

N. PUBLIC SERVICES

1. Fire Protection

Environmental Setting

The Los Angeles Fire Department (LAFD) has existing fire stations at the following locations for initial response into the area of the project:

Fire Station No. 84

Paramedic Engine Company

5340 Canoga Avenue

Woodland Hills, CA 91364

Staff: 4

Distance: 3.0 miles

Fire Station No. 105

Task Force Truck and Paramedic Engine Company

6345 Fallbrook Avenue

Woodland Hills, CA 91364

Staff: 10

Distance: 2.8 miles

Fire Station No. 72

Single Engine Company, Paramedic Rescue Ambulance

Battalion 17 Headquarters

6811 DeSoto Avenue

Canoga Park, CA 91303

Staff: 7

Distance: 5.2 miles

Fire Station No. 93

Task Force Truck and Engine Company

Paramedic Rescue Ambulance

19059 Ventura Boulevard

Tarzana, CA 91356

Staffing: 12

Distance: 6.1 miles

Fire station locations are shown in **Figure 40, Public Facilities Map**, page 180. Currently, three of the intersections studied and identified in *Section IV.M.1, Traffic*, page 123, of this document are operating at LOS E or F, and therefore impede fire response times. These intersections are US 101 southbound ramps at Calabasas Road, Valley Circle Boulevard at US 101 northbound off-ramp and Long Valley, and Mulholland Drive at Calabasas Road and Avenue San Luis. The remaining six intersections operate at an LOS of D or better, and do not impede fire response times.

Significance Criteria

A potentially significant impact occurs when fire service response time is not adequate (including when project implementation increases the amount of intersections that operate at LOS E or F); when a project does not comply with all applicable LAFD code and ordinance requirements for construction, fire flow, water mains, fire hydrants, and access; or when a project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility in order to meet the demand for additional staff and equipment capabilities. The project site is located in the Mountain Fire District and therefore is required to comply with requirements set forth in the City of Los Angeles Municipal Code 57.25.01.

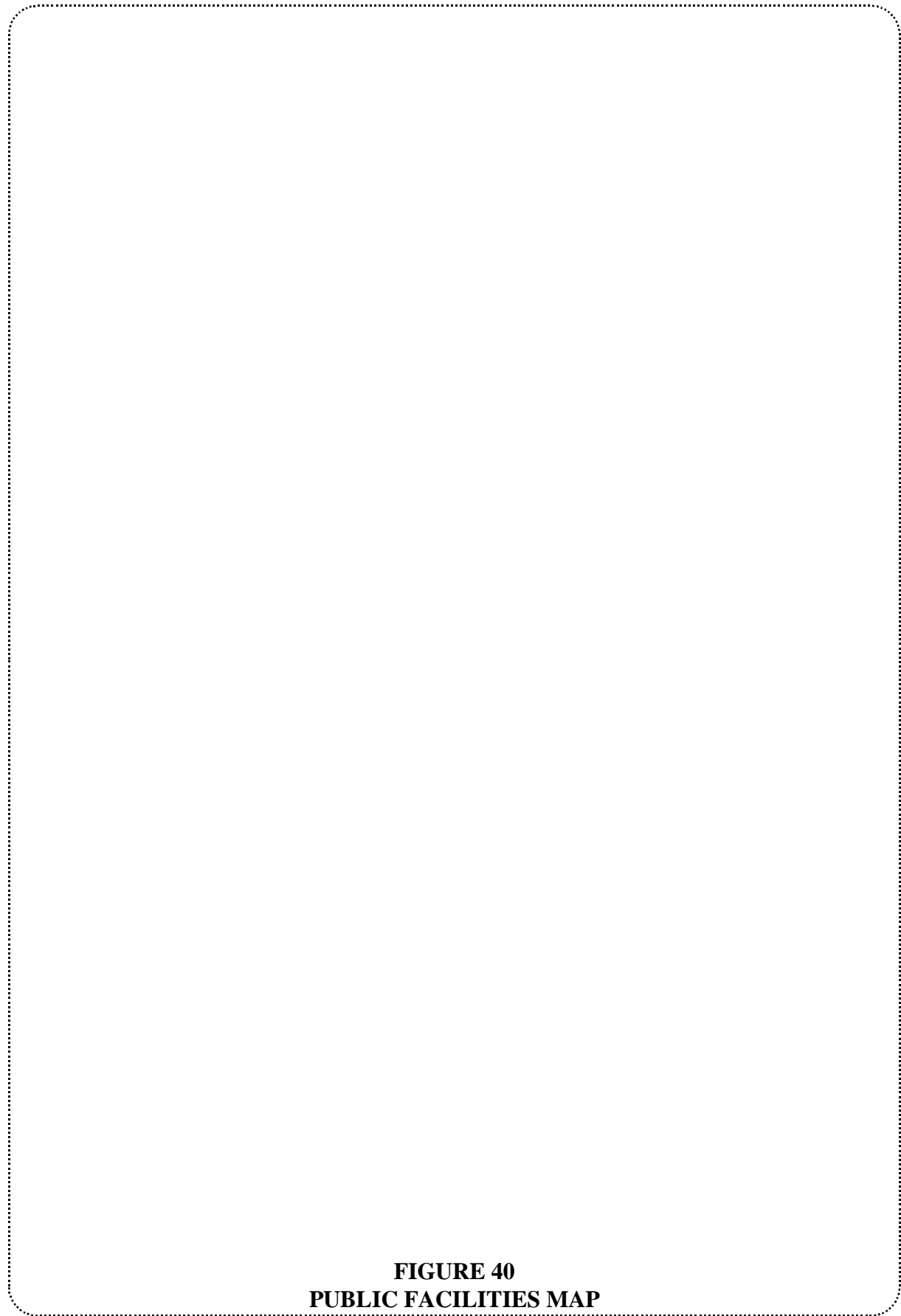


FIGURE 40
PUBLIC FACILITIES MAP

Environmental Impact

Fire service needs are analyzed on the basis of required fire-flows, minimum distance to fire stations, and the fire department's judgement of need in the project area. Fire-flow is defined as the quantity of water needed for fire protection in a given area. Fire-flow is normally measured in both gallons per minute (gpm) and duration of flow. Required fire-flow is defined as the rate of water flow measured in gpm and duration needed for fire-fighting purposes to confine a major fire to the buildings within a block or other group complex.

Fire-flow requirements range from 2,000 gpm in residential areas to 12,000 gpm in high density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch is to remain in the water system with the required gpm flowing. The LAFD has determined that fire-flow adequate to serve the needs of the Proposed Project would amount to 4,000 gpm flowing from four fire hydrants simultaneously¹. Improvements to the water system in the area could be necessary in order to provide the required 4,000 gpm fire-flow.

Based on the required fire-flow of 4,000 gpm, the first due Engine Company should be within 1.5 miles and the first due Truck Company within 2.0 miles. Based on response distance criteria, fire protection would be considered inadequate².

The LAFD has noted that intersections with Levels of Service (LOS) of E or F would have a significant adverse impact on fire protection services. Ambient traffic increases, as well as the development of the related project and the Proposed Project, would result in an LOS E or F during peak hours at the intersections of Valley Circle Boulevard at Burbank Boulevard, Valley Circle Boulevard at Ventura Boulevard, and Mulholland Drive at Calabasas Road/Avenue San Luis, thus having an adverse impact on fire response times.

Cumulative Impacts

The development of other projects in the immediate area may result in a need for increased staff for existing facilities, additional fire protection facilities, or relocation of present fire protection facilities which may produce some area-wide cumulative impacts. As with the Proposed Project, related projects would be subject to individual review and approval by the LAFD.

¹ Michael S. Fulmis, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety, LAFD, letter dated February 24, 1999.

² Bureau of Fire Prevention and Public Safety letter dated February 24, 1999.

Mitigation Measures

- ! Definitive plans and specifications indicating access road and turning area shall be submitted to the Fire Department during approval of necessary permits prior to commencement of the building of any portion of the project.
- ! At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.
- ! Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- ! Private streets and entry gates shall be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- ! Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
- ! Where deemed applicable by the Fire Department, sprinkler systems shall be required throughout habitable structures to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.
- ! Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan D-22549.
- ! The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- ! Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- ! Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

- ! Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance, or exit of individual units.

- ! The entrance or exit of all ground apartment units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless an equivalency is provided (as with the Stark Villa¹).

- ! Private roadways for general access use shall have a minimum width of 20 feet.

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

- ! Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

- ! No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless an equivalency is provided (as with the Stark Villa²).

- ! Access for Fire Department apparatus and personnel to and into all structures shall be required.

- ! Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height.

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

¹ Dudley E. Sorenson & Associates. Memo to and signed by Los Angeles City Fire Department Inspector O'Connell. October 19, 1999.

² Dudley E. Sorenson & Associates. Memo signed by Los Angeles City Fire Department Inspector O'Connell. October 19, 1999.

- ! Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.
- ! Compliance with recommended traffic mitigation measures, see *Section IV.M.1, Traffic*, page 167.
- ! Compliance with recommended hazardous waste mitigation measures, see *Section IV.O.6, Solid Waste and Disposal*, page 207.

Because the project is located in the Mountain Fire District, the Fire Department has recommended the following measures:

- ! The proposed structures should include boxed-in eaves; single pane, double thickness (minimum 1/8" thickness) or insulated windows; non-wood siding; noncombustible finishes; noncombustible roofs.
- ! Exposed wooden members shall be two inches nominal thickness where possible.
- ! The Proposed Project shall comply with Mountain Fire District requirements set forth in the City of Los Angeles Municipal Code 57.25.01.
- ! Irrigated and managed greenbelts around the perimeter of all structures for a distance of 100 feet shall be considered as a buffer between the brush and the Proposed Project.
- ! All decorative landscaping surrounding project structures shall use fire-resistant plants and materials.
- ! Brush in the area adjacent to the proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD.

Impacts After Mitigation

Based on LAFD hydrant fire-flow requirements and first engine company distance and response time, the Proposed Project would be considered to be inadequately served. Implementation of the proposed mitigation measures would result in the maximum feasible fire protection and access for emergency vehicles. These mitigation measures would reduce the impact of the Proposed Project on fire protection services to a less than significant level.