
5.13 PUBLIC SERVICES

This section addresses the Plan's potential to result in impacts to fire protection and police protection services due to construction and operation of the proposed Plan improvements.

For additional discussion relative to Fire Safety impacts, please refer to Section 5.6, *Fire Hazards*. Related to other public service issues, a discussion of the Plan's impacts on Schools and Libraries is located in Section 7.0, *Impacts Found Not Significant*, while a discussion of the Plan's impacts on Parks and Recreation is located in Section 5.14, *Recreation*.

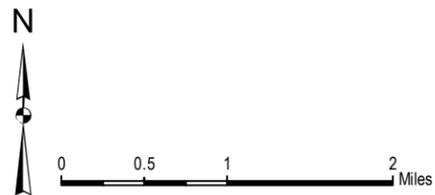
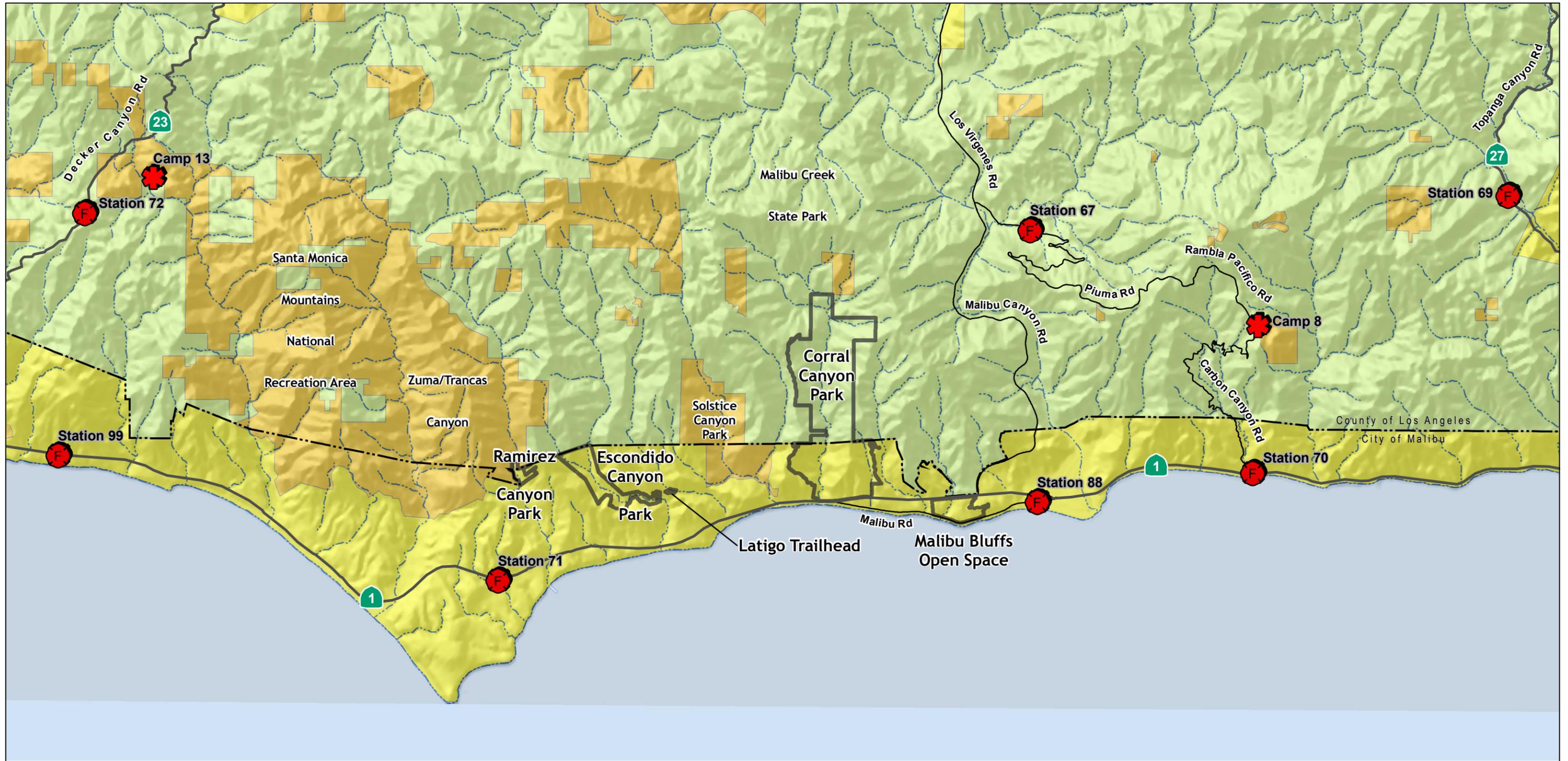
5.13.1 Setting

Fire Protection

The County of Los Angeles Fire Department (LACFD) is responsible for fire prevention/suppression and emergency services within the unincorporated County of Los Angeles and, by contract, within the City of Malibu. LACFD operates 21 fire battalions, comprised of a total of 171 fire stations and 10 fire suppression camps comprised of 4 paid and 6 correctional operated camps (LACFD, November 2009). The Plan area lies within the jurisdiction of LACFD Battalion 5, which consists of 13 fire stations, providing primary fire, emergency medical, and rescue services to the Plan area and surrounding communities. LACFD provides direct fire protection services to the City of Malibu through seven stations (Stations 67, 69, 70, 71, 72, 88, and 99), of which five stations are located within the City of Malibu (see Figure 5.13-1) The LACFD fire stations assigned with the primary responsibility for incident response within the Plan area are described in more detail below (Vidales, 2008).

Table 5.13-1 below lists the staffing level at each of the LACFD fire stations serving the Plan area and the City of Malibu.

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 Parks with Proposed Improvements
 - - - - Malibu City Limits

Los Angeles County Fire Department
F Fire Station
✱ Fire Camp

Fire Protection Responsibility
 Federal Responsibility Area (FRA)
 State Responsibility Area (SRA)
 Local Responsibility Area (LRA)

SOURCE: California Department of Forestry and Fire Protection 2009.

Figure 5.13-1
Fire Protection Services and Fire Responsibility Areas

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**Table 5.13-1
LACFD Fire Station Staffing Levels**

Fire Station	Address	On Duty Staffing
Station 67	25801 Piuma Road, Calabasas, 91302	3-person engine company
Station 69	401 South Topanga Canyon Blvd., Topanga 90290	4-person engine company
Station 70	3970 Carbon Canyon Road, Malibu, 90265	4-person engine company
Station 71	28722 W. Pacific Coast Highway, Malibu 90265	3-person engine company / 2-person paramedic squad
Station 72	1832 S. Decker Canyon Road, Malibu 90265	3-person engine company
Station 88	23720 West Malibu Road, Malibu, 90265	3-person engine company / 2-person paramedic squad
Station 99	32550 Pacific Coast Highway, Malibu, 90265	3-person engine company

Sources: Letter from Frank Vidales, LACFD, Acting Chief Forestry Division, November 12, 2008 and E-mail correspondence with Loretta Bagwell, Planning Analyst, LACFD, December 2, 2009.

In addition to providing structural fire protection and rescue services to the Los Angeles County unincorporated areas and contract cities, LACFD has executed a contract with the State of California to provide wildland fire protection within state responsibility areas (SRA) within Los Angeles County (see Figure 5.13-1). LACFD, therefore, provides primary incident response for the portion of the Plan site located within the Malibu Creek State Park.

For portions of the Plan site located within the Santa Monica Mountains National Recreation Area (e.g., Solstice Canyon Park and Zuma/Trancas Canyon areas) (see Figure 5.13-1), the National Park Service (NPS) is responsible for fire prevention/suppression and emergency services. However, NPS operates only one Type III Wildland Fire Engine¹ that is based at Paramount Ranch in Agoura Hills. Therefore, NPS has established cooperative agreements with Los Angeles County Fire Department, Ventura County Fire Department, and State Parks to provide fire protection services on federal responsibility areas (FRA) (see Figure 5.13-1) within the Santa Monica Mountains National Recreation Area (SMMNRA) (Wilson, 2009). According to Mike Wilson with the National Park Service-Santa Monica Mountains National Recreation Area, LACFD would be the primary/initial responder for fire protection services on NPS land in the SMMNRA due to the proximity of LACFD resources within the SMMNRA.

¹ A Type III Wildland Fire Engine is a type of fire apparatus designed to combat fires in areas unreachable to conventional engines. These fire engines are equipped with four wheel drive, rugged suspension and high wheel clearance for mountainous, dirt road conditions. The size and specifications of wildland engines varies widely, depending on the environment in which they are primarily used. A Type III Wildland Fire Engine has a minimum 500 gallon capacity, with 500 gallons per minute water pressure, and can accommodate a minimum of 3 crew members (CA State Field Operations Guide).

For wildfire incidents, additional resources may be drawn from the California Department of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mobile equipment includes fire engines, bulldozers, crew carrying vehicles, administrative vehicles, mobile kitchen units, mobile communications units, trailers, forklifts, construction equipment, and various other units. In support of its ground forces, the CAL FIRE emergency response air program includes twenty-three (23) Grumman S-2T 1,200-gallon airtankers (one is kept as maintenance relief), eleven (11) UH-1H Super Huey helicopters (two are kept as maintenance relief), and fourteen (14) OV-10A air-tactical aircraft (one is kept as maintenance relief). With thirteen (13) air attack and nine (9) helitack bases located statewide, CAL FIRE aircraft can reach most fires within 20 minutes. During high fire activity, CAL FIRE may relocate aircraft to better provide statewide air support.

LACFD Fire Stations Serving Ramirez Canyon, Escondido Canyon, & Latigo Canyon

LACFD Fire Station 71 is located approximately one mile from Ramirez Canyon Park, two miles from Escondido Canyon Park, and 4.5 miles from the Latigo Trailhead, and provides primary fire protection and emergency medical services to the Ramirez Canyon, Escondido Canyon, and Latigo Trailhead areas. Fire access to the Ramirez Canyon Park area is provided via Ramirez Canyon Road, with fire access to Escondido Canyon Park available via Winding Way. Per the LACFD Planning Division, the average response time during 2008 for Fire Station 71 was 4:49 minutes for incidents within its jurisdiction (Bagwell, November 20, 2009). In addition, LACFD Fire Stations 70 and 99 are located within the City of Malibu and are available to respond as needed to incidents within the Plan site. The average response time during 2008 for Fire Station 70 was 5:37 minutes and for Fire Station 99 was 5:37 for incidents within their respective jurisdictions (Bagwell, November 20, 2009).

LACFD Fire Stations Serving Solstice Canyon, Corral Canyon & Malibu Bluffs

LACFD Fire Station 88 is located approximately 3.8 miles from Solstice Canyon Park, 2.5 miles from Corral Canyon Park, and approximately 1.0 mile from Malibu Bluffs, and provides primary fire protection and emergency medical services to the Solstice Canyon, Corral Canyon and Malibu Bluffs Park areas. Fire access to Solstice Canyon Park area is available via Corral Canyon Road/ Solstice Canyon Road, Pacific Coast Highway, and Latigo Canyon Road. Fire access to Solstice Canyon Park and Corral Canyon Park area is available via Solstice Canyon Road, Corral Canyon Road, Pacific Coast Highway, and Latigo Canyon Road, with fire access to Malibu Bluffs available via Pacific Coast Highway and Malibu Road. Per the LACFD, the average response time during 2008 for Fire Station 88

was 4:37 minutes for incidents within its jurisdiction (Bagwell, November 20, 2009). LACFD Fire Stations 70 and 99 are located within the City of Malibu and are available to respond as needed to incidents within the Plan area. The average response time during 2008 for Fire Station 70 was 5:37 minutes and for Fire Station 99 was 5:37 for incidents within their respective jurisdictions (Bagwell, November 20, 2009).

MRCA Fire Protection and Response

MRCA provides a number of fire protection resources and features that are currently available and implemented at the Parks. The resources available include 103 trained wildland firefighters and MRCA wildland fire fighting apparatus, which include one four-wheel drive Type 2 fire engine, one four-wheel drive Type 3 engine, one Type 3 engine, one water tender, two mobile command units, 30+ chainsaws, and eight four-wheel drive fire patrol vehicles equipped with a minimum of 200 gallons of water. Section 5.6, *Fire Hazards* provides more detailed information on MRCA fire protection and response capabilities.

National Park Service - Fire Fighting Equipment/Personnel - Santa Monica Mountain National Recreation Area

The National Park Service operates one Type III Wildland Fire Engine with a crew of five firefighters/rangers stationed at 2813 Cornell Road in Agoura Hills. The Fire Engine and crew are not manned 24 hours a day, but are deployed when necessary.

Regional Cooperation/ Emergency Response

Although each of the primary LACFD stations serving the Plan area has established a response matrix for its individual jurisdiction, LACFD deploys its resources on a regional delivery system to increase the resources available to help a fire station respond to an emergency without regard to jurisdictional or municipal boundaries.

LACFD operates ten fire camps, strategically located throughout the County, to respond primarily in the suppression of wildland fires. The camps are able to supply 31 fire crews on a daily basis, two fly crews, and 4-5 dozer teams during the fire season. Two of the camps are located within the vicinity of the Plan area and the City of Malibu (see Figure 5.13-1). They include Camp 8 and Camp 13. Camp 8 is located at 1900 S. Rambla Pacifico and operates with one crew and a paramedic helicopter on standby year-round during daylight hours only. The helicopter has water dropping capabilities and can respond with a crew of 7-8 fire fighters. Camp 13 is located at 1250 S. Encinal Canyon Road and operates in

5.13 Public Services

partnership with the California Department of Corrections and Rehabilitation to provide manpower, and is able to respond with four to six fire crews for fire suppression activities (LACFD, September 2009).

The Fire Department can access additional emergency services personnel and equipment through an automatic aid agreement with surrounding cities, including the California Department of Forestry, County of Ventura, and the National Park Service.

Paramedics/ Ambulance Service

LACFD also provides paramedic definitive care through its paramedic squads. Stations 71 and 88, both located in the City of Malibu, each have a two-person paramedic squad on duty at all times. An additional paramedic squad is located in the adjacent community of Agoura Hills providing additional emergency care as needed. Westmed-McCormick provides ambulance service for the area with one unit based at 22467 Pacific Coast Highway, Suite B in the City of Malibu. Westmed-McCormick, a private company, does not make its ambulance response times publicly available (Westmed-McCormick, 2009).

Water Supply

The City of Malibu water supply is provided by the Metropolitan Water District of Southern California. Water infrastructure serving the Plan site is maintained by the Los Angeles County Water District 29. A more detailed discussion of the water supply and infrastructure, including for fire prevention, is contained in Section 5.6, *Fire Hazards*, and Section 5.16, *Utilities and Services Systems*.

Police Protection

The Los Angeles County Sheriff Department (LASD) provides police protection within the Plan site area and for the City of Malibu. The LASD is the second largest municipal law enforcement agency in the nation. LASD operates three patrol divisions, Region I, Region II, and Region III. The Plan area and City of Malibu are located within Region I. The LASD's Malibu/Lost Hills station located at 27050 Agoura Road in Agoura Hills provides all law enforcement services to the City of Malibu, City of Calabasas, City of Agoura Hills, City of Westlake Village, and the City of Hidden Hills, as well as the surrounding unincorporated communities of Chatsworth Lake Manor, Malibu Lake, Topanga, and West Hills. Law enforcement services include patrol, traffic enforcement, accident analysis and investigation, parking enforcement, general and special investigations (LASD website, 2009).

The Malibu/Lost Hills station has a total of 138 sworn staff. According to LASD staff, the actual number of sworn deputies assigned to the City of Malibu and their shift rotation varies throughout the week (Brooks, 2008 / Price, 2008).

The LASD currently operates at a service level of 1.3 deputies per 1,000 residents. Response times for the City of Malibu are based on the type of calls received. LASD has prioritized calls for police assistance into three categories, emergency, priority, and routine. Under each of the service call categories, LASD has established goals for average response times. Table 5.8-2 lists the type of calls and corresponding average response times. Given that police units are not stationary, but are typically on patrol throughout the community, response times for police are based on the total time from when a call is dispatched until the time that a police unit arrives at the scene. LASD goals for response time by type of service calls are listed in Table 5.13-2.

**Table 5.13-2
LASD Average Response Times
Within the City of Malibu**

Type of Service Call	Response Time (Minutes)	LASD's Goal (Minutes)
Emergency	6.7	10
Priority	8.6	20
Routine	25.4	60

Source: LASD (Brooks, 2008).

Crime rates are used to determine staff and equipment needs within a community. Crime rates are not necessarily affected by increases in land use activity, but more directly influenced by the presence of police officers, crime prevention measures, and adequate funding. The LASD reported Part I crime statistics for the City of Malibu in 2007 are shown in Table 5.13-3.

Table 5.13-3
Reported Part I Crime Statistics

Type of Crime	Occurrence
Homicide	0
Forcible Rape	9
Robbery	21
Aggravated Assault	117
Burglary	369
Larceny Theft	866
Grand Theft Auto	114
Arson	20

Source: LASD (Brooks, 2008).

The LASD provides mutual aid upon request from surrounding agencies. The resources can be up to 50% of the field force.

MRCA currently employs twenty-two (22) Park Rangers that implement the MRCA ordinance (see Appendix P) which includes MRCA park rules and regulations. MRCA Park Rangers are California Peace Officers with authority to issue citations and make arrests for violation of MRCA rules and regulations, local ordinance, and State law. Park Rangers provide routine patrols, enforcement action, and public safety. The Park Rangers conduct periodic patrols of MRCA parks from approximately 6:00 a.m. to 1:00 a.m. seven days a week, with the exception of red flag days, when Park Ranger patrols are increased to 24 hours a day. Park Ranger patrols are conducted on foot, 4-wheel drive vehicle, equestrian, and/or on mountain bikes. No Park Rangers are currently stationed in the Malibu area. The closest Park Ranger station to the Malibu area is located at MRCA's King Gillette Ranch at 26800 Mulholland Highway, located approximately six miles from Malibu Bluffs and 12 miles from Ramirez Canyon Park.

Regulatory Setting

Federal

There are no federal fire protection or police services regulations applicable to the proposed Plan.

State

California Coastal Act

The State of California Legislature adopted the California Coastal Act in 1976 to implement the federal Coastal Zone Management Act of 1972. The California Coastal Act is the foundation of the California Coastal Management Program (CCMP), which includes the basic policies for managing and balancing the use of resources for state and national interests in the California Coastal Zone. The enforceable policies of the CCMP are the Chapter 3 policies of the California Coastal Act. These policies address critical coastal resource issues including public coastline access, coastal and inland recreation, low-cost visitor activities, protection and enhancement of sensitive habitat and species, water quality, agricultural and visual resources, and natural hazards.

California Fire Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices (such as extinguishers and smoke alarms, high-rise building and childcare facility standards), and fire suppression training.

There are no state police services regulations applicable to the proposed Plan.

Local

City of Malibu Local Coastal Program

The City of Malibu lies entirely within the California Coastal Zone, as defined by the California Coastal Act. The Coastal Act requires that its goals and policies be implemented by local government through the Local Coastal Program (LCP) process. The LCP is composed of two parts: the Land Use Plan (LUP) and the Local Implementation Plan (LIP); both were adopted by the California Coastal Commission on September 13, 2002. The LCP contains fire hazard policies that require new development to minimize the risk of life and property from fire hazards.

The policies and implementation measures of the LUP and LIP pertaining to fire hazards are addressed under Section 4.0, *Consistency with Plans and Policies*.

Non-Regulatory Reference Planning Documents

County of Los Angeles Malibu Local Coastal Program Land Use Plan for the Malibu and Santa Monica Mountains area

The County of Los Angeles Malibu Local Coastal Program Land Use Plan (County LUP) is part of the County of Los Angeles General Plan Coastal Element. The County LUP provides a framework for future development and establishes policies that focus on local issues and concerns for the unincorporated areas located within the Coastal Zone. The County LUP contains fire hazard policies that enforce fire code requirements and encourage the establishment of a closure policy for public recreation areas during periods of extreme fire hazard. A discussion of pertinent policies contained in the County LUP is addressed in Section 4.0, *Consistency with Plans and Policies*.

City of Malibu General Plan

There are a number of goals and policies set forth by the City of Malibu in the General Plan Safety and Health Element that relate to public safety issues.

In addition, for informational purposes, by section 8.12.010 of its Municipal Code, the City of Malibu has adopted Title 32, Fire Code, of the Los Angeles County Code, as amended and in effect on January 1, 2008, adopting the California Fire Code, 2007 Edition (Part 9 of Title 24 of the California Code of Regulations).

5.13.2 Impact Analysis

Thresholds of Significance

The Plan's impacts would be considered significant if implementation of the Plan would adversely affect the ability of public service agencies to provide adequate service to the Plan site or other existing service areas.

In accordance with Appendix G of the CEQA Guidelines, the proposed Plan would have a significant environmental impact if it would:

FIRE: Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause

significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for Fire Protection.

POLICE: Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for Police Protection.

For purposes of full disclosure of potential environmental impacts associated with public services, the analysis for impacts associated with the use of Ramirez Canyon Park has been analyzed using two different environmental baseline scenarios—Recreation/ Administration and Vacant Residential (refer to Section 3.0, *Environmental Setting*).

Project Impacts and Mitigation Measures

Fire Protection

Impact PS-1: Implementation of the Plan’s proposed programs and improvements would increase the demand for fire protection services and would result in potentially significant impacts without mitigation measures intended to address project construction.

The Plan includes a Fire Protection Plan (FPP) for each park and related trail facilities. The proposed Plan requires that each FPP be reviewed and approved by the State Fire Marshall. The FPPs contain fuel modification / management policies for each Park area and related trail facilities, while also identifying fire safety precautions, onsite fire protection equipment and infrastructure, location of proposed new fire hydrants, and evacuation policies and plans for each parkland and uses subject to the proposed Plan. The FPPs require annual fuel modifications, “cold” camp sites (no camp fires), and fire protection apparatus to be provided and maintained at all parks that include water tanks, portable and air-powered fire fighting systems, and portable self-contained fire extinguisher units. The Fire Protection Plans are discussed in detail in Section 5.6, *Fire Hazards* and are contained in their entirety within Appendix I.

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MRCA currently employs twenty-two (22) Park Rangers that implement the MRCA Park Ordinance – Rules and Regulations (see Appendix P), which include restrictions such as no smoking and no fires. Park Rangers provide routine patrols, enforcement action, and public safety. The Park Rangers conduct periodic patrols of MRCA parks from approximately 6:00 a.m. to 1:00 a.m. seven days a week, with the exception of red flag days, when Park Ranger patrols are increased to 24 hours a day. Park Ranger patrols are conducted by foot, 4-wheel drive vehicle, horse, and/or mountain bikes. As part of the proposed Plan, MRCA Park Rangers would conduct similar daily patrols at each of the park areas.

Construction of the proposed Plan improvements is described in detail within Section 2.5, *Plan Construction and Phasing*, but would generally entail the following activities:

- Grading of parking lot(s) and export of excess soil
- Paving of parking lot(s)
- Grading for park improvements, including campsites and pads for restrooms, and export of excess soil
- Construction of restrooms and other buildings
- Grading and construction of trail improvements

To address fire-related concerns during construction, the PWP Fire Protection Plan (see Appendix I) includes vegetation management requirements and guidelines that would be implemented prior to the start of ground disturbing work and prior to any import of combustible construction materials. Requirements include the creation of adequate fuel breaks around all grading, site work, and other construction-related activities. Park rules and regulations, including but not limited to no fires, no smoking, no littering, would be enforced during construction. Although the Plan requires that the parks be closed during Red Flag Days, not such prohibition is currently specified for construction activity. Allowing construction activity to occur within the Plan area during Red Flag Days would force LACFD and MRCA staff to more actively monitor this activity, possibly diverting attention from other more pressing patrol activities or life-safety concerns. In order to reduce potential impacts on fire protection services, all Plan construction activity should cease during Red Flag Days. Construction activity, therefore, would have a *potentially significant, but mitigable* impact on fire protection services.

Implementation of the proposed Plan would result in increased access to and use of the Ramirez Canyon Park, Escondido Canyon Park, the Latigo Trailhead property, Corral Canyon Park, Malibu Bluffs, and associated trail improvements. Under the Recreation/Administration Baseline, the Plan contemplates the development of new trail corridors,

parking and restroom facilities, limited overnight camping facilities, and the continuation of park administrative office and special event functions at Ramirez Canyon Park; under the Vacant Residential Baseline, the park administrative and special event functions at Ramirez Canyon Pak would be considered “new” activities. The anticipated increase in the number of users at each of the Plan facilities on an average daily visitation is identified in Table 5.13-4.

**Table 5.13-4
Average Daily Visitation by Park Area
(Including Adjacent Trail Systems)**

Location	Existing Average Daily Visitation¹	New Average Daily Visitation²	<u>BASELINE 1:</u> <u>Rec./ Admin.:</u> Net Difference in Anticipated Average Daily Visitation	<u>BASELINE 2:</u> <u>Vacant Resdntl.:</u> Net Difference in Anticipated Average Daily Visitation
Ramirez Canyon Park	Baseline 1: 27 Baseline 2: 0	131	+ 104	+ 131
Escondido Canyon Park	38	67	+ 29	+ 29
Latigo Trailhead	0	18	+18	+18
Corral Canyon Park	38	76	+38	+38
Malibu Bluffs	22	124	+102	+102
Total	79	416	+291	+318

¹ Source: Ramirez Canyon Park provided by MRCA, 2009; Escondido Canyon Park derived from 11/20/2006 Crain Traffic Study & 2010 ATE Traffic Study (14 spaces x 1.5 persons/vehicle x 1.8 vehicles/ space/ day); Latigo Trailhead provided by MRCA, 2009; Corral Canyon Park derived from October 2009 ATE Parking Analysis & 2010 ATE Traffic Study (14 spaces x 1.5 persons/ vehicle x 1.8 vehicles/ space/ day); Malibu Bluffs derived from 11/20/2006 Crain Traffic Study & 2010 ATE Traffic Study (0.1 parking space/acre x 79.8 acres x 1.5 persons/vehicle x 1.8 vehicles/ space/ day).

² Source: Ramirez Canyon Park derived from 2010 ATE Traffic Study (87 vehicles/ day x 1.5 persons/vehicle); Escondido Canyon Park derived from Source-1 above (existing) & 2010 ATE Traffic Study (new) [(38 existing average daily visitors +(19 vehicles/day x 1.5 persons/ vehicle)]; Latigo Trailhead derived from 2010 ATE Traffic Study (12 vehicles/ day x 1.5 persons/vehicle); Corral Canyon Park derived from Source-1 above (existing) & 2010 ATE Traffic Study (new) [(38 existing average daily visitors +(25 vehicles/day x 1.5 persons/ vehicle)]; Malibu Bluffs derived from Source-1 above (existing) & 2010 ATE Traffic Study (new) [(22 existing average daily visitors +(68 vehicles/day x 1.5 persons/ vehicle)].

As a result of increased recreational use of the Plan park sites and trails, which includes a maximum of 200 persons for special events at Ramirez Canyon Park, the proposed Plan would likely increase the demand for fire protection services. As indicated above in Table 5.13-4, under the Recreation/ Administration Baseline, an average of approximately 291 new visitors would be anticipated on a daily basis as a result of Plan implementation. Under the Vacant Residential Baseline, an average of approximately 318 new visitors would be

anticipated on a daily basis as a result of Plan implementation.

According to Ken Chin of the LACFD Planning Division, which has primary responsibility for fire protection in the Plan site area, current staff levels and facilities at stations within Battalion 5 are sufficient to support the incremental increase in recreational demands associated with the proposed Plan (Chin, 2009).

As noted above, the Plan's fire protection and evacuation measures and FPPs are discussed in detail in Section 5.6, *Fire Hazards*. Section 5.6 also addresses potential impacts on fire protection services from large events at Ramirez Canyon Park.

Implementation of the Plan's FPPs and MRCA Park Ranger patrols and enforcement activities would reduce potential impacts to fire protection services through the provision of fire protection apparatus, new fire hydrants, water storage tanks and water delivery systems, fire and evacuation plans, and wildfire trained staff. The Plan would, therefore, not result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. As a result, potential impacts to fire protection services would be *less than significant*.

Mitigation Measures

Although long term operational impacts associated with Plan implementation would not be anticipated to result in an increased demand for fire protection services, a mitigation measure is required in order to avoid the need for additional staff to monitor construction activity during Red Flag Days. Therefore, the following mitigation is required:

MM PS-1 In order to reduce potential impacts on fire protection services, all Plan construction activity shall cease during Red Flag Days. Efforts to control dust or otherwise secure the site(s) shall be permissible in consultation with MRCA staff. A brief training tutorial on fire avoidance and suppression efforts shall be provided to all construction staff prior to any field activity. Adequate fire fighting equipment shall be available on-site through construction to assist in the suppression of any accidental construction flare-ups.

Plan Requirements and Timing: This requirement shall be identified as a note on the grading, construction, and restoration plans for each phase.

Monitoring: MRCA shall confirm that fire training has occurred and that fire fighting equipment is available on-site prior to the commencement of construction activity. MRCA staff shall inspect construction sites during construction to verify compliance with this requirement.

Residual Impacts

With implementation of the above mitigation, impacts on fire protection services would ***less than significant (Class II)***.

Police Protection

Impact PS-2: Implementation of the Plan's proposed improvements would incrementally increase the demand for police protection service, but would result in less than significant impacts.

During construction, consistent with standard construction management protocol, Plan sites would be secured as necessary and prudent to prevent theft and vandalism. Increased service calls and/or the need for additional police personnel, equipment, or facilities would not be anticipated. Associated impacts, therefore, would be considered *less than significant*.

MRCA Park Rangers currently provide enforcement action and public safety at all MRCA park facilities. MRCA currently employs twenty-two (22) Park Rangers that implement the MRCA Park Ordinance – Rules and Regulations (see *Appendix P*), which include restrictions such as no smoking and no fires. MRCA Park Rangers are California Peace Officers with authority to issue citations and make arrests for violation of MRCA rules and regulations, local ordinance, and State law. Park Rangers provide routine patrols, enforcement action, and public safety. The Park Rangers conduct periodic patrols of MRCA parks from approximately 6:00 a.m. to 1:00 a.m. seven days a week, with the exception of red flag days, when Park Ranger patrols are increased to 24 hours a day. Park Ranger patrols are conducted by foot, 4-wheel drive vehicle, horse, and/or mountain bike.

In addition, the Plan includes providing for seven hours of patrol per day, which would be assigned during various times of the day reflecting the needs of the parks that would be patrolled. Patrols and park monitoring to ensure enforcement of park rules and regulations would also be provided by MRCA equestrian and mountain bike civilian volunteer patrols,

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MRCA park staff, some of whom are designated as Public Officers and may issue Administrative Citations for observed violations of MRCA park rules or regulations, and MRCA campground hosts.

The number of additional visitors expected at each of the Plan's parks (under the Recreation/ Administration Baseline and the Vacant Residential Baselines) is provided in Table 5.13-4 above. As indicated in Table 5.13-4, under the Recreation/ Administration Baseline, an average of approximately 291 new visitors would be anticipated on a daily basis as a result of Plan implementation. Under the Vacant Residential Baseline, an average of approximately 318 new visitors would be anticipated on a daily basis as a result of Plan implementation.

Routine daily patrols by MRCA Park Rangers would continue under the proposed Plan at all new and/or expanded park facilities. Operationally, use by the public of the proposed Plan's improvements is not anticipated to generate an unusual number of calls for LASD service. As a result, the types and number of calls for LASD service are anticipated to be generally consistent with those presently occurring in the area, which according to LASD (Brooks, 2009) are not substantial.

The proposed Plan includes Hazards Implementation Measure 4 (see Section 5.6, *Fire Hazards*) that requires all standard parkland rules and regulations be enforced, including the following new requirements:

- (1) increased supervision through increased patrols, the presence of an onsite Camp Host, Ranger, or staff maintenance person at each park property where campsites are proposed,;
- (2) locating campsites in proximity to existing trails and park access points for purposes of maintenance and patrol, and in case of emergency; and,
- (3) camping prohibitions at all park properties and events/activities at Ramirez Canyon Park when any Extreme Red Flag, Flash Flood/Flood Warnings or Urban/Small Stream Advisory is issued.

The new requirements would ensure that all park rules and procedures (e.g., no smoking or fires, no alcoholic beverages, no littering or dumping, dogs on leash, etc.) associated with the proposed recreation improvements are adhered to. These Plan measures would be implemented and enforced by MRCA staff, thus alleviating the need for any increase in daily patrols by LASD.

Therefore, because MRCA Park Rangers would be responsible for the continued enforcement of standard parkland rules and regulations, including the new requirements above, implementation of the proposed plan (despite an increase in visitors) would not be anticipated to result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. As a result, potential impacts related to police protection services would be *less than significant*.

Mitigation Measures

As impacts on police protection services would not be significant, no mitigation measures are required.

Residual Impacts

Impacts on police protection services would be *less than significant (Class III)*.

Impact PS-3: Emergency response times for fire and police serving the Plan site and areas in the vicinity of the Plan site would not be negatively affected by implementation of the proposed Plan; associated impacts would be less than significant.

The Plan site is located within existing fire and police service areas; each park site would have response times similar to those experienced by adjacent residential areas. Each park area is accessible by existing paved roads, which would facilitate ease of access in maintaining adequate response times. However, emergency response on Plan trail systems would not necessarily mirror standard residential response times due to the varied topography and distances from established roadways associated with each trail. Some trails would have greater accessibility due to their location near existing roadways and/or the trail having been designed to accommodate emergency vehicles. Other trails would experience longer response times due to their remoteness within the park and distance from emergency access roads. Understandably, emergency response times on remote parts of the Plan trails would not be comparable to standard residential response times.

MRCA currently employs twenty-two (22) Park Rangers that implement the MRCA Park Ordinance – Rules and Regulations (see *Appendix P*), which include restrictions such as no smoking and no fires. Park Rangers provide routine patrols, enforcement action, and public safety. The Park Rangers conduct periodic patrols of MRCA parks from approximately 6:00

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a.m. to 1:00 a.m. seven days a week, with the exception of red flag days, when Park Ranger patrols are increased to 24 hours a day. Park Ranger patrols are conducted by foot, 4-wheel drive vehicle, horse, and/or mountain bike. As part of the proposed Plan, MRCA Park Rangers would conduct similar routine daily patrols at each of the park areas.

In addition, as described above, the proposed Plan includes a Fire Protection and Emergency Evacuation Plan by park area that addresses fuel modification, safety precautions, onsite fire protection and infrastructure, and evacuation plans and policies. This plan provides an emergency plan-of-action to minimize exposure of public park facilities, visitors, and adjacent communities to fire hazards, and to prepare and condition first responder staff for potential emergency situations. Details of each proposed FPP can be found in Section 5.6, *Fire Hazards*.

Emergency response time for both Fire and Police are currently both under ten (10) minutes within the Plan area. According to LACFD and LASD staff, implementation of the proposed project would not result in a substantial decline in fire/police emergency service response times, nor would it result in special fire or police protection problems (Bagwell, LACFD, November 20, 2009 / Brooks, LASD, 2009).

Thus, impacts related to fire and police emergency response times would be *less than significant*.

Mitigation Measures

As impacts to emergency response times would not be significant, no mitigation measures are required.

Residual Impacts

Impacts to emergency response services would ***less than significant (Class III)***.

Analysis of Impacts Post-Mitigation

Impact PS-4: Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would result in less than significant impacts on existing fire and police protection services.

In addition to analysis of the project (as proposed), CEQA requires that an EIR discuss the environmental impacts associated with the implementation of any required mitigation. This section, therefore, evaluates how mitigation measures required in other sections of this EIR would affect existing public services.

Implementation of the mitigation measures identified in all environmental impact analysis sections would have a less than significant impact on existing public services as no new visitors/ population would be created which would require the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for Fire/ Police Protection. Although additional land area (beyond the proposed Plan site) would be associated with the biological mitigation/ restoration areas (see Section 5.4, *Biological Resources*), construction mitigation measures required in this section would require that adequate fire education and avoidance efforts be conducted during construction. In addition, the types and limited quantities of materials associated with the biological mitigation/ restoration activity would not be anticipated to be an attractive target for vandalism or theft; standard construction management protocol would be employed such that the mitigation sites would be secured as necessary and prudent to prevent theft and vandalism.

Therefore, implementation of the proposed mitigations would have a *less than significant* impact on public services.

Residual Impacts

Implementation of mitigation measures intended to reduce impacts associated with the proposed Plan's improvements would not require the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for Fire/ Police

Protection. Therefore, associated impacts to public services would be ***less than significant (Class III)***.

5.13.3 Cumulative Impacts

Cumulative projects are listed in Table 3-1 of Section 3.6, *Projects Considered for Cumulative Analysis*. The Plan site's contribution to cumulative public services impacts is evaluated below. The *Area of Influence*, or geographic region used for the analysis is identified below and forms the basis of the cumulative impact analysis for this section.

Fire Protection

Area of Influence: As discussed above, the Plan site lies within the jurisdiction of Los Angeles County Fire Department Battalion 5, which consists of 13 stations, providing primary fire, emergency medical, and rescue services to the Plan area and surrounding communities. Therefore, the Area of Influence for considering cumulative impacts on fire protection services is the service area of Battalion 5 within the City of Malibu and unincorporated Las Virgenes area of Los Angeles County.

Impact PS-5: **Implementation of the proposed Plan's improvements would increase the demand for fire protection service, but when considered with other anticipated growth and development, would not result in a cumulatively significant need for new fire protection facilities or increased staffing; impacts would be less than significant.**

Cumulative development within the Area of Influence includes the development of 38 single-family dwellings, 2 condominiums, 216,793 square feet of commercial development, and 146 hotel rooms, along with development of parks, trails, and open space at Trancas Canyon Park, Legacy Park, Lechuza Beach, and King Gillette Ranch (see Section 3.0, *Environmental Setting* for additional cumulative project information). A cumulative increase in demand for fire protection may occur due to implementation of the proposed Plan's improvements and other development projects within Malibu and Los Angeles County that would be served by LACFD. However, this cumulative demand would be addressed through existing funding mechanisms such as property taxes, government funding, and development impact fees to provide for new staffing and facilities to meet increased demand. As long as the City of Malibu and the County of Los Angeles continue to allocate appropriate funds to the County Fire Department, cumulative demands for fire protection

services would be met. As discussed above, the proposed Plan's impacts on fire protection services would be less than significant, particularly when the Plan's implementation measures and MRCA patrols and services are considered. For these reasons, when considered with cumulative growth and development, the proposed Plan's incremental contribution to the cumulative demand for fire protection services would be *less than significant*.

Mitigation Measures

As no significant cumulative impacts relating to fire protection services are identified, no mitigation measures are required.

Residual Impacts

The proposed Plan's contribution to cumulative impacts on fire protection services would be ***less than significant (Class III)***.

Police Protection

Area of Influence: The Plan area is located within the jurisdiction of the Los Angeles County Sheriff Department (LASD) Region I Malibu/Lost Hills station which provides police protection in the Plan area and surrounding areas. Therefore, the Area of Influence for considering cumulative impacts on police protection services is the service area of the Malibu/Lost Hills station within the City of Malibu and unincorporated Las Virgenes area of Los Angeles County.

Impact PS-6: **Implementation of the proposed Plan's improvements would increase the demand for police protection service, but when considered with other anticipated growth and development, would not result in a cumulatively significant need for new police protection facilities or additional staffing; associated impacts would be less than significant.**

Cumulative development within the Area of Influence includes the development of 38 single-family dwellings, 2 condominiums, 216,793 square feet of commercial development, and 146 hotel rooms, along with development of parks, trails, and open space at Trancas Canyon Park, Legacy Park, Lechuza Beach, and King Gillette Ranch (see Section 3.0, *Environmental Setting* for additional cumulative project information). A cumulative increase in

demand for police protection may occur from implementation of the Plan's proposed improvements and other development projects within the City of Malibu and the western portion of the County that would be served by the Los Angeles County Sheriff Department. However, this cumulative demand would be funded through existing funding mechanisms such as property taxes, government funding, and development impact fees to provide for new staffing and facilities to meet increased demand. As long as the City of Malibu, the County of Los Angeles, and neighboring cities continue to allocate appropriate funds to the County Sheriff Department, cumulative demands for police protection services would be met. As discussed above, the proposed Plan's impacts on police protection services would be less than significant, particularly when the Plan's implementation measures and MRCA patrols and services are considered. For these reasons, when considered with other growth and development, the proposed Plan's incremental contribution to the cumulative demand for police protection services would be *less than significant*.

Mitigation Measures

As no significant cumulative impacts relating to police protection services are identified, no mitigation measures are required.

Residual Impacts

The proposed Plan's contribution to cumulative impacts on police protection services would be ***less than significant (Class III)***.