addressing terrorist threats.^{650,651} LAPD supplements LAWAPD's daily operational capabilities by providing bomb squad and SWAT resources when required. LAPD also assists DEA staff, by providing K-9 officer services through canine patrols and criminal investigation and has a specialized special weapons and tactics (SWAT) unit and bomb squad to respond to emergencies at the airport.⁶⁵² In addition to crime investigation, LAPD can be called upon to provide additional officers at any time to secure an area and provide crowd and traffic control if LAWAPD does not have sufficient personnel. When required during emergencies, LAPD can request support from the Pacific, Southwest, and 77th Divisions of the LAPD.

LAPD occupies one triple-wide trailer (2,268 square feet) that provides administrative space and one single-wide trailer (540 square feet) at 802 World Way. As shown in **Table 4.11.2-1**, LAPD staff has approximately 72 employees assigned to LAX.

Other Agencies Providing Law Enforcement Services at LAX

The TSA, CBP, ICE, FBI, DEA, and the U.S. Coast Guard also have law enforcement responsibilities and personnel at LAX.⁶⁵³

The TSA is responsible for administering an extensive passenger and baggage and freight security program at all airports. Approximately 2,400 TSA personnel are located at LAX that conduct baggage

⁶⁵⁰ City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, April 2004.

⁶⁵¹ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

⁶⁵² City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

⁶⁵³ City of Los Angeles Mayor's Blue Ribbon Panel, Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport, June 2011.

4.11.2 Law Enforcement

and passenger screening and fulfill associated security needs.⁶⁵⁴ ICE's responsibilities include the investigation of customs and immigration violations at LAX for arriving international passengers. The CBP has over 800 officers assigned to LAX that also screen passengers for immigration, as well as for customs, agricultural protection, and counterterrorism purposes.⁶⁵⁵ The DEA investigates and prepares for the prosecution of major violators of controlled substances at LAX and seizes assets derived from, traceable to, or intended for illicit drug trafficking. The FBI has the authority to investigate civil rights, terrorism, financial crime, foreign counterintelligence, organized crime and drugs, and violent crimes and major offenders. LAWAPD participates on both the DEA and ICE task forces at LAX.

The U.S. Coast Guard's Homeland Security responsibilities include the over-ocean approach and departure corridors for LAX. The U.S. Coast Guard plans, coordinates, and oversees group operations and assumes command for any major search and rescue operation in Santa Monica Bay in the event of an aircraft disaster at sea. LACSD operates ocean-going vessels, helicopters, communications, scuba, and equipment that can also be used to assist with aircraft disasters at sea. Furthermore, as state law mandates that mutual aid be organized at the county level, formal mutual aid requests by police departments within Los Angeles County are made with LACSD.

4.11.2.4 Thresholds of Significance

A significant impact on law enforcement services would occur if the direct and indirect changes in the environment that may be caused by the particular SPAS alternative would result in one or more of the following conditions:

- ◆ An increase in on-airport population that would require a substantial increase in law enforcement services to maintain adequate services or would require new or expanded facilities without providing adequate mechanisms for addressing these additional needs.
- ◆ Through increased traffic congestion, changes in circulation, expansion of airport property, or the location of new land uses, an increase in emergency response times beyond the limits required by applicable jurisdictions within the study area.

These thresholds are derived from the L.A. CEQA Thresholds Guide.

4.11.2.5 Applicable LAX Master Plan Commitments and Mitigation Measures

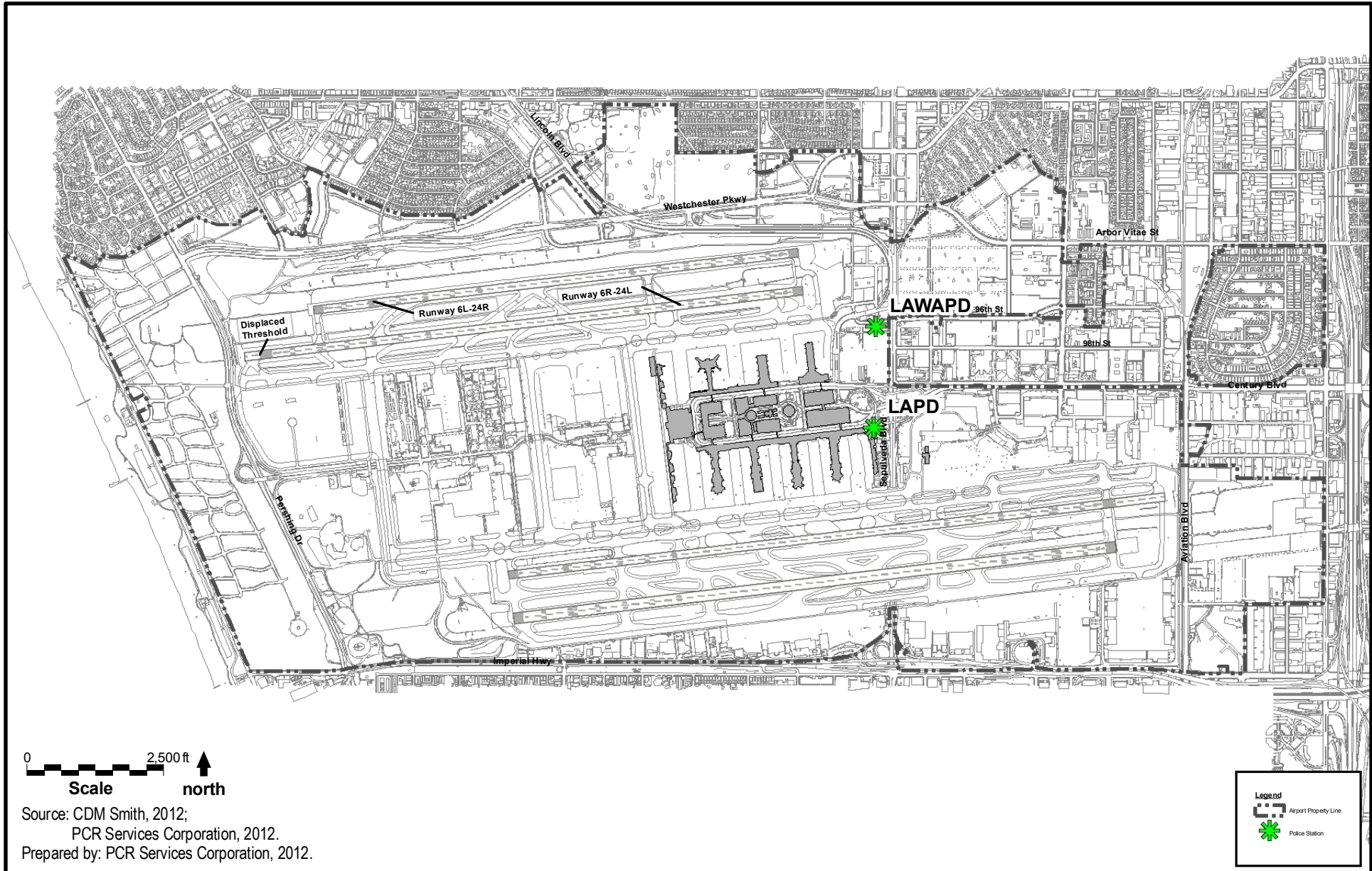
As part of the LAX Master Plan, LAWA adopted 13 commitments pertaining to law enforcement and emergency services in the Alternative D Mitigation Monitoring and Reporting Program (MMRP). The following commitments are applicable to the SPAS alternatives and were considered in the law enforcement analysis herein.

◆ **LE-1. Routine Evaluation of Manpower and Equipment Needs.**

LAWA will ensure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX.

⁶⁵⁴ City of Los Angeles Mayor's Blue Ribbon Panel, [Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport](#), June 2011.

⁶⁵⁵ City of Los Angeles Mayor's Blue Ribbon Panel, [Report of the Mayor's Blue Ribbon Panel on Airport Security. A Report to Los Angeles Mayor Antonio R. Villaraigosa Concerning Public Safety at Los Angeles International Airport](#), June 2011.



4.11.2 Law Enforcement

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◆ **LE-2. Plan Review.**

During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.

◆ **PS-1. Fire and Police Facility Relocation Plan.**

Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.⁶⁵⁶

◆ **PS-2. Fire and Police Facility Space and Siting Requirements.**

During the early design phase for implementation of the Master Plan elements affecting on-airport fire and police facilities, LAWA and/or its contractors will consult with LAFD, LAWAPD, LAPD, and other agencies as appropriate, to evaluate and refine as necessary, program requirements for fire and police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting, and design.

◆ **C-1. Establishment of a Ground Transportation/Construction Coordination Office.**

Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.

This office may undertake a variety of duties, including but not limited to:

- ◆ Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;
- ◆ Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;
- ◆ Establish staging areas;
- ◆ Coordinate with police and fire personnel regarding maintenance of emergency access and response times;
- ◆ Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects;
- ◆ Monitor and coordinate deliveries;
- ◆ Establish detour routes;

⁶⁵⁶ Subsequent to approval of the LAX Master Plan, the new, relocated LAFD ARFF Fire Station 80 at LAX was constructed and opened in November 2010.

4.11.2 Law Enforcement

- ◆ Work with residential and commercial neighbors to address their concerns regarding construction activity; and
- ◆ Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.⁶⁵⁷
- ◆ **ST-9. Construction Deliveries.**

Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.
- ◆ **ST-12. Designated Truck Delivery Hours.**

Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.
- ◆ **ST-14. Construction Employee Shift Hours.**

Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.
- ◆ **ST-17. Maintenance of Haul Routes.**

Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.
- ◆ **ST-18. Construction Traffic Management Plan.**

A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message, and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- ◆ **ST-19. Closure Restrictions of Existing Roadways.**

Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.
- ◆ **ST-21. Construction Employee Parking Locations.**

During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.
- ◆ **ST-22. Designated Truck Routes.**

For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to:

⁶⁵⁷ Subsequent to approval of the LAX Master Plan, LAWA established a Ground Transportation/Construction Coordination Office in accordance with the provisions of LAX Master Plan Commitment C-1.

Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.

4.11.2.6 Impacts Analysis

4.11.2.6.1 **Alternative 1**

Alternative 1 contains various features that are particularly relevant to the analysis of law enforcement impacts. These features include airfield facility and terminal improvements, ground access improvements and parking, and removal and relocation of a future LAWAPD facility.

Airfield Improvements

Airfield improvements under Alternative 1 would include movement of Runway 6L/24R 260 feet north, the addition of a centerfield taxiway, extension of Runway 6R/24L, improvements to Taxiway D and Taxiway E, and relocation of the service road. These improvements would provide a greater amount of runway and taxiway facilities that meet FAA Airport Design Standards for Aircraft Design Group (ADG) V and VI aircraft under certain operating conditions, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modifications of standards, and waivers from FAA. Additionally, Alternative 1 includes the addition of a center parallel taxiway, which would provide safety benefits related to arriving and departing aircraft on the adjacent runways. As described in Section 4.7.2, *Safety*, the safety and efficiency of the north airfield would be enhanced under Alternative 1 compared to baseline condition, thereby decreasing demand on law enforcement services associated with airfield accidents. Therefore, impacts to law enforcement services and facilities associated with these improvements would be less than significant.

Terminal Modifications

Under Alternative 1, terminal improvements include the addition of Terminal 0, modifications to concourse area and/or gates at Terminals 1 and 2, replacement of the Terminal 3 concourse, and the modification and northern extension of concourse areas and gates at Tom Bradley International Terminal (TBIT) and the future Midfield Satellite Concourse (MSC).

Development of new terminal areas could increase demand for law enforcement services and police functions compared to baseline conditions due to expanded terminal areas and increases in passenger activity over time. Additional LAWAPD officers would be needed for staffing at TSA screening checkpoints in accordance with TSA regulations. However, significant impacts on law enforcement services due to terminal modifications would be avoided with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review. These LAX Master Plan commitments would ensure that LAWAPD and LAPD continue to routinely evaluate and provide additional officers, supporting administrative staff, facilities, and equipment to keep pace with forecast increases in activity and development at LAX in order to maintain a high level of law enforcement services. This would be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX. LAX Master Plan Commitment LE-2, Plan Review, would ensure that, during the design phase of terminal improvements and other major airport development, LAPD, LAWAPD, and other law enforcement agencies would be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas and unsafe design, are reduced. Thus, impacts to law enforcement services and facilities due to terminal improvements under Alternative 1 would be less than significant.

4.11.2 Law Enforcement

Ground Access Improvements and Parking

Under Alternative 1, a new Intermodal Transportation Facility (ITF) would be constructed that would include public parking, bus/shuttle areas, and remote passenger pick-up/drop-off. Additional parking would be located in Manchester Square. A dedicated busway would be constructed linking the Manchester Square parking to the CTA, with stops at the future Metro LAX/Crenshaw Light Rail Station and the new ITF.

Construction of the ITF, dedicated busway, and other ground access improvements would reduce traffic congestion and curb-front demands, which would reduce the potential for automobile collisions, automobile/pedestrian conflicts, and automobile-related emergency response incidents, and improve the overall safety and security characteristics of the airport. Improved traffic flow associated with the new ground access facilities is also expected to improve response times for law enforcement. Nonetheless, additional LAWAPD and LAPD personnel may be required to provide security and police functions in association with the new ITF and busway stops. Additionally, parking facility improvements under Alternative 1 would increase the number of vehicles parked at LAX that could potentially result in a corresponding increase in vehicle-related incidents (e.g., auto thefts and auto break-ins) compared to baseline conditions.

Potential impacts on law enforcement staffing and services due to ground access improvements would be reduced to a less than significant level with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review. These commitments would ensure that law enforcement staffing, facilities, and equipment keep pace with forecast increases in activity and development at LAX, and would require consultation with law enforcement agencies in the development of new facilities, including ground access facilities. Thus, impacts to law enforcement services and facilities associated with ground access and parking improvements under Alternative 1 would be less than significant.

Removal of Existing Facilities

Under Alternative 1, the existing LAWAPD station and associated facilities located at West 96th Street would be removed. LAWA is planning a future LAX Public Safety Building and Supporting Facilities independent of SPAS. The site for this planned facility is still under consideration. The future LAX Public Safety Building and Supporting Facilities would consolidate existing facilities and personnel under one roof, creating a larger, more modern and efficient facility that would result in an improvement and expansion of LAWAPD facilities. In addition, the new facility would be sited to ensure that adequate response times are maintained. The LAX Public Safety Building and Supporting Facilities is proposed to occur within approximately the next 5 years and is considered in this EIR as a cumulative project (see Chapter 5, *Cumulative Impacts*). LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce impacts associated with removal of the LAWAPD facilities. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant. Mitigation for these impacts is provided in Section 4.11.2.7 below.

Construction

Under Alternative 1, traffic congestion associated with construction activities would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Potential impacts related to construction would be reduced or avoided with implementation of LAX Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office. The Ground Transportation/Construction Coordination Office, which is now in place, would ensure, among other things, proper coordination and planning with law enforcement agencies to reduce effects from construction on traffic, emergency access, and response times. In addition, LAX Master Plan Commitments ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22 would serve to reduce traffic

impacts during construction. Nonetheless, in the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 1 would be less than significant.

4.11.2.6.2 Alternative 2

Alternative 2 contains project features that are similar to Alternative 1, such as the extension of Runway 6R/24L, some taxiway and taxilane improvements, relocation of the service road, and terminal and ground access components. Primary differences are related to improvements within the north airfield, which would not include a northerly movement of Runway 6L/24R, the addition of a centerfield taxiway, or the realignment of Lincoln Boulevard under this alternative.

Airfield Improvements

Under Alternative 2, improvements to Runway 6R/24L would be similar to Alternative 1; however, Runway 6L/24R would not be relocated or extended. In addition, no centerfield taxiway would be constructed. The restrictions and operating procedures in place for the north airfield under current conditions would remain. Nevertheless, as described in Section 4.7.2, *Safety*, improvements to the north airfield, primarily in the form of relocating and reconfiguring certain runway exit taxiways and runway crossings, would enhance the overall safety and efficiency of the airfield compared to baseline conditions, decreasing the potential demand for law enforcement services associated with airfield accidents. Therefore, impacts to law enforcement services and facilities under Alternative 2 would be less than significant.

Terminal Modifications

Under Alternative 2, terminal improvements would be the same as Alternative 1. Therefore, impacts to law enforcement services and facilities would be the same as described above for Alternative 1. These impacts would be less than significant.

Ground Access Improvements and Parking

Under Alternative 2, ground access improvements would be the same as Alternative 1, with the exception of Lincoln Boulevard, which would not be relocated. Therefore, impacts to law enforcement services would be the same as Alternative 1, and would be less than significant.

Removal of Existing Facilities

As with Alternative 1, under Alternative 2, the LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement facilities and services would be the same as described above for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Traffic congestion associated with construction activities occurring under Alternative 2 would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related impacts would be reduced or avoided with implementation of LAX Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, and LAX Master Plan Commitments ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law

4.11.2 Law Enforcement

enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 2 would be less than significant.

4.11.2.6.3 Alternative 3

Alternative 3 reflects the improvements of the approved LAX Master Plan and consists of implementation of all components of the LAX Master Plan, including the "Yellow Light Projects" and associated improvements.

Airfield Improvements

Under Alternative 3, Runway 6R/24L would be moved 340 feet south, along with the addition of a new centerfield taxiway, extension of Runway 6L/24R, and relocation and improvements to Taxiway E, Taxilane D, and service roads. Under Alternative 3, airfield improvements would provide runway and taxiway facilities that meet FAA Airport Design Standards for ADG V and VI aircraft under certain conditions, reducing the need for special operations restrictions, modifications of standards, and waivers from FAA. Additionally, Alternative 3 includes the addition of a center parallel taxiway, which would provide safety benefits related to arriving and departing aircraft on the adjacent runways. As described in Section 4.7.2, *Safety*, the proposed airfield improvements would enhance the safety and efficiency of the north airfield compared to baseline conditions, thereby decreasing demand on law enforcement services and personnel associated with airfield accidents. Thus, impacts to law enforcement services and facilities related to airfield improvements would be less than significant.

Terminal Modifications

Terminal improvements under Alternative 3 would include demolition of the concourses/gates at Terminals 1, 2, and 3 and replacement with a new linear concourse, elimination of the northernmost gates at TBIT, and replacement of the existing CTA parking structures with new passenger processing terminals.

Development of new terminal facilities, along with increased passenger activity, would contribute to increased demand on law enforcement services and police functions compared to baseline conditions. Additional LAWAPD officers would be needed for staffing at TSA screening checkpoints in accordance with TSA regulations. However, LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review, would ensure that law enforcement staffing, facilities, and equipment keep pace with forecast increases in activity and development at LAX, and would require consultation with law enforcement agencies in the development of new facilities, including terminal facilities. Thus, impacts to law enforcement services and facilities associated with terminal improvements would be less than significant.

Ground Access Improvements and Parking

Key ground access improvements under Alternative 3 include development of a Ground Transportation Center (GTC) at Manchester Square, an Intermodal Transportation Center (ITC) at Continental City with a pedestrian bridge to the existing Metro Green Line Station, and a Consolidated Rental Car Facility (CONRAC) at Lot C; development of two Automated People Mover systems to link the ITC, CONRAC, and CTA and link the GTC and CTA; construction of new on-airport roads east of and parallel to Aviation Boulevard; and construction of a West Employee Parking facility. Alternative 3 would not include modifications to Lincoln Boulevard.

Alternative 3 would modify security considerations within the CTA compared to other alternatives by limiting access by private vehicles to the main airport infrastructure. The design of the GTC would also provide opportunities for some preliminary screening of passengers and baggage at one location. Ground access improvements would also reduce congestion and curb-front demands, which would reduce the potential for automobile collisions, automobile/pedestrian conflicts, and emergency response incidents at the airport, and is expected to improve response times for law enforcement. Nonetheless,

additional law enforcement services would be required to support increases in demand associated with new ground access facilities and parking areas.

Potential impacts on law enforcement staffing and services due to ground access improvements would be reduced with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review. These commitments would ensure that law enforcement staffing, facilities, and equipment keep pace with forecast increases in activity and development at LAX, and would require consultation with law enforcement agencies in the development of new facilities, including ground access facilities. Therefore, under Alternative 3, impacts to law enforcement services and facilities associated with ground access and parking improvements would be less than significant.

Removal of Existing Facilities

Similar to Alternative 1, under Alternative 3, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Therefore, impacts to law enforcement facilities and services would be the same as described above for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Traffic congestion associated with construction activities occurring under Alternative 3 would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related impacts would be reduced or avoided with implementation of LAX Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, and LAX Master Plan Commitments ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 3 would be less than significant.

4.11.2.6.4 Alternative 4

Under this alternative, none of the Yellow Light Projects or alternatives thereto would be constructed. Only ongoing or reasonably-foreseeable non-Yellow Light Projects would be developed, such as the Bradley West Project, an extension to Runway 6R/24L for Runway Safety Area (RSA) improvements, the MSC and related new passenger processor within the CTA, and various terminal improvements. Also under Alternative 4, the CONRAC at Lot C would be constructed and a new parking structure would be developed in Continental City to accommodate the public parking displaced by the CONRAC. Alternative 4 would not require the relocation of existing LAWAPD facilities, including the station located at West 96th Street, SWAT/Emergency trailers, and other associated facilities.⁶⁵⁸

Airfield Improvements

Under Alternative 4, airfield facilities would be similar to baseline conditions, with the exception of an easterly extension of Runway 6R/24L for RSA improvements and an associated extension of Taxiway E. With these improvements, Runway 6R/24L would comply with federal RSA requirements. No centerfield

⁶⁵⁸ Although Alternative 4 would not require the removal of the LAWAPD facilities on West 96th Street, LAWA is planning to build an LAX Public Safety Building and Supporting Facilities to centralize police, fire, and other public safety administrative operations and functions. This project is being pursued independent of SPAS and is addressed in Chapter 5, *Cumulative Impacts*.

4.11.2 Law Enforcement

or connecting taxiway improvements are included with this alternative. As described in Section 4.7.2, *Safety*, the proposed airfield improvements under Alternative 4 would only meet the existing federal mandate related to RSA requirements, and would not materially change the safety and efficiency of the north airfield compared to baseline conditions. As such, there would effectively be no change in existing demand on law enforcement services and personnel associated with airfield accidents. Therefore, impacts to law enforcement services and facilities would be less than significant.

Terminal Modifications

No changes to terminal facilities would occur under Alternative 4; however, the terminals would handle increases in passenger activity over time. Implementation of LAX Master Plan Commitment LE-1, Routine Evaluation of Manpower Equipment and Needs, would ensure that law enforcement staffing, facilities and equipment keep pace with forecast increases in activity at LAX. Therefore, impacts to law enforcement services associated with increases in passenger activity under Alternative 4 would be less than significant.

Ground Access Improvements and Parking

Under Alternative 4, the CONRAC at Lot C would be constructed and a new parking structure would be developed in Continental City. As the Continental City site is currently unoccupied, construction of the new public parking structure would result in the need for LAWAPD and LAPD security and police functions at the new facility. LAX Master Plan Commitment LE-2, Plan Review, would ensure consultation with law enforcement agencies in the development of new facilities, including the CONRAC.

Under Alternative 4, there would be increased demand for law enforcement services associated with increased airport-related traffic. Implementation of LAX Master Plan Commitment LE-1, Routine Evaluation of Manpower and Equipment Needs, would ensure that law enforcement staffing, facilities and equipment keep pace with forecast increases in activity at LAX, including activity at ground access facilities. Therefore, impacts on law enforcement services associated with ground access would be less than significant.

Removal of Existing Facilities

Alternative 4 would not require the relocation of the LAWAPD station located at West 96th Street, SWAT/Emergency trailers, and other associated facilities. Therefore, no impacts associated with the removal of existing facilities would occur under this alternative.

Construction

Under Alternative 4, traffic congestion associated with construction activities would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related traffic congestion would be less than the other alternatives due to the lesser amount of construction under this alternative. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. As with the other alternatives, with implementation of applicable LAX Master Plan commitments, impacts to law enforcement services associated with construction of the proposed improvements under Alternative 4 would be less than significant.

4.11.2.6.5 Alternative 5

Airfield Improvements

Airfield improvements associated with Alternative 5 would be similar to Alternative 1, except that Runway 6L/24R would be relocated 350 feet north. Airfield improvements under Alternative 5 would provide runway and taxiway facilities that would meet FAA Airport Design Standards for ADG V and VI aircraft, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modifications of standards, and waivers from FAA. Additionally, Alternative 5 includes the

addition of a center parallel taxiway, which would provide safety benefits related to arriving and departing aircraft on the adjacent runways. As described in Section 4.7.2, *Safety*, these improvements to the design of the north airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on law enforcement services and personnel associated with airfield accidents. Therefore, impacts to law enforcement services and facilities related to airfield improvements under Alternative 5 would be less than significant.

Terminal Modifications

Under Alternative 5, the northerly building limits and/or gating area associated with Terminal 3, the TBIT concourse extension, and the MSC extension would be more southerly than under Alternative 1. However, the basic features associated with the terminal components of this alternative would be the same as Alternative 1. Therefore, impacts to law enforcement services and facilities would be the same as described for Alternative 1. As with Alternative 1, with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review, impacts to law enforcement services would be less than significant.

Ground Access Improvements and Parking

No ground access or parking improvements are associated with Alternative 5.

Removal of Existing Facilities

As with Alternative 1, under Alternative 5, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement facilities and services would be the same as described for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Under Alternative 5, impacts associated with construction of airfield and terminal improvements would be similar to Alternative 1. As with Alternative 1, traffic congestion from construction activities would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related impacts would be reduced or avoided with implementation of LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 5 would be less than significant.

4.11.2.6.6 Alternative 6

Airfield Improvements

Airfield improvements associated with Alternative 6 would be similar to Alternative 1, except that Runway 6L/24R would be relocated 100 feet north. Airfield improvements under Alternative 6 would provide runway and taxiway facilities that would meet FAA Airport Design Standards for ADG IV and V aircraft under certain conditions, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modifications of standards, and waivers from FAA. Additionally, Alternative 6 includes the addition of a center parallel taxiway, which would provide safety benefits related to arriving and departing aircraft on the adjacent runways. As described in Section 4.7.2, *Safety*, these

4.11.2 Law Enforcement

improvements to the design of the north airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on law enforcement services associated with airfield accidents. Therefore, impacts to law enforcement services and facilities related to airfield improvements under Alternative 6 would be less than significant.

Terminal Modifications

Under Alternative 6, terminal modifications would be the same as Alternative 1. Therefore, impacts to law enforcement services would be the same as described for Alternative 1 and would be less than significant.

Ground Access Improvements and Parking

No ground access or parking improvements are associated with Alternative 6.

Removal of Existing Facilities

As with Alternative 1, under Alternative 6, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement facilities and services would be the same as described for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Impacts to law enforcement services related to construction of the proposed airfield and terminal improvements would be the same as described above for Alternative 5. As with Alternative 5, construction impacts under Alternative 6 would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related impacts would be reduced or avoided with implementation of LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 6 would be less than significant.

4.11.2.6.7 Alternative 7

Airfield Improvements

The distinguishing feature of this alternative is the movement of Runway 6R/24L 100 feet south. Similar to Alternative 1, a new centerfield taxiway would be constructed, Runway 6R/24L would be extended, Taxiway E and Taxiway D would be modified/improved, and the service road would be relocated. Airfield improvements would provide runway and taxiway facilities that would meet FAA Airport Design Standards for ADG IV and V aircraft under certain conditions, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modifications of standards, and waivers from FAA. Additionally, Alternative 7 includes the addition of a center parallel taxiway, which would provide safety benefits related to arriving and departing aircraft on the adjacent runways. As described in Section 4.7.2, *Safety*, these improvements to the design of the north airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on law enforcement services associated with airfield accidents. Therefore, impacts to law enforcement services and facilities related to airfield improvements under Alternative 7 would be less than significant.

Terminal Modifications

As with Alternative 5, under Alternative 7, the northerly building limits and/or gating area associated with Terminal 3, TBIT concourse extension, and MSC extension would be more southerly than under Alternative 1. However, the basic features associated with the terminal components of this alternative would be the same as Alternative 1. Therefore, impacts to law enforcement services and facilities associated with terminal modifications would be the same as described for Alternative 1 and would be less than significant.

Ground Access Improvements and Parking

No ground access or parking improvements are associated with Alternative 7.

Removal of Existing Facilities

As with Alternative 1, under Alternative 7, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement facilities and services would be the same as described for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Impacts to law enforcement services related to construction of the proposed airfield and terminal improvements would be the same as described above for Alternative 5. As with Alternative 5, construction impacts under Alternative 7 would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related impacts would be reduced or avoided with implementation of LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 7 would be less than significant.

4.11.2.6.8 Alternative 8

Airfield Improvements

No airfield improvements are associated with Alternative 8.

Terminal Modifications

No changes to terminal facilities would occur under Alternative 8; however, the terminals would handle increases in passenger activity over time. Implementation of LAX Master Plan Commitment LE-1, Routine Evaluation of Manpower Equipment and Needs, would ensure that law enforcement staffing, facilities and equipment keep pace with forecast increases in activity at LAX. Therefore, impacts to law enforcement services associated with increases in passenger activity under Alternative 8 would be less than significant.

Ground Access Improvements and Parking

Under Alternative 8, a CONRAC and related customer service area and parking would be constructed in a portion of the Manchester Square area. Other ground access and parking improvements would be

4.11.2 Law Enforcement

similar to Alternative 1, including the creation of a dedicated busway, development of the ITF, new parking, and various circulation improvements.

As with Alternative 1, construction of ground access improvements under Alternative 8 would reduce traffic congestion and curb-front demands, which would reduce the potential for automobile collisions, automobile/pedestrian conflicts, and other automobile-related emergency response incidents at the airport. Improved traffic flow associated with the new ground access facilities is also expected to improve response times for law enforcement. Although development of the ground access facilities may result in additional need for law enforcement services, LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review, would ensure adequate law enforcement staffing, facilities, and equipment. Therefore, impacts to law enforcement services associated with ground access improvements would be less than significant.

Removal of Existing Facilities

As with Alternative 1, under Alternative 8, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement services would be the same as described for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Construction activities related to Alternative 8 and associated traffic congestion would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. However, construction-related roadway delays would be reduced or avoided through implementation of LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22 would serve to reduce traffic impacts during construction. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 8 would be less than significant.

4.11.2.6.9 Alternative 9

Airfield Improvements

As with Alternative 8, no airfield improvements are associated with Alternative 9.

Terminal Modifications

No changes to terminal facilities would occur under Alternative 9; however, the terminals would handle increases in passenger activity over time. Implementation of LAX Master Plan Commitment LE-1, Routine Evaluation of Manpower Equipment and Needs, would ensure that law enforcement staffing, facilities and equipment keep pace with forecast increases in activity at LAX. Therefore, impacts to law enforcement services associated with increases in passenger activity under Alternative 9 would be less than significant.

Ground Access Improvements and Parking

Ground access improvements associated with Alternative 9 would be similar to Alternative 8, except that an Automated People Mover (APM) system would be developed instead of a busway. Impacts to law enforcement services associated with these improvements would be the same as described above for Alternative 8 and would be less than significant.

Removal of Existing Facilities

As with Alternative 1, under Alternative 9, the existing LAWAPD station and associated facilities would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. Impacts to law enforcement services would be the same as described for Alternative 1. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce these impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant.

Construction

Impacts to law enforcement services related to construction of the proposed ground access improvements would be the same as described above for Alternative 8. As with Alternative 8, traffic congestion from construction activities would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Construction-related roadway delays would be reduced or avoided through implementation of LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22. In the event construction activities were to result in deterioration of traffic conditions, use of emergency sirens, alternate response routes, and multiple station responses when necessary would help facilitate law enforcement access and response as occurs under current congested conditions. Therefore, impacts to law enforcement services related to construction of improvements under Alternative 9 would be less than significant.

4.11.2.6.10 Summary of Impacts

Airfield improvements under Alternatives 1, 2, 3, 4, 5, 6, and 7 would enhance the safety and efficiency of the airfield compared to baseline conditions, thereby decreasing demand on law enforcement services and personnel associated with airfield accidents. Therefore, impacts to law enforcement services and facilities related to airfield improvements under Alternatives 1, 2, 3, 4, 5, 6, and 7 would be less than significant. No airfield improvements are associated with Alternatives 8 and 9.

LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review, would ensure that law enforcement staffing, facilities, and equipment keep pace with forecast increases in activity and development at LAX, and would require consultation with law enforcement agencies in the development of new facilities, including terminal facilities. Thus, impacts to law enforcement services and facilities associated with terminal improvements and/or increased passenger activity under all of the alternatives would be less than significant.

Ground access improvements under Alternatives 1, 2, 3, 8, and 9 would reduce traffic congestion and curb-front demands, which would reduce the potential for automobile collisions, automobile/pedestrian conflicts, and automobile-related emergency response incidents, and improve the overall safety and security characteristics of the airport. Improved traffic flow associated with the new ground access facilities is also expected to improve response times for law enforcement. Potential impacts on law enforcement staffing and services due to ground access improvements would be reduced to a less than significant level with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review. Thus, impacts to law enforcement services and facilities associated with ground access and parking improvements under Alternatives 1, 2, 3, 8, and 9 would be less than significant. Under Alternative 4, which includes a CONRAC but does not include any other ground access facilities, there would be increased demand for law enforcement services associated with increased airport-related traffic. As with Alternatives 1, 2, 3, 8, and 9, impacts to law enforcement services and facilities associated with ground access and parking improvements under Alternative 4 would be reduced to a less than significant level with implementation of LAX Master Plan Commitments LE-1, Routine Evaluation of Manpower and Equipment Needs, and LE-2, Plan Review. No ground access or parking improvements are associated with Alternatives 5, 6, and 7.

4.11.2 Law Enforcement

Under Alternatives 1, 2, 3, 5, 6, 7, 8, and 9, the LAWAPD station and associated facilities located at West 96th Street would be removed. It is anticipated that these facilities would be relocated to the future LAX Public Safety Building and Supporting Facilities that is being planned independent of SPAS. LAX Master Plan Commitments PS-1, Fire and Police Facility Relocation Plan, and PS-2, Fire and Police Facility Space and Siting Requirements, would reduce this impacts. Nevertheless, because the location, timing, and characteristics of the replacement LAX Public Safety Building and Supporting Facilities have yet to be determined, and these factors as well as gaps in service could occur and degrade service and response times, impacts on LAWAPD facilities would be significant. Implementation of SPAS Mitigation Measure MM-LE (SPAS)-1, LAWAPD Replacement Facilities, described in Section 4.11.2.7 below, would reduce potential impacts to law enforcement services and facilities associated with Alternatives 1, 2, 3, 5, 6, 7, 8, and 9 to a level that is less than significant. In the event interim facilities are required under Mitigation Measure MM-LE (SPAS)-1, no significant impacts would occur as the temporary facilities would be housed within existing available space and/or trailers and modular buildings that would involve limited, if any, construction. Alternative 4 would not require the relocation of the LAWAPD and associated facilities.

Under all of the alternatives, traffic congestion associated with construction activities would have the potential to hamper or delay response times and increase traffic patrol and other law enforcement activities. Potential impacts related to construction would be reduced or avoided with implementation of LAX Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office. In addition, LAX Master Plan Commitments ST-9, Construction Deliveries, ST-12, Designated Truck Delivery Hours, ST-14, Construction Employee Shift Hours, ST-17, Maintenance of Haul Routes, ST-18, Construction Traffic Management Plan, ST-19, Closure Restrictions of Existing Roadways, ST-21, Construction Employee Parking Locations, and ST-22, Designated Truck Routes, would serve to reduce traffic impacts during construction. Therefore, impacts to law enforcement services related to construction of improvements under all of the alternatives would be less than significant.

4.11.2.7 Mitigation Measures

Implementation of LAX Master Plan Commitments LE-1 and LE-2 would ensure that impacts to law enforcement related to terminal modifications and/or ground access improvements associated with Alternatives 1 through 9 would be less than significant. LAX Master Plan Commitments C-1, ST-9, ST-12, ST-14, ST-17, ST-18, ST-19, ST-21, and ST-22 would ensure that traffic impacts during construction under all of the SPAS alternatives would be less than significant. LAX Master Plan Commitments PS-1 and PS-2 would reduce, but not eliminate, impacts to LAWAPD facilities associated with Alternatives 1, 2, 3, and 5 through 9 as a result of the removal and relocation of LAWAPD station and facilities located at West 96th Street.

To address the potential significant impacts to law enforcement services as a result of the removal and relocation of the LAWAPD station and facilities located at West 96th Street associated with Alternatives 1, 2, 3, and 5 through 9, the following mitigation measure specific to SPAS is proposed:

◆ **MM-LE (SPAS)-1. LAWAPD Replacement Facilities (Alternatives 1, 2, 3, 5, 6, 7, 8, and 9).**

Prior to removal of the existing LAWAPD station and facilities located at West 96th Street, LAWA shall complete an effective phased transition to the planned LAX Public Safety Building and Supporting Facilities. In the event the LAX Public Safety Building and Supporting Facilities is not yet completed, LAWA shall make arrangements for interim facilities to temporarily accommodate the displaced facilities. Plans and provisions for temporary and/or permanent replacement facilities shall be developed in consultation with LAWAPD and the facility shall be sited to support adequate emergency response times and distances. The existing LAWAPD station and facilities shall not be removed unless and until adequate emergency response times and distances can be achieved without it, as determined in consultation with LAWAPD.

4.11.2.7.1 Environmental Impacts of Mitigation Measure MM-LE (SPAS)-1

To the extent that implementation of Mitigation Measure MM-LE (SPAS)-1, LAWAPD Replacement Facilities, requires interim facilities to temporarily accommodate displaced LAWAPD facilities, secondary or indirect environmental impacts may occur under Alternatives 1, 2, 3, and 5 through 9. It is important to note that such facilities would not be required if the LAX Public Safety Building and Supporting Facilities is constructed prior to the need to remove the existing LAWAPD station and facilities. It should also be noted that if/when such temporary facilities are required, the discretionary approval(s) associated with such activity would be subject to CEQA compliance, at which time additional CEQA review specific to the proposed activity would be completed.

If interim facilities are required, it is expected that such facilities would be housed within existing available building space and/or would consist of temporary structures, such as trailers and modular buildings. Functions such as patrols and emergency response would have to be located in relatively close proximity to the existing LAWAPD facilities in order to provide adequate response times and distances to the uses served by the existing facilities. Administrative functions could be housed in a separate location, which could include the western portion of the airport, LAX Northside, or another location. As potential temporary sites at or near LAX are highly developed and are surrounded by urban uses, impacts associated with the temporary facilities would be limited. Interim facilities would not be expected to change transportation patterns at or around the airport, nor would such facilities be located in an aesthetically sensitive area, as the airport and its environs are highly developed. As the interim facilities would be housed in existing building space and/or trailers and modular buildings, construction activities, if any, would be limited and construction-related impacts, such as noise and air quality, would be less than significant.

4.11.2.8 Level of Significance After Mitigation

Implementation of SPAS Mitigation Measure MM-LE (SPAS)-1, LAWAPD Replacement Facilities, would reduce potential impacts to law enforcement facilities associated with Alternatives 1, 2, 3, and 5 through 9 to a level that is less than significant.

Alternative 4 would not have a significant impact on law enforcement services and facilities; therefore, no mitigation is required.

4.11.2 Law Enforcement

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