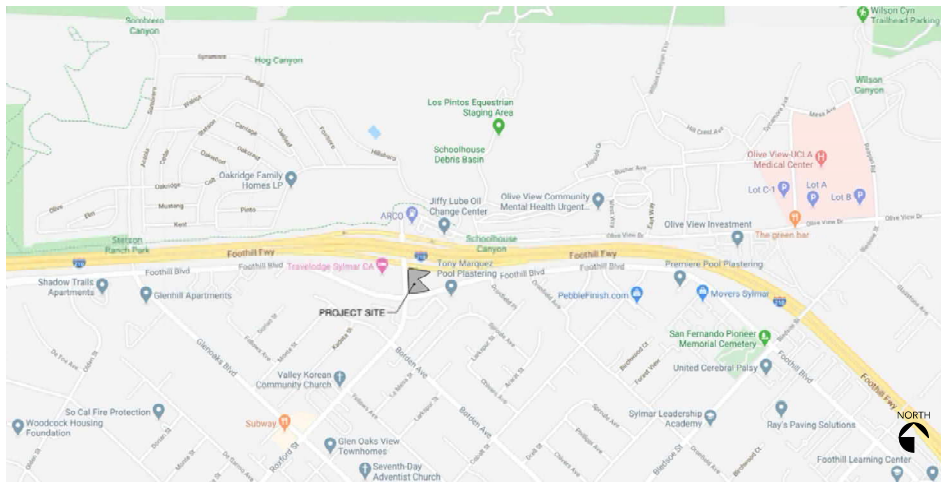


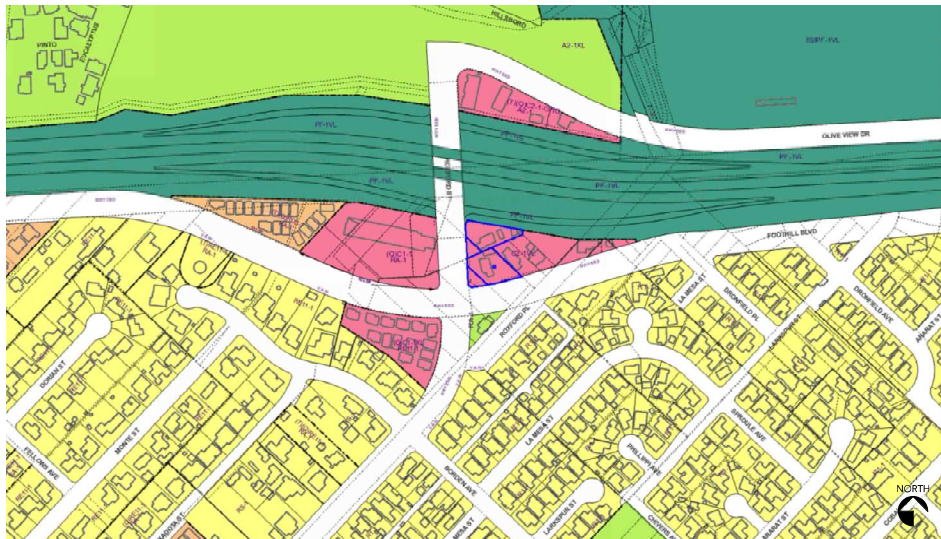
INCENTIVES PROPOSED FOR CONDITIONAL USE

#	TYPE	BASE INCENTIVE	PROPOSED INCENTIVE	TYPE OF INCENTIVE
1	HEIGHT	48'-0"	45'-0"	OFF MENU
2	FLOOR AREA	BUILDABLE AREA: 31,894.20 SF 31,894 SF X 1.5 = 47,841 SF 47,841 SF X 1.15 = 55,017 SF	94,930 SF	OFF MENU
3	DENSITY	BUILDABLE AREA: 31,894.20 SF 31,894 SF / 400 SF = 80 UNITS (BASE) 80 UNITS X 1.35 = 108 UNITS	132 RESIDENTIAL UNITS	OFF MENU

VICINITY MAP



ZONING MAP



ZONING INFORMATION

<b>PROJECT ADDRESS:</b>	14971 FOOTHILL BLVD & 14960 ROXFORD ST SYLMAR, CA 91342	<b>LEGAL DESCRIPTION:</b>	2502-002-021: "TR=11746' LOT COM AT MOST N COR OF LOT 14 TH SE ON NE LINE OF SD LOT 146.66 FT TH W ON N LINE OF FOOTHILL BLVD AND N ON E LINE OF ROXFORD ST TO NW LINE OF SD LOT TH NE TO BEG POR OF LOTS 13 AND LOT 14
<b>APN(S):</b>	2502-002-021, 2502-002-030	<b>2502-002-030:</b>	"TR=LOS ANGELES OLIVE GROWERS ASSOCIATION LANDS' LOT 14 TR NO 11746 TH NE ON SD NW LINE 94.40 FT TH N 64c46'41" E 118.48 FT TH N 3c 25'10" W 14.12 FT TH NW ON NE LINE OF FOOTHILL FRWAY AND S ON SD E LINE TO BEG POR OF LOTS 4 AND LOT 5 BLK 118
<b>ZONING/HEIGHT DISTRICT:</b>	C2-1VL	<b>LAND USE:</b>	COMMUNITY COMMERCIAL
<b>COMMUNITY PLAN:</b>	SYLMAR COMMUNITY PLAN		
<b>LOT AREA:</b>	31,894.20 SF		
<b>ZONING INFORMATION:</b>	ZI-2427 FREEWAY ADJACENT ADVISORY NOTICE FOR SENSITIVE USES ZI-2438 EQUINE KEEPING IN THE CITY OF LOS ANGELES		

PROJECT DATA

<b>PROJECT DESCRIPTION:</b>	NEW MIXED USE PROJECT WITH 132-UNIT MULTI-FAMILY RESIDENTIAL APARTMENTS AND 2 UNITS OF COMMERCIAL WITH BASEMENT AND GROUND LEVEL PARKING. COMMERCIAL CORNER DEVELOPMENT (12.22 A.23) WITH AFFORDABLE HOUSING UNITS.	<b>TOTAL ZONING AREA:</b>	94,930 SF
<b>BUILDING HEIGHT:</b>	61'-0" (56'-0" TO TOP OF PARAPET +5'-0" ARCHITECTURAL PROJECTIONS) 66'-0" TO TOP OF STAIRWAYS AND ELEVATORS AT ROOF (PER SEC 12.21.1 EXCEPTION B.3.A)	<b>COMMERCIAL AREA:</b>	
<b>SETBACKS:</b>	FRONT: 0'-0" (ROXFORD ST) 1 PER SEC. 12.22 A.18.c.3. SIDE: 0'-0" (FOOTHILL HWY) 8'-0" REAR: 17'-0"	<b>RESIDENTIAL ZONING AREA:</b>	
<b>NUMBER OF STORIES:</b>	5	<b>RESIDENTIAL UNIT MIX:</b>	
<b>NUMBER OF RESIDENTIAL UNITS:</b>	132 (TOTAL OF 19 VERY LOW INCOME (VLI) RESTRICTED AFFORDABLE UNITS PROVIDED)		
<b>NUMBER OF COMMERCIAL UNITS:</b>	2		

<b>OFF-STREET AUTOMOBILE PARKING</b>	<b>TOTAL PARKING REQUIRED:</b>	143 SPACES REQUIRED	<b>TOTAL PARKING PROVIDED:</b>	143 SPACES
	<b>COMMERCIAL REQUIRED (PER LAMC 12.21.A.4.c):</b>		<b>COMMERCIAL PROVIDED:</b>	
	AREA RECD PER UNIT TOTAL REQUIRED	1,337 SF 1,200 SF 3	TYPE B2 B1 GROUND TOTAL	STANDARD 0 0 1 1 ACCESSIBLE 0 0 2 2 COMPACT 0 0 0 0 TOTAL 0 0 3 3
	<b>RESIDENTIAL REQUIRED (PER LAMC 12.21.A.4.a):</b>		<b>RESIDENTIAL PROVIDED:</b>	
PARKING RECD PER UNIT TOTAL UNITS TOTAL REQUIRED	STUDIO 1 16 16 1-BED 1.5 104 156 2-BED 3-BED 2 19 24 TOTAL 132 196 REDUCTION* 132 (56) TOTAL REQUIRED 140	TYPE B2 B1 GROUND TOTAL	STANDARD 37 54 37 130 ACCESSIBLE 0 3 1 4 COMPACT 0 2 4 6 TOTAL 37 61 42 140	
<b>EVCS PARKING:</b>		<b>EVCS PARKING PROVIDED:</b>		
<b>COMMERCIAL EVCS REQUIRED (PER TABLE 11B-226.3.2.1 and LAMC 99.05.106)</b>	TYPE REQUIREMENT TOTAL EVCS 30% OF TOTAL 1 ACCESSIBLE 2% OF TOTAL EVCS 1 VAN W/ CHARGING STATION 10% OF TOTAL 1	TYPE B2 B1 GROUND TOTAL	EVCS 0 0 1 1 ACCESSIBLE 0 0 1 1 VAN W/ CHARGING STATION 0 0 1 1	
<b>RESIDENTIAL EVCS PROVIDED:</b>	TYPE REQUIREMENT TOTAL EVCS 30% OF TOTAL 42 ACCESSIBLE 2% OF TOTAL EVCS 2 W/ CHARGING STATION 10% OF TOTAL 14	<b>RESIDENTIAL EVCS PROVIDED:</b>	TYPE B2 B1 GROUND TOTAL EVCS 0 0 22 22 ACCESSIBLE 0 2 0 2 W/ CHARGING STAT. 0 7 7 14	
<b>BICYCLE PARKING</b>	<b>TOTAL BICYCLE PARKING REQUIRED:</b>	224 SPACES	<b>TOTAL BICYCLE PARKING PROVIDED:</b>	224 SPACES
	<b>COMMERCIAL:</b>			
	TYPE REQUIREMENTS TOTAL	SHORT TERM 1/10,000 SF (2 MIN.) 2 LONG TERM 1/5,000 SF (2 MIN.) 2 TOTAL 4	TYPE GROUND 2ND 3RD 4TH 5TH TOTAL	SHORT TERM 32 0 0 0 0 32 LONG TERM 120 18 18 18 18 192 TOTAL 152 18 18 18 18 224
	<b>RESIDENTIAL (132 UNITS)</b>	TYPE REQUIREMENTS TOTAL 1-25 UNITS 26-100 UNITS 101-132 UNITS SHORT TERM 1/710 UNITS = 2.5 1/15 UNITS = 5 1/20 UNITS = 1.6 9 LONG TERM 1/UNIT = 25 1/1.5 UNITS = 50 1/2 UNITS = 16 91 TOTAL 100		
<b>OPEN SPACE</b>	<b>OPEN SPACE REQUIRED:</b>	13,600 SF	<b>OPEN SPACE PROVIDED:</b>	13,808 SF
UNIT RECD PER UNIT TOTAL UNITS TOTAL	STUDIO 100 SF 16 1,600 SF 1 BED 100 SF 104 10,400 SF 2 BED 125 SF 10 1,250 SF 3 BED 175 SF 2 350 SF TOTAL 132 13,600 SF	LOCATION TOTAL AREA	NORTH COURTYARD 893 SF SOUTH COURTYARD 912 SF REAR YARD 1,889 SF ROOF DECK 10,114 SF TOTAL 13,808 SF	



3530 WILSHIRE BLVD. SUITE 615  
LOS ANGELES, CA 90010  
213.984.4015

14971 FOOTHILL BLVD.  
SYLMAR, CA 91342

PLANNING SET

PROJECT INFORMATION A-0.01

FOOTHILL APARTMENTS



APPLICATIONS:

DEPARTMENT OF CITY PLANNING APPLICATION

THIS BOX FOR CITY PLANNING STAFF USE ONLY

Case Number \_\_\_\_\_

Env. Case Number \_\_\_\_\_

Application Type \_\_\_\_\_

Case Filed With (Print Name) \_\_\_\_\_ Date Filed \_\_\_\_\_

Application includes letter requesting:

Waived hearing     Concurrent hearing     Hearing not be scheduled on a specific date (e.g. vacation hold)

Related Case Number \_\_\_\_\_

**Provide all information requested. Missing, incomplete or inconsistent information will cause delays.**  
 All terms in this document are applicable to the singular as well as the plural forms of such terms.  
 Detailed filing instructions are found on form CP-7810

**1. PROJECT LOCATION**

Street Address<sup>1</sup> 14971 Foothill Blvd Sylmar, CA 91342 Unit/Space Number \_\_\_\_\_

Legal Description<sup>2</sup> (Lot, Block, Tract) See attached Exhibit 1 for legal descriptions of lots

Assessor Parcel Number 2502-002-021, 2502-002-030 Total Lot Area 31894.2

**2. PROJECT DESCRIPTION**

Present Use Single-family residences

Proposed Use New Mixed Use with 132 units of multi-family apartments and 2 units of commercial

Project Name (if applicable) \_\_\_\_\_

Describe in detail the characteristics, scope and/or operation of the proposed project See attached Exhibit 2  
 for full project description

Additional information attached     YES     NO

Complete and check all that apply:

**Existing Site Conditions**

Site is undeveloped or unimproved (i.e. vacant)     Site is located within 500 feet of a freeway or railroad

Site has existing buildings (provide copies of building permits)     Site is located within 500 feet of a sensitive use (e.g. school, park)

Site is/was developed with use that could release hazardous materials on soil and/or groundwater (e.g. dry cleaning, gas station, auto repair, industrial)     Site has special designation (e.g. National Historic Register, Survey LA)

<sup>1</sup> Street Addresses must include all addresses on the subject/application site (as identified in ZIMAS—<http://zimas.lacity.org>)  
<sup>2</sup> Legal Description must include all contiguously owned properties (even if they are not a part of the proposed project site)

# CUP Application

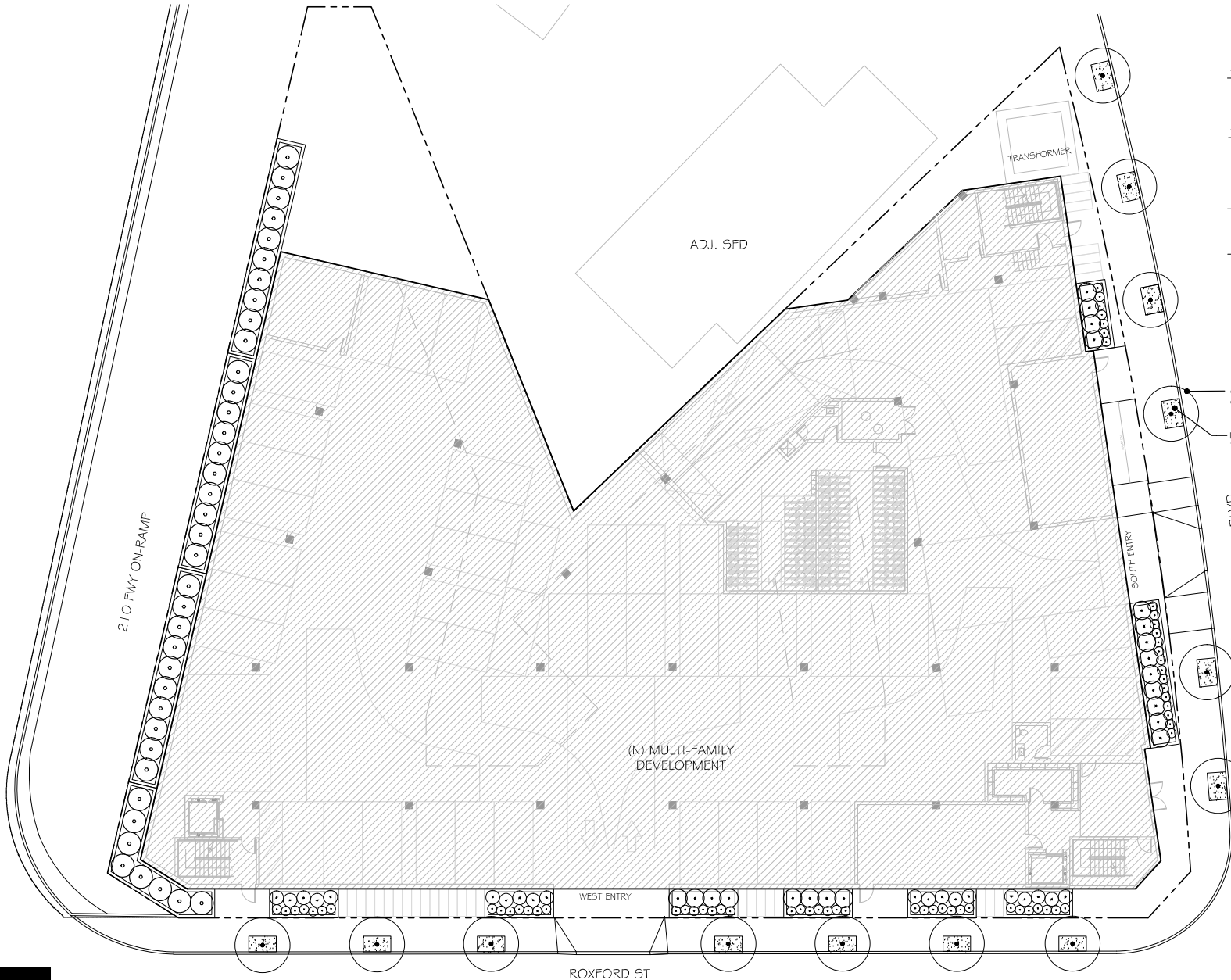
- C2-1VL zoning
- CUP Application Requesting 3 OFF Menu Incentives
  - FAR increase from 1.5:1 to 2.79:1
    - C2 zone FAR is 1.5:1
    - R4 zone FAR is 3:1
  - Height Increase of 45'-0" to 61'-0"
    - 11' height increase plus 5' for architectural projections
  - Density Bonus increase from 35% to 65%

# Comparison to new AB 2345

Maximum Density Bonus for AB 2345		
	Before AB 2345	AB 2345
Very Low Income	35% bonus for 11% set aside	50% bonus for 15% set aside
Low Income	35% bonus for 20% set aside	50% bonus for 24% set aside
Moderate Income	35% bonus for 40% set aside	50% bonus for 44% set aside

- Effective Jan. 1st, 2021
- Changes to State Density Bonus Law
  - Enhanced existing incentives

- **Project w/ AB 2345 (50% Density Increase):**
  - Density Increase from 80 Units to 120 Units
  - Provides 12 VLI affordable units (15% set aside)
  
- **Proposed Project w/ CUP Density Bonus Greater than 35%:**
  - Density Increase from 80 Units to 132 Units
    - 12 units (10%) more than AB2345 density bonus
  - Provides 19 VLI affordable units



**PRELIMINARY PLANT LEGEND**

TREES	
<b>CANOPY SHADE - PARKWAY 24" box</b>	
<i>Taxodium imbricatum</i> - FRUIT TRUMPET TREE <i>Jacaranda mincalfolia</i> - JACARANDA	
SHRUBS	
<b>HEDGES AND SHRUBS 5 &amp; 15 gal.</b>	
<i>Laurus nobilis</i> - SWEET BAY <i>Leucodendron 'veste'</i> - CONER BUSH <i>Olea europaea 'Lutea'</i> - DWARF OLIVE <i>Prunus caroliniana 'Compacta'</i> - CAROLINA CHERRY <i>Rhamnus umbellata 'Nana'</i> - DWARF YEDDA HAWTHORN <i>Wesenbergia frutescens 'Nymphaea form'</i> - WESTRINGIA	
GRASSES	
<b>1 gal.</b>	
<i>Lomandra longifolia 'Erease'</i> - DWARF MAT BUSH <i>Miscanthus sinensis 'Gracilis'</i> - WALKER GRASS <i>Pennisetum allouardii 'Calle Bumpy'</i> - DWARF FOUNTAIN GRASS	
PERENNIAL ACCENT	
<b>1 gal.</b>	
<i>Lovandea speciosa 'White Gem'</i> - SPANISH LAVENDER <i>Romanus officinalis 'Tuscan Blue'</i> - ROSEMARY	

CANOPY STREET TREES  
(13 TOTAL)

DECOMPOSED GRANITE  
TREE WELLS



MOTION

PUBLIC SAFETY

While the Fire Department (LAFD) has made great improvements in its service delivery and response times throughout the City, residents of the Sylmar area and the Sylmar Neighborhood Council have indicated that they still have concerns about the length of time it takes the Department to respond to emergency calls in their area. This area, which experienced one of the most devastating fires in City history, poses unique challenges to the Department, due to its close proximity to the Angeles National Forest and other undeveloped hillside areas. Residents and the Sylmar Neighborhood Council hope that the LAFD can undertake efforts quickly to reduce response times in the area.

One innovative tool that the LAFD has introduced recently is the Fast Response Vehicle (FRV). The FRV is a heavily modified brush patrol rig that carries firefighting and Advanced Life Support (ALS) equipment. It is designed to be a roving mobile resource to serve the community in a variety of ways, and is able to respond to calls quickly. One FRV has recently gone into service in the Sylmar area and is already having an impact by handling calls that would normally take an engine company or rescue ambulance out of service. The Department should report on the use of FRVs, as well as on any other efforts that would help reduce response times in the area.

I THEREFORE MOVE that the Fire Department (LAFD) report on measures that can be taken to immediately address the longer response times experienced by the residents of Sylmar, including the use of Fast Response Vehicles (FRV) and other any other means the LAFD can use to quickly and efficiently respond to calls-for-service in the area. This report should include data on the recent rollout of the FRV in the Sylmar area, and its impact on response times.

PRESENTED BY   
FELIPE FUENTES  
Councilmember, 7<sup>th</sup> District

SECONDED BY 

  
OCT 21 2015

ORIGINAL

# ITEM No. 74 - A


## MOTION

I MOVE that the matter of the Public Safety Committee Report relative to long-term solutions for reducing fire and emergency medical service call response times in the Sylmar area, Item No. 74 on today's Council Agenda (CF 15-1252-S1), BE AMENDED to adopt the following in lieu of Recommendation 2 of the Report:

2. REQUEST the City Administrative Officer (CAO) to work with the Mayor to consider including in the 2016-17 budget the following:

- a. Restoration of closed engine at Fire Station 74 Tujunga
- b. Restoration of closed engine at Fire Station 75 Mission Hills
- c. A plan and budget for the construction and renovation of Fire Station 91
- d. Additional fire station in Sylmar with a truck and ladder company, engine company, and ambulance.

PRESENTED BY:

  
MITCHELL ENGLANDER  
Councilmember, 12<sup>th</sup> District

SECONDED BY:



February 17, 2016

ak

ORIGINAL

### MOTION

Over a decade ago the City suffered a recessionary impact on government revenues which forced departments to reduce resources and cease hiring. Due to severe citywide financial constraints during the last recession, in Fiscal Year 2011-12 the Los Angeles Fire Department was forced to remove 11 engine companies and seven light-force truck companies, through the implementation of a deployment plan and other staffing adjustments. As a result, these changes impacted call loads and response times.

As economic conditions improved over the years, and with the availability of other funding sources such as the Staffing for Adequate Fire Emergency Response (SAFER) grants, eight engine companies and one light-force truck company have been restored. In 2016 and 2017, the Fire Department was awarded back to back SAFER grants from the Federal Emergency Management Agency (FEMA), which allowed for the restoration of engine companies and staffing levels at four Fire Stations (FS) across the City - FS 1 in Lincoln Heights, FS 20 in Echo Park/Silver Lake, FS 73 in Reseda and FS 75 in Mission Hills - and the restoration of a light-force deployment at Fire Station 38 in Wilmington. These locations were selected to be restored based on call load in order to improve response times, and enhance public safety and services in those areas.

The foothill communities in the Seventh Council District are especially prone to fires and deserve full restoration of fire resources and personnel as well as the addition of fire facilities to adequately safeguard the area. The communities of Sylmar, Lake View Terrace, Shadow Hills, Sunland, and Tujunga are overlaid in Very High Fire Hazard Severity Zones and High Wind Velocity Zones and have endured large scale fires in recent history including the Sayre Fire in 2008, the La Tuna and Creek Fires in 2017, and the Saddleridge Fire in 2019. Fortunately the City's top caliber firefighting force successfully responded to these fires, saving both life and property.

Fire Station 74 in Tujunga was one of the eleven engine companies that was taken out of service to address the City's financial crisis and has yet to be restored. In Sylmar, Fire Station 91 has the largest service area in the City at eight square miles. In 2017, because of the large coverage area, other units were required to respond to FS 91's service area over 4500 times compared to responses by units into other service areas averaging under 2300 times. Due to the large service area, the response time for FS 91 has typically been longer than the National Fire Protection Association's six-minute guideline for response time to a fire emergency. In response to the needs, ambulance resources have been expanded to improve fire response efficiencies, such as Fast Response Vehicles and Advance Provider Response units, and alternative deployment models have been introduced to free fire personnel for fire response such as the new announced Therapeutic Van Pilot program with the County. Additionally, through the leadership of this office, the City was able to restore the helipad on Olive View Medical Center's property in Sylmar that was destroyed during the Sayre Fire in 2008 which proved conveniently useful during the Saddleridge Fire.



The 96,000 residents of Sylmar deserve an additional Fire Station in their community and the City needs to prioritize and explore all resources to fulfill this long obligated commitment. While the Sylmar community is long overdue for additional investments in fire response resources, other fire prone and disenfranchised communities across the City need to be prioritized as well.

The November 2020 California ballot included Proposition 19, which provides reassessment of property tax on properties transferred in ownership by inheritance should the property not be utilized as a primary residence. A majority of the state savings resulting from the increased property tax collections will go to historically underfunded rural and urban fire districts and CAL FIRE. Though the passage of Proposition 19 is not final, but expected, the City should begin to investigate the projected revenue and identify a process to secure resources for our City

I THEREFORE MOVE that the Chief Legislative Analyst be directed to report on Proposition 19's projections to generate increased revenues for City fire service, and on the steps necessary to ensure the City receives its share of any additional tax revenue resulting from the passage of this measure.

I FURTHER MOVE that the Fire Department, with assistance from the City Administrative Officer and the Chief Legislative Analyst, be directed to report on available funding sources to expand fire facilities and resources, including a plan to expand staffing and facilities in Sylmar and restore the engine company at Fire Station 74 in Tujunga, projected need of any additional drill tower classes, and prioritize the restoration and expansion of fire resources in similar fire prone and disenfranchised communities across the City.

PRESENTED BY: \_\_\_\_\_  
MONICA RODRIGUEZ (verbal)  
Councilwoman, 7<sup>th</sup>District

SECONDED BY: \_\_\_\_\_  
BOB BLUMENFIELD (verbal)  
Councilmember, 3<sup>rd</sup> District



travel time for 5,477 EMS incidents.<sup>1</sup> Non-EMS response metrics were 50 seconds for turnout and 5 minutes, 37 seconds for travel time for 940 incidents (Los Angeles Fire Department 2018). A summary of the emergency and non-emergency calls and average response times for Fire Station 91 is provided in Table 3.13-2.

The National Fire Protection Association (NFPA) is a voluntary association of fire and emergency service organizations that seeks to establish and maintain standards for organizational, deployment and operational activities as well as recommended practices and benchmarks. NFPA maintains that the response time standard (turnout + travel) for the first fire resources is 5 minutes and 20 seconds (City of Los Angeles 2012). Fire Station 91’s average emergency response time is outside the NFPA’s 5-minute and 20-second national benchmark (turnout + travel), and also outside the 4- to 6-minute average response time suggested for all LAFD stations (Table 3.13-2).

**Table 3.13-1. Fire Stations in the Vicinity of the Proposed Project**

Map ID	Facility	Address	Distance from Project Site <sup>1</sup>
1	Fire Station 91	14430 Polk Street Sylmar, CA 91342	1.5 miles
2	Fire Station 18	12050 Balboa Boulevard Granada Hills, CA 91344	5.5 miles
3	Fire Station 75	15345 San Fernando Mission Boulevard Mission Hills, CA 91345	7.1 miles

Source: City of Los Angeles Fire Department 2018.  
<sup>1</sup> The Distance from Project Site metric represents the driving distance between facilities rather than the actual distance.

**Table 3.13-2. LAFD Station 91 Response Times (January–March 2019)**

Call Type	Number of Incidents (EMS)	Average Turnout Time	Average Travel Time
Emergency	1,334	51 seconds	5 minutes, 33 seconds
Non-emergency	206	48 seconds	5 minutes, 37 seconds

Source: City of Los Angeles Fire Department 2019.

### 3.13.3.2 Police Protection

The Olive View–UCLA Medical Center Campus is patrolled by the LASD, and the surrounding community is within the service area of LAPD’s Mission District of the Valley Bureau.

Table 3.13-3 lists police stations in the vicinity of the project site and provides their addresses and respective distances from the Olive View–UCLA Medical Center Campus. For the purposes of this analysis, police stations serving the project site and surrounding communities (Sylmar, Mission Hills, San Fernando, and Granada Hills) were identified. The locations of each station are shown on Figure 3.13-1.

<sup>1</sup> Turnout is the time from when the station acknowledges notification of the emergency until the time the response apparatus leaves the station.

**Table 3.13-3. Police Stations in the Vicinity of the Proposed Project**

Map ID	Facility Name	Address	Distance from Project Site <sup>1</sup>
4	LASD Satellite Station	14445 Olive View Drive Sylmar, CA 91342	On campus
5	San Fernando Police Department	910 1st Street San Fernando, CA 91340	4.0 miles
6	Mission Community Police Station	11121 N. Sepulveda Boulevard Mission Hills, CA 91345	6.1 miles

Source: Los Angeles Police Department 2016.  
<sup>1</sup> The Distance from Project Site metric represents the driving distance between facilities rather than the actual distance.

### Los Angeles County Sheriff's Department

Headquartered in Monterey Park, LASD maintains 23 stations across the southern California region to patrol 40 contract cities; 90 unincorporated communities; 216 facilities, hospitals, and clinics; 9 community colleges, the Metropolitan Transit Authority, and 47 Superior Courts. Its members are responsible for providing protection and service to almost 10 million people within a 4,084-square-mile area (Los Angeles County Sheriff's Department 2017a, 2017b).

The LASD station nearest to the project site is located on campus at 14445 Olive View Drive in Sylmar, in Trailer L1. The station maintains 6 squad cars and 16 sworn officers, and oversees an additional 9 non-sworn private security staff (Benning pers. comm.). These personnel operate 24 hours per day in three separate shifts and patrol the campus by way of radio dispatched cruisers, foot patrol, bicycles, and T-3 motorized vehicles. On average, they responded to 20 to 30 calls and 20 to 30 incidents per day with an average response time of 2 to 5 minutes. The nature of the incidents include emergencies, psychiatric needs, assault, vehicle crimes, vandalism, theft, parking issues, moving vehicle violations, and assisting citizens (Benning pers. comm.). The performance standard maintained for Sheriff services is a response time of 20 minutes for priority calls (Benning pers. comm.).

### Los Angeles Police Department

LAPD's 21 community police stations, 10,007 sworn officers, and 2,819 civilian officers are the responsible local law enforcement agency for the city of Los Angeles's 4.0 million people, covering 468 square miles (Los Angeles Police Department 2017a). The community police station closest to the Olive View-UCLA Medical Center is the Mission Community Police Station, located approximately 6.1 miles to the southwest at 11121 N. Sepulveda Boulevard.

The Mission Community Police Station serves an area that has a population greater than 225,849 and covers 25.1 square miles. The station serves the communities of Arleta, Mission Hills, North Hills, Panorama City, and Sylmar and is under the jurisdiction of the LAPD's Valley Bureau (Los Angeles Police Department 2017b). A summary of recent crime statistics for the Mission area is shown in Table 3.13-4.

As mentioned above, LASD has jurisdiction over the project site; thus, any activities on site that require police protection services are handled by LASD. Activities requiring the LAPD on the project site involve transporting a patient to the hospital or responding to a call that occurred on city land.