

4. ENVIRONMENTAL IMPACT ANALYSIS

I. PUBLIC SERVICES

1 FIRE PROTECTION

1. INTRODUCTION

This section analyzes the Project's potential effects on fire protection and emergency medical services provided by the City of Los Angeles Fire Department (LAFD). The analysis addresses fire protection facilities and services, response times, emergency access, and water infrastructure. The analysis is based, in part, on information provided by the LAFD and included in Appendix I-1 of this Draft EIR.¹ The analysis is also based, in part, on water infrastructure and fire flow capability information provided in the Project's Civil Engineering Report, including fire flow capabilities information from the Los Angeles Department of Water and Power (LADWP).² The Civil Engineering Report is included in Appendix I-2 of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Fire Protection Facilities, Services, and Response Times

Fire prevention, fire suppression, life safety and emergency medical services within the City of Los Angeles are provided by the LAFD. The LAFD is a full-spectrum life safety agency that serves a population of approximately four million people. The LAFD's 3,246 uniformed personnel and 353 civilian support staff provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. At any given time, there are a total of 1,018 uniformed firefighters, including 270 paramedics, on-duty at 106 fire stations across the LAFD's 471 square mile jurisdiction.³

As shown in **Figure 4.I.1-1, LAFD Fire Stations in the Project Vicinity**, there are four LAFD fire stations that would provide primary fire protection service to the Project Site. The location, distance from the Project Site, average response times, staffing, and equipment of each of these fire stations are summarized in **Table 4.I.1-1, LAFD Fire Stations in the Project Vicinity**. As indicated, Fire Station 10, located at 1335 S. Olive Street, is 0.90 miles from the Project Site and is the first due fire station (i.e., the fire station with primary responsibility for the Project Site).⁴ The other three fire stations include Fire Station 9, located at 430 E. 7th Street 1.2 miles from the Project Site, Fire Station 3, located at 108 N. Fremont Avenue 1.3 miles from the Project Site, and Fire Station 11, located at 1819 W. 7th Street 1.3 miles from the Project Site.

As further indicated in Table 4.I.1-1, the average response times for EMS (emergency medical service) and

¹ John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016.

² Psomas, 1020 S. Figueroa Street Project, Environmental Impact Report – Grading & Drainage and Utilities, (Civil Report) May 16, 2016.

³ Los Angeles Fire Department, Department Overview, <http://www.lafd.org/about/about-lafd/our-mission>. Accessed March 31, 2016.

⁴ John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016 Included as Appendix I-1 of this Draft EIR.

**Table 4.1.1-1
LAFD Fire Stations in the Project Vicinity**

Station No./Location	Distance From Project Site ^a	Average Response Times ^{b,c}		Equipment ^a
		EMS	Non-EMS	
Fire Station 10 1335 S. Olive St.	0.9 mi.	3:57 min.	3:28 min.	Task Force Engine Task Force Truck Company Paramedic Rescue Ambulance EMT Rescue Ambulance
Fire Station 9 430 E. 7th St.	1.2 mi.	3:26 min.	3:04 min.	Task Force Engine Task Force Truck Company Paramedic Rescue Ambulance Battalion 1 Headquarters
Fire Station 3 108 N. Fremont Ave.	1.3 mi.	4:02 min.	3:04 min.	Task Force Engine Task Force Truck Company Paramedic Rescue Ambulance-Division Headquarters
Fire Station 11 1819 W 7th St.	1.3 m.	3:24 min.	3:17 min.	Task Force Engine Task Force Truck Company Paramedic Rescue Ambulance

^a John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016.

^b EMS = Emergency Medical Services, Non-EMS = Fire and others services

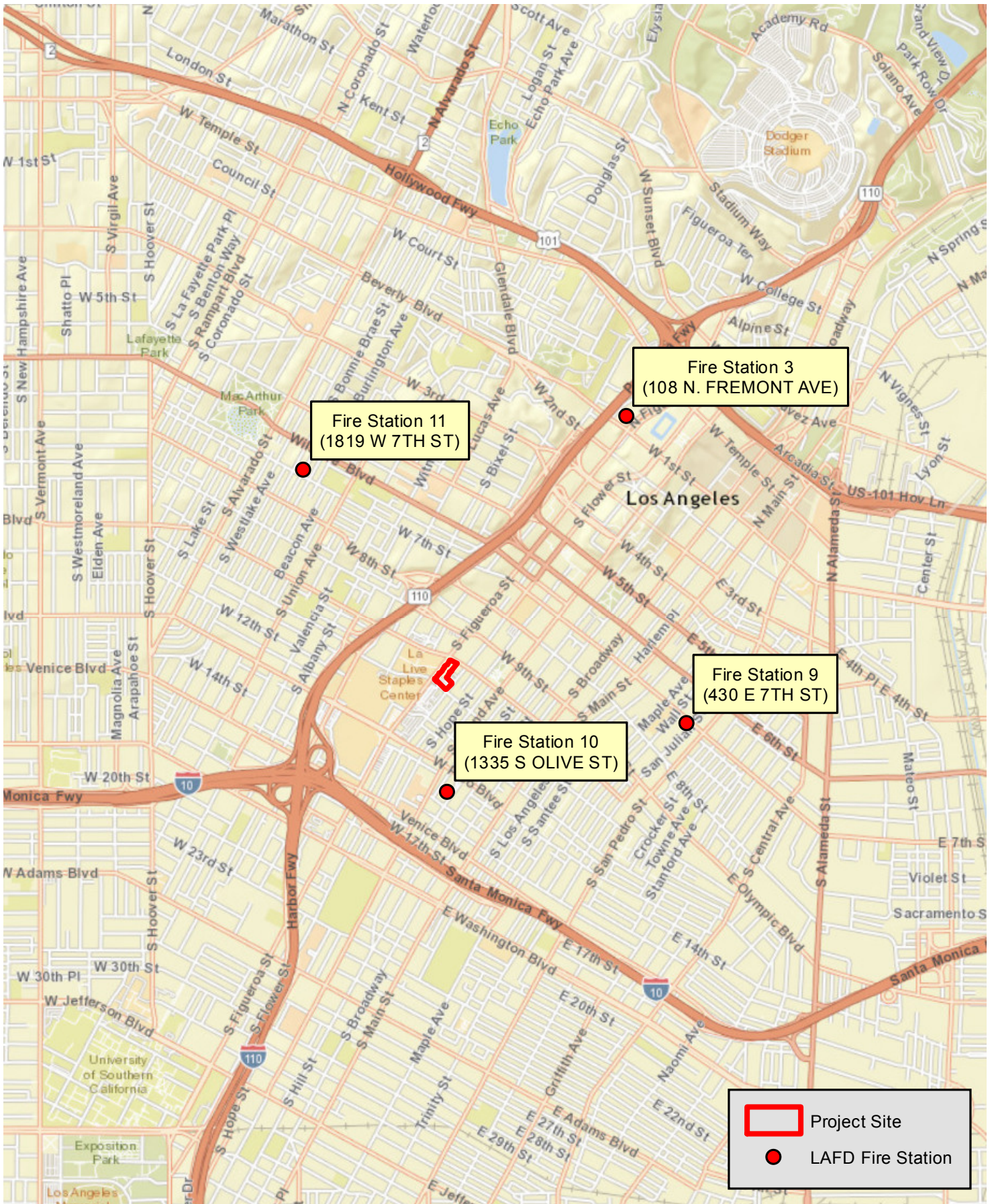
^c LAFD website, FireStateLA, <http://www.lafd.org/fsla/stations-map>. Accessed April 2016.

Source: PCR Services Corporation, April 2016.

non-EMS (fire and other services) calls are: 3:57 minutes and 3:28 minutes, respectively, from Fire Station 10; 3:26 minutes and 3:04 minutes, respectively, from Fire Station 9; 4:02 minutes and 3:04 minutes, respectively, from Fire Station 3; and 3:24 minutes and 3:17 minutes, respectively, from Fire Station 11. In comparison, Citywide LAFD response times are higher. Citywide response times for EMS calls are 4:16 minutes and non-EMS calls are 4:10 minutes. This is compared to LAFD's response time standards of 5:00 minutes for 90 percent of EMS responses and 5:20 minutes for 90 percent of non-EMS fire responses.⁵ Therefore, response times to the Project Site from all four fire stations serving the Project Site meet the LAFD's response time standards, and according to the LAFD, existing protection services for the Project Site are considered "adequate".⁶ It should be noted that the average response times are not necessarily representative of the actual time required to reach the Project Site from any of these fire stations, but is simply an indication of the average time needed to reach any given destination within each station's respective service area.

⁵ City of Los Angeles, Academy of Motion Pictures Environmental Impact Report, SCH #2013051086, DEIR pg.4.1.2-1, certified June 24, 2015.

⁶ *Ibid.*



LAFD Fire Stations in the Project Vicinity

FIGURE

4.1.1-1

1020 S. Figueroa Street Project
 Source: ESRI Street Map, 2009; PCR Services Corporation, 2016.

This page intentionally blank.

Table 4.I.1-2, LAFD Fire and Paramedic Incident Data, lists the numbers of EMS and non-EMS incidents for each of the four fire stations in 2015. As shown, the majority of the incidents responded to by each of the four fire stations was to EMS calls, with: 1,326 EMS and 326 non-EMS incidents responded to by Fire Station 10; 3,530 EMS and 734 non-EMS incidents responded to by Fire Station 9; 1,171 EMS and 313 non-EMS incidents responded to by Fire Station 3., and 2,150 EMS and 480 non-EMS incidents responded to by Fire Station 11.

Table 4.I.1-2

LAFD Fire and Paramedic Incident Data (January to March 2016)^a

Station No. and Location	EMS^b	Non-EMS^b	Total
Fire Station 10 1335 S. Olive St.	1,326	326	1,652
Fire Station 9 430 E. 7th St.	3,530	734	4,264
Fire Station 3 108 N. Fremont Avenue	1,171	313	1,484
Fire Station 11 1819 W 7th St.	2,150	480	2,630

^a LAFD website, FireStateLA, <http://www.lafd.org/fsla/stations-map>. Accessed April 2016

^b EMS = Emergency Medical Services, Non-EMS = Fire and Other Services

Source: PCR Services Corporation, April 2016.

(2) Emergency Access

As shown on Figure 4.I.1-1, the Project Site is accessible by emergency vehicles from a number of major roadways serving the Project Site. Emergency access to the Project Site is available from the four streets bordering the Project Site, including from the north and south by W. Olympic Boulevard and 11th Street, and from the west and east by S. Figueroa Street and S. Flower Street. Each of the four fire stations serving the Project Site has multiple routes available to the Project Site. According to the LAFD, the first due engine company should be within one mile of the Project Site and the first due truck company should be within 1.5 miles.⁷ As indicated in Table 4.I.1-1, Fire Station 10, less than a mile from the Project Site, meets the LAFD distance standard for an engine company, while all four fire stations are within 1.5 miles and meet the LAFD distance standard for a truck company.

(3) Water Infrastructure/Fire Flow for Firefighting Services

In general, fire flow requirements are closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard.

⁷ John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016, included in Appendix I-1 of this Draft EIR.

Fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas with a minimum residual water pressure of 20 pounds per square inch (psi).⁸ The LAFD has determined that the required fire flow for the Project would be 6,000 to 9,000 gpm from four to six fire hydrants flowing simultaneously with a residual water pressure of 20 psi.⁹

Water for firefighting purposes is supplied to the Project Site by the LADWP. Currently, there is a 10-inch water line in 11th Street, a 12-inch water line in S. Figueroa Street, and a 12-inch water line in W. Olympic Boulevard. Active service to the Project Site is off the S. Figueroa Street line via a 6-inch water line that goes to a meter vault where it splits into separate domestic fire flow lines before entering the hotel.¹⁰

Furthermore, three fire hydrants are currently located at each corner of the Project Site. These are located at the corner of W. Olympic Boulevard and S. Figueroa Street; the corner of S. Figueroa Street and 11th Street, and at the corner of 11th Street and S. Flower Street.¹¹ Based on the Fire Service Pressure Flow Reports from the LADWP, the 10-inch water line in 11th Street has a maximum flow capacity of 5,000 gallons per minute (gpm) at 38 psi, the 12-inch water line in S. Figueroa Street has a maximum flow capacity of 1,400 gpm at 40 psi, and the 12-inch water line in W. Olympic Boulevard has a maximum flow capacity of 5,000 gpm at 64 psi.¹² Maximum pressures are 63 psi in the 11th Street and S. Figueroa Street lines, and 91 psi in the Olympic Boulevard line.¹³

Based on information from the Project's Civil Engineer, the Project's proposed Phase I residential component would have a fire service flow requirement of 1,000 gpm and a domestic service flow requirement of 3,900 gpm. The Phase 1 hotel component would have a fire service flow requirement of 1,000 gpm and a domestic service flow requirement of 2,300 gpm, and the proposed Phase 2 residential component would have a service fire flow requirement of 1,000 and a domestic service flow requirement of 4,700.¹⁴

(4) Changes in the Delivery of Services by LAFD

On July 5, 2011, the LAFD implemented a new Deployment Plan to maximize the efficient uses of the Department's resources within budget constraints while maintaining fire and emergency medical service response in each of the local fire station service areas. Under the Deployment Plan, no fire stations were closed. No positions were eliminated via termination, and no apparatus has been removed from any fire

⁸ *Ibid.*

⁹ *Ibid.*

¹⁰ *Psomas, City Center Project Environmental Impact Report – Civil Contribution, May 16, 2016.*

¹¹ *Ibid.*

¹² *Ibid. Also, City of Los Angeles, Los Angeles Department of Water and Power – Water System, Fire Service Pressure Flow Reports, SAR Numbers 5341, 53619, 53620 and 53662, Service Numbers 618765, 618,923, 618,924 and 618993, approved dates January 12, 2016, February 3, 2016, February 3, 2016, and February 11, 2016. Included in Appendix 2 of the Civil Engineering Report which is included in Appendix I-2 of this Draft EIR.*

¹³ *Ibid.*

¹⁴ *Psomas, City Center Project Environmental Impact Report – Civil Contribution, May 16, 2016.*

station.¹⁵ The LAFD has committed to maintaining a fire engine, associated firefighters, and a paramedic in every fire station service area.

In January 2015, LAFD implemented a significant organizational change, when the LAFD divided the Department into four geographic bureaus aligned with the boundaries of the Los Angeles Police Department's (LAPD) geographic bureaus. This new structure was developed to unify efforts between the LAFD, LAPD and the Emergency Management Department to make City service providers more responsive and resilient in an emergency. The LAFD also recently implemented a new emergency medical dispatch card system (Tiered Dispatch System) to reduce call processing times. That reduction minimizes the amount of time a resident is on the phone reporting an emergency. Additionally, the LAFD's Automatic Vehicle Location, used in combination with GPS devices, helps to ensure the closest possible emergency resource is dispatched. The LAFD launched FireStatLA in 2014, a regular evaluation of leadership and management that is designed to quantify and evaluate the performance of the LAFD's fire and emergency medical services units at the Station, Battalion, Bureau and Department level.¹⁶

b. Regulatory Framework

(1) State of California

The California Code of Regulations (CCR) Title 24 (California Building Code [CBC]) is a compilation of building standards, including fire safety standards for residential and commercial buildings. CBC standards are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature, not covered by the national model code. The California Fire Code is part of the CBC. Typical fire safety requirements of the California Fire Code include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and, the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Fire Code applies to all occupancies in California, except where more stringent standards have been adopted by local agencies. Specific California Fire Code regulations have been incorporated by reference with amendments, in the Los Angeles Building Code, Fire Safety Regulations.

The LAFD participates in the California Fire Service and Rescue Emergency Mutual Aid System through which the California Emergency Management Agency, Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan), as managed by the Governor's Office of Emergency Services (OES).¹⁷ The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The LAFD is located in Region I. Through the Mutual Aid Plan, the OES is informed of conditions in each

¹⁵ *Los Angeles Fire Department, The New LAFD Deployment Plan*, <http://lafd.org/community/136-spotlight-articles/416-the-new-lafd-deployment-plan>. Accessed March 31, 2016.

¹⁶ *LAFD "A Safer City" Strategic Plan, 2016-2017*. <https://issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980>

¹⁷ *California Emergency Management Agency, Fire and Rescue Division, California Fire and Rescue Emergency Mutual Aid System, Mutual Aid Plan*, revised February 2012.

geographic and organizational area of the state, and the occurrence or imminent threat of disaster. All OES Mutual Aid participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of the OES.

(2) City of Los Angeles

(a) Los Angeles General Plan Framework

The City of Los Angeles General Plan Framework, originally adopted in December 1996 and re-adopted in August 2001, sets forth general guidance regarding land use issues for the entire City and defines Citywide policies regarding land use, including public services. Specific fire protection and emergency medical service goals and objectives within the General Plan, Chapter 9, Infrastructure and Public Services, that are applicable to the Project include:

- Goal 9J: Every neighborhood has the necessary level of fire protection service, emergency medical service and infrastructure.
 - Objective 9.16: Monitor and forecast demand for existing and projected fire facilities and service.
 - Objective 9.17: Assure that all areas of the City have the highest level of fire protection and emergency medical services, at the lowest possible cost, to meet existing and future demand.

(b) General Plan Safety Element

The General Plan Safety Element, adopted on November 26, 1996, replaces the 1975 General Plan Safety Element and the 1979 Fire Protection and Prevention Element. It contains policies related to the City's response to hazards and natural disasters. The specific fire protection and emergency medical policy within the General Plan Safety Element, that is applicable to the Project includes:

- Policy 2.1.6: Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. (All peak load water and other standards, code requirements [including minimum road widths, access, and clearances around structures] and other requirements or procedures related to fire suppression implement this policy.)
- The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response.

(c) Central City Community Plan

The City's 2009 Central City Community Plan, which covers the Downtown area of the City including the Project Site, contains the following fire protection objective and policy applicable to the Project:

- Chapter III, Land Use Policies and Programs, Government and Public Facilities, Fire Protection:

Text: The Fire and Prevention Plan of the City of Los Angeles provides an official guide to City departments, other governmental agencies, developers, and interested citizens for the

construction, maintenance, and operation of fire facilities. It is intended to minimize loss of life through fire prevention programs.

- Objective 6.1: To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses of Central City.
 - Policy 6.1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

(d) Los Angeles Municipal Code and Charter

As detailed in Chapter V, Article 7, Fire Protection and Prevention (Fire Code) of the LAMC, the LAFD Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The Fire Code also provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises.¹⁸

Section 520 of the Los Angeles City Charter requires the LAFD to control and extinguish injurious or dangerous fires and remove that which is likely to cause those fires; enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City; conduct fire investigations; and protect lives and property in case of disaster or public calamity.

Division 118 of the Fire Code requires that all new high-rise buildings greater than 75 feet in height (measured from the lowest point with fire access) to include a fire control station containing a public address system and telephones for LAFD use. The fire control station must contain a fire detection and fire alarm system, an elevator recall switch and status panel for all elevator cars, a sprinkler control system, standby power and emergency electrical power controls, controls for unlocking stair shaft doors, smoke evacuation and fan controls, stairway pressurization control switches, and status indicators for fire pumps and water supply. A sound-powered telephone communication system must be located at every floor level in each enclosed exit stairway, at every exterior location where an enclosed stairway exits to a public way, on the roof, and in every elevator car. In addition, a high-rise building must have at least one emergency and fire control elevator in each bank of elevators (Section 57.118.05), a dependable method of sounding a fire alarm throughout the building (Section 57.118.06), an emergency smoke control system (Section 57.118.07), a standby and emergency power system (Section 57.118.08), stair shaft doors for fire department use (Section 57.118.09), pressurized stair shafts (Section 57.118.10), and other devices operable from the fire control station, as previously listed. Division 118 also requires the installation of automatic sprinkler systems in all new high-rise buildings in addition to a rooftop emergency helicopter landing facility (EHLF) on each high-rise building in a location approved by the Chief of the LAFD (Section 57.4705.4). However, if specific life safety features are provided as outlined in LAFD Requirement No. 10, the EHLF is not required. Such life safety measures include; providing an additional Fire Service Access Elevator in addition to the number of elevators required in the CBC; two (2) stairways (and a third if added) shall have roof access; enclosed elevator lobbies; escalator openings or stairways that are not part of the means of egress system and connect more than two stories protected by approved power-operated automatic shutters at every

¹⁸ *City of Los Angeles Municipal Code, Article 7, Chapter V, Section 57.01.02.*

penetrated floor; automatic sprinkler systems; and a Video Camera Surveillance System with cameras located in all Firefighter Elevator Vestibules and on every 5th floor landing in exit stairway shafts, with an additional camera at the top of the exit stairway shaft.

The Project would include a Hotel Tower with a height of up to 430 feet, a Residential Tower 1 with a height of up to 490 feet, and the Residential Tower 2 with a height up to 540 feet. As such, the Project would be subject to the specific requirements of Division 118.

For high-rise buildings, LAMC Section 57.33.19 requires the preparation of an Emergency Plan that establishes dedicated personnel and emergency procedures to assist the LAFD during an emergency incident, and establishes a drill procedure to prepare for emergency incidents. The Emergency Plan is required to designate at each building a Fire Safety Director, Floor Wardens, Private First Responders, and Essential Building Personnel. Among other tasks, these individuals would be required to call 911 during an emergency incident; report to the building's Emergency Assistance Center; direct evacuation operations; report conditions to the LAFD; conduct monthly inspections; know the location of all exits; direct emergency evacuations and fire drills; and assist the LAFD, emergency responders, and on-site personnel during emergency evacuations. A description of the procedures all occupants should follow in an emergency evacuation or drill is also required in the Emergency Plan. The Emergency Plan also designates appropriate evacuation signs and requires the Fire Safety Director to establish the on-site Emergency Assistance Center. Lastly, LAMC Section 57.33.19 requires that mandatory fire drills be conducted at least once annually. A Fire Safety Officer is required to be present to witness and document the total building evacuation. The Emergency Plan must be submitted to the LAFD for approval prior to implementation, and must be submitted annually (and revised if required by the LAFD).

Division 112 of the Fire Code requires that all residential buildings must include smoke detectors in hallways, and each residential unit and common areas. All smoke detectors must be maintained in dependable operating condition and tested every six months or as required by the Chief. In addition, no person shall use, maintain, or allow to exist any portable, fuel-burning, unvented room heater in any residential occupancy or compressed gases or liquefied flammable gases.

Division 9 of the Fire Code addresses access, hydrants, fire flow requirements, and response distances. Under Division 9 (Section 57.09.03), an approved posted fire lane is to be provided for any portion of an exterior wall more than 150 feet from the edge of a roadway. Division 9 (Section 57.09.06) establishes fire flow requirements (Table 9-A). Fire flow is defined as the quantity of water available or needed for fire protection in a given area and is normally measured in gpm, as well as duration of flow. Fire flow adequacy is determined by the type of land use with high-density land uses requiring higher flows from a greater number of hydrants. A minimum residual water pressure of 20 psi is required to remain in the water system in addition to the required gpm water flow.

Division 9 (Section 57.09.06) limits the maximum response distances to an LAFD station based on type of land use (Table 9-C). The maximum response distance from a high-density residential and commercial development to a fire station is 1 mile for an engine company and 1.5 miles from a truck company. Fire hydrant spacing and hydrant type is also determined according to land use (Table 9-B). For high-density residential and neighborhood commercial, one hydrant per 100,000 sf of land is required with a 300 to 450 feet distance between hydrants. Furthermore, every first story of a residential unit must be within 300 feet

of an approved hydrant. Division 9 (Section 57.09.08) also provides for supplemental fire protection in which equipment and systems not otherwise required in the LAMC may be required by the LAFD. For sites with secured openings, Division 9 (Section 57.09.09) gives the Chief of the LAFD the authority to order the property owner to install an access box in an approved location that is accessible to the LAFD.

Division 33 of the Fire Code (Section 57.33.17) requires a stairway identification system for buildings three or more stories in height. The sign shall indicate the floor level, the lower and upper termination of the stairway, whether or not there is roof access, and the identification of the stairway.

Chapter IX, Article 1, Building Regulations (Building Code) of the LAMC, Division 7, Fire Resistive Materials and Construction, requires the use of fire-resistive building materials. Division 9, Fire Protection Systems, Section 91.909.3 of the Building Code requires that all smoke control systems be tested prior to the issuance of a Certificate of Occupancy and, after occupancy of the building, all operating parts of the smoke-control systems shall be retested every six months in accordance with the retest requirements established by the Department of Building and Safety and the LAFD.

(3) Propositions F, J, and Q

Proposition F, the City of Los Angeles Fire Facilities Bond, was approved by voters in November 2000. This bond allocated \$532.6 million of general obligation bonds to finance the construction and rehabilitation of fire stations and animal shelters. Proposition F was amended by Measure J in 2006 to provide flexibility in the design of new facilities, and set standards for such facilities. Proposition F allocated \$378.6 million to build 18 new or replacement neighborhood fire/paramedic stations, one regional fire station and training facility, and one emergency air operations and helicopter maintenance facility, for a total of 20 Proposition F projects.

Measure J, which was approved by voters at the November 7, 2006 General Election, is a charter amendment and ordinance that involves technical changes to Proposition F. Currently under Proposition F, the construction of new regional fire stations to provide training and other facilities at or near standard fire stations must be designed and built on a single site of at least two acres. This is to ensure that firefighters in training remain in the service area and are available to respond to emergency calls. Measure J allows new regional fire stations funded by Proposition F located in densely developed areas to be designed and built on one or more properties equaling less than two acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than two acres.

Proposition Q, the Citywide Public Safety Bond Measure was approved by voters in March 2002. Proposition Q allocated \$600 million to renovate, improve, expand and construct police, fire, 911, and paramedic facilities. In March 2011, the program was expanded to include renovations to existing LAFD facilities throughout the City. A total of 80 renovation projects at LAFD facilities were scheduled. These renovation projects include the installation of diesel exhaust capture systems, upgrades to air filtration and electrical systems, re-roofing, remodeling, parking lot repair, painting, and other improvements. As of December 2015,

76 of the 80 renovation projects have been completed.¹⁹ There are no plans for new fire stations that would serve the Project.

3. ENVIRONMENTAL IMPACTS

a. Methodology

Fire protection and emergency medical service needs relate to the size of the population and geographic area served, the number and types of calls for service, and the characteristics of the community and the Project. Changes in these factors resulting from the Project may increase the demand for services. The LAFD evaluates the demand for fire prevention and protection services on a project-by-project basis, including review of the Project's emergency features, to determine if the Project would require additional equipment, personnel, new facilities, or alterations to existing facilities. Beyond the standards included in the Fire Code, consideration is given to the size of the Project, uses proposed, fire flow necessary to accommodate the Project, distance for engine and truck companies (the distance standard is one mile for an engine company and 1.5 miles for a truck company),²⁰ response time (an acceptable response time is five minutes for 90 percent of EMS incident responses and 5:20 minutes for 90 percent of non-EMS incident responses),²¹ fire hydrant sizing and placement standards, access, and the Project's potential to use or store hazardous materials. Based on these factors, a determination is made as to whether the LAFD would require a new or physically altered facility to maintain acceptable service levels, the construction of which could result in a potentially significant environmental impact. As part of the analysis, the LAFD was consulted and responses were incorporated regarding the Project, the LAFD website was reviewed, and applicable provisions of the Fire Code were reviewed. The potential impacts associated with hazardous materials and Project Site conditions are discussed in Section 4.E, *Hazards and Hazardous Materials* of this Draft EIR.

b. Thresholds of Significance

Appendix G of the State *CEQA Guidelines* provides the following screening question that addresses impacts with regard to fire protection and emergency medical service:

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 any of the public services:

¹⁹ City of Los Angeles, Department of Public Works, Bureau of Engineering, 2002 Proposition Q Citywide Safety Bond Program, Monthly Progress Report December/January 2016 <http://www.lapropq.org/modules/fileUpload/files/Prop%20Q%20Monthly%20Dec%20Jan%202016%20Report.pdf>, accessed April 2016.

²⁰ *Ibid.*

²¹ John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016, included in Appendix I-1 of this Draft EIR.

Fire protection?

The *L.A. CEQA Thresholds Guide* incorporates the screening questions contained in Appendix G. In accordance with the City's thresholds, the Project would normally have a significant impact on fire protection if it:

- Requires the addition of a new fire station, or the expansion, consolidation or relocation of an existing facility to maintain service.

Based on this factor, a project would have a significant impact on fire protection if it:

- FIRE-1** Requires the addition of a new fire station, or the expansion, consolidation, or relocation of an existing facility to maintain service during construction or operation, which would result in a substantial adverse physical impact on the environment.

c. Project Characteristics and Project Design Features

The Project would be designed to, and its operations implemented in a manner that, would comply with applicable State and local codes and ordinances found in the Framework Element and Safety Element, of the City's General Plan, the City of Los Angeles Department of Public Works street standards related to high-rise construction requirements, and Division 7 of the Building Code regarding provision of fire-resistant building materials and smoke control.

(1) Project Regulatory Requirements

Key components of these regulatory requirements that would be implemented as part of the Project pursuant to LAFD review and guidance include the following:

- **Building Design:** Fire resistant doors and materials, as well as walkways, stairwell and elevator systems (including emergency and fire control elevators) that meet code requirements.
- **Fire Safety Features:** Installation of automatic sprinkler systems, smoke detectors and appropriate signage and internal exit routes to facilitate a building evacuation if necessary. The Project would include separate water storage tanks and fire pumps for each tower. An accessible point fire alarm system designed for high-rise building operations that would conform to applicable codes would be provided. The fire alarm system would include the following components:
 - Fire Alarm Control Panel and voice evacuation system
 - Manual Pull Stations
 - Water Flow Alarms
 - Sprinkler Tamper Supervision
 - Smoke and Heat Detectors
 - ADA Strobes
 - Speakers

- Remote Annunciation. Generator and fire pump annunciation
 - Smoke Management Control System Interface
 - Fire Fighter Communication System
- **Emergency Safety Provisions.** Implementation of an Emergency Plan in compliance with LAMC Section 57.33.19.
 - **LAFD Access:** Access for LAFD apparatus and personnel to the Project site (including those listed in the LAFD's March 30, 2016 correspondence) in accordance with LAFD requirements, inclusive of standards regarding fire lane widths and weight capacities needed to support fire fighting vehicles, markings and on-site vehicle restrictions to ensure safe access.
 - **Construction Measures:** Construction of the Project would be in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements. Construction managers would be trained in fire suppression and emergency response, and fire suppression equipment specific to construction would be maintained on Site.
 - **Water System Improvements:** All water systems and roadway improvements completed to the satisfaction of the Fire Department prior to the issuance of building permits.
 - **Private Fire Hydrant Systems:** A Division 5 Fire Department permit for any private fire hydrant systems.
 - **LAFD Plot Plan and Definitive Plan Approval:** LAFD approval of plot plans showing fire hydrants and access for each phase of the Project prior to the recording of the final map for that phase. Each phase to comply independently with cord requirements. LAFD approval of definitive plans and specifications, and any associated permits, prior to commencement of any portion of the Project. Each phase to comply independently with cord requirements.

(2) Project Design Features

In addition to the Project regulatory requirements and proposed water system described above, the Applicant would implement an additional Project Design Feature that would provide additional safety and reduce potential impacts on the service demand of the LAFD. The following Project Design Feature presented in Section 4.J *Transportation and Circulation* are applicable to maintaining adequate response times associated with fire protection and emergency medical services:

The following Project Design Feature is proposed for fire safety:

PDF-TRAF-1: Construction Management Plan: Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Figueroa Street, Flower Street, Olympic Boulevard and 11th Street, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Figueroa Street, Flower Street, and Olympic Boulevard driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men). Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for Phase 1 and Phase 2 of the Project to reduce the amount of construction-related traffic on arterial streets.
- Contain construction activity generally within the Project Site boundaries.
- Construction-related vehicles/equipment shall not park on surrounding public streets.
- Coordination with LADOT to address any overlapping of construction with the My Figueroa Project.
- Coordination with Metro to address any construction near the railroad ROW.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing on the south side of 11th Street, the north side of Olympic Boulevard, and east side of Flower Street, a pedestrian canopy along Figueroa Street, and protection barriers/fencing along Figueroa Street, 11th Street, Flower Street, and Olympic Boulevard shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.

d. Project Impacts

Threshold FIRE-1: The Project would have a significant impact on fire protection if it requires the addition of a new fire station, or the expansion, consolidation, or relocation of an existing facility to maintain service, construction of which would result in a substantial adverse physical impact on the environment.

Impact Statement FIRE-1: *The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service due to compliance with State and City regulatory requirements and guidelines that address emergency response times, emergency access, fire flow, and fire safety as well as the implementation of Project Design Feature related to construction traffic management and Mitigation Measure MM-FIRE-1 related to LAFD requirements for hydrant specifications. Impacts would be less than significant.*

(1) Construction Impacts

Construction activities associated with the demolition of the existing on-site structures and the construction of the Project may temporarily increase the demand for fire protection and emergency medical services, and

may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. Additionally, Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, Project construction impacts on the demand for fire protection and emergency medical services would be less than significant.

Project construction activities could also potentially affect emergency response times and emergency access to the Project Site and the vicinity due to Project construction traffic and temporary lane closures. However; a Construction Traffic Management Plan would be implemented to minimize disruptions to through traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses (PDF TRAF-1). As described in the Construction Traffic Management Plan, construction workers would be prohibited from parking on adjacent streets; temporary pedestrian, bicycle, and vehicular traffic controls would be provided during all construction activities adjacent to Figueroa Street, Flower Street, Olympic Boulevard and 11th Street, to ensure traffic safety on public rights of way. These controls would include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Figueroa Street, Flower Street and Olympic Boulevard driveways; temporary traffic control provided during all construction activities adjacent to public rights-of-way; temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways; scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets; prohibiting of construction-related vehicles/equipment parking on surrounding public streets; safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate; scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible; and potential sequencing of construction activity for Phase 1 and Phase 2 of the Project to reduce the amount of construction-related traffic on arterial streets.

Furthermore, Project construction activities would be temporary and intermittent, and construction haul routes would require approval by the Los Angeles Department of Transportation (LADOT) prior to construction. Therefore, Project construction would not result in substantial adverse impacts to emergency response times and emergency access.

Lastly, as indicated in Table 4.I.1-1, four LAFD fire stations are located within 1.3 miles of the Project Site, including Fire Station 10 located 0.9 mile to the southeast. These four fire stations collectively meet the LAFD's first in distance standards to the Project Site of 1.0 miles for an engine company and 1.5 miles for a truck company. Based on the above, Project construction impacts on fire protection facilities, services and response times would be less than significant.

(2) Operation

(a) Fire Protection Facilities, Services, and Response Times

The Project would replace the existing 178-room Luxe City Center Hotel (Luxe Hotel) and surrounding surface parking lots with a mixed-use development in three towers and a Podium that would include 300

hotel rooms, 650 residential condominium units, approximately 80,000 sf of retail, restaurant, and other commercial uses, and underground parking. This development would introduce a new resident population at the Project Site, and would increase the number of hotel guests, employees, and visitors at the Project Site, which would increase the demand for fire protection and emergency medical services from LAFD.

As previously discussed, the adequacy of fire protection and emergency medical service for a given area is based on distance and response times from existing fire stations, required fire-flow, and the LAFD's assessment of the capacity of the local fire stations to respond to incidents in the area.

Fire Station 10 is located closest to the Project Site (0.9 miles) and would be the first due in station to respond to an emergency. Additional back up response to the Project Site is provided by Fire Stations 9, 3, and 11. Based on the required fire flow of 6,000-9,000 gpm identified for the Project by the LAFD, these four fire stations collectively meet the LAFD's first in distance standards to the Project Site of 1.0 miles for an engine company (e.g., the engine company at Fire Station 9) and 1.5 miles for a truck company (e.g., the truck company at each of the four fire stations).²² Based on these distance criteria, and on the equipment and staffing levels at each of the fire stations set forth in Table 4.I.1-1, the LAFD has determined that existing fire protection resources are "adequate" to serve the Project, but that Project operation would incrementally increase the need for emergency medical services in the area.²³

The Project would comply with the applicable Building Code, Fire Code, other LAMC, and LAFD requirements including: the provision of fire resistant doors, materials, walkways, stairwells, and elevator systems (including emergency and fire control elevators); installation of automatic sprinkler systems, smoke detectors, signage, fire alarms, building emergency communication systems, smoke control systems; implementation of an Emergency Safety Plan; compliance with LAFD fire apparatus and personnel access requirements (including those listed in LAFD's March 30, 2016 correspondence); water systems and roadway improvements improved to the satisfaction of the LAFD; Division 5 permits for any private fire hydrants; and LAFD review and approval of definitive plans and specifications.

Furthermore, the Project would be designed and constructed in accordance with applicable regulations designed to minimize the demand for LAFD fire protection and EMS facilities and services, including but not limited to: construction of Project structures to UBC and LABC Type IA construction, with all the key fire safety requirements of the LABC associated with such construction such as elevator/stairwell requirements, fire resistance ratings, and interior finishes; provision of emergency systems, including but not limited to redundant fire pump, power, and rooftop water storage tanks in each tower; provision of exit signage, lighting, and luminous egress path markings; and provision of fire flow as required by the LAFD. Given these regulatory requirements and the Project Design Feature, and given the LAFD's determination that existing fire protection resources are "adequate" to serve the Project²⁴, the incremental increase in demand for fire protection and EMS resulting from Project operation would not be substantial enough to require a new fire station, or the expansion, consolidation, or relocation of an existing fire station, to maintain existing service levels.

²² John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016, included in Appendix I-1 of this Draft EIR.

²³ *Ibid.*

²⁴ *Ibid.*

No new fire station within the downtown area is proposed at this time.²⁵ Even if a new fire station, or the expansion, consolidation, or relocation of a station was determined to be warranted by LAFD, and was foreseeable, the downtown area is highly developed, and the site of a fire station or expansion of a fire station would likely be on an infill lot that would likely be less than an acre in size. Development of a fire station on a site of less than an acre is unlikely to result in significant unavoidable impacts, and projects involving the construction or expansion of a fire station are typically addressed independently pursuant to CEQA. Accordingly, the need for additional fire protection services as part of an unplanned fire station at this time is not an environmental impact that the Project is required to mitigate.

Based on the distancing criteria, compliance with LAFD requirements, and the LAFD letter, the Project would not require the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility in order to maintain service. As such, the potential for physical impacts associated with construction of fire service facilities are considered less than significant.

The Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including not only from Fire Stations 10, 9, 11 and 3, but by two additional LAFD fire stations in the area including Fire Station 13 located at 2401 W. Pico Street approximately 1.4 miles northwest the Project Site, and Fire Station 4 located at 450 E Temple Street approximately 1.7 miles northeast of the Project Site. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these six fire stations have multiple routes available to respond to emergency calls at the Project Site and in the surrounding area.

Furthermore, there are a number of additional factors that influence emergency response times in addition to proximity, emergency response routes and traffic, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, signals, and roadway characteristics. The LAFD has recently been taking a number of steps to improve their related systems, processes and practices. Upgrades recently completed or pending include: installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; development of a new computer aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident; and, use of traffic pre-emption systems. A traffic pre-emption system allows the normal operation of traffic lights to be preempted by an emergency vehicle to improve response times by stopping conflicting traffic in advance, providing the emergency vehicle the right-of-way.²⁶

Finally, as indicated in Table 4.I.1-2, response times to the Project Site from all four fire stations serving the Project Site are well within the LAFD's response time standards of 5:00 minutes for 90 percent of EMS responses and 5:20 minutes for 90 percent of non-EMS responses. As such, given the close proximity to four fire stations, the grid pattern of the local street system which provides multiple routes for emergency

²⁵ Los Angeles Fire Department, Los Angeles 2000 Prop F Fire Facilities Bond, Progress Report Feb-March 2016 http://eng.lacity.org/projects/fire_bond/documents/current_monthly_report.pdf, accessed April 2016.

²⁶ Patrick I. Butler, Assistant Chief, Special Operations Division, Los Angeles Fire Department, Preliminary Report – Task Force on Information and Data Analysis, November 2, 2012.

response, and the other factors listed above, the Project would not have a substantial adverse impact on emergency response times.

Based on the above, Project operational impacts on fire protection facilities, services and responses times would be less than significant.

(b) Emergency Access

Emergency access to the Project Site is provided by the four streets bordering the Project Site, including W. Olympic Boulevard on the north, W. 11th Street on the south, S. Flower Street on the east, and S. Figueroa Street on the west. The Project would provide Fire Department access roadways, fire lanes, building access, and emergency directional signage as required by the LABC and LAMC. Furthermore, the Project would be subject to the review and approval of the LAFD for compliance with emergency access requirements, including but not limited to the firefighting personnel and firefighting apparatus access requirements listed in the LAFD's March 30, 2016 correspondence, prior to the issuance of building permits.²⁷ Therefore, adequate emergency access would be provided, and the impact would be less than significant.

(c) Water Infrastructure/Fire Flow for Firefighting Services

Fire flow requirements are closely related to land use, since the quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. The LAFD has determined that the required fire flow for the Project would be 6,000 to 9,000 gpm (total) from four to six fire hydrants flowing simultaneously with a residual water pressure of 20 psi.²⁸ Based on the Service Advisory Request (SAR) from the City of Los Angeles contained in Appendix I-2 of this Draft EIR, the estimated flows at 20 psi are as follows: S. Figueroa Street, 2,000 gpm, 11th Street, 6,700 gpm, and W. Olympic Boulevard, 8,400 gpm. Therefore, it is deemed that there would be adequate fire flow to serve the Project since not all fire hydrants are served by the same main. As further described therein, three existing public fire hydrants abut the Project Site.²⁹ Based on the requirements from the LAFD, at least one new fire hydrant would be required. The amount and placement of new hydrant(s) would be determined by the LAFD and would be installed by the LADWP as part of Project Site preparation activities. Furthermore, fire flow and installation of hydrants would be in compliance with the requirements of Division 9, Section 57.09.06 of the Fire Code and subject to the review and approval of the LAFD. As adequate fire flow would be available to serve the Project, and as the Project would be designed in compliance with applicable regulatory requirements of the Fire Code subject to review and approval by the LAFD, Project impacts with respect to fire flow requirements would be less than significant.

e. Cumulative Impacts

Impact Statement FIRE-2: *The Project's contribution to impacts on fire services would not be cumulatively considerable. As with the cumulative projects the Project would be required to meet applicable LAFD and Fire Code requirements, including those associated with fire flow, site design and site access. Cumulative impacts would be less than significant.*

²⁷ John N. Vidovich, Fire Marshall, Bureau of Fire Prevention and Public Safety, LAFD, correspondence dated March 30, 2016, included in Appendix I-1 of this Draft EIR.

²⁸ *Ibid.*

²⁹ *Ibid.*

Chapter 3, *General Description of Environmental Setting* of this Draft EIR, identifies 116 cumulative projects that are anticipated to be developed in the Project vicinity. Of these, 96 are located within the service areas of the same four LAFD fire stations that would serve the Project (e.g., Fire Stations 10, 9, 3, and 11) as shown in **Table 4.I.1-3, Cumulative Projects for Fire Protection**. These cumulative projects would cumulatively generate, in conjunction with the Project, the need for additional fire protection and emergency medical services from these fire stations.

Although there would be cumulative demand on LAFD services, cumulative impacts on fire protection and emergency medical services would be reduced through regulatory compliance and site specific design and safety requirements, similar to the project. All cumulative projects are located in a developed, urbanized area within an acceptable distance to one or more existing fire stations. Each cumulative project would be subject to the required review by the LAFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety that would reduce potential impacts to fire protection and emergency services. Project-by-project traffic mitigation, multiple fire station response, and system wide upgrades to improve response times, and other requirements imposed by the LAFD, are expected to help support adequate response times. As discussed above for the Project, LAFD has no known or proposed plans to expand their Downtown fire facilities.³⁰ If a new fire station, or the expansion, consolidation, or relocation of a station was determined to be warranted by LAFD, the Downtown area is highly developed, and the site of a fire station would likely be an infill lot that would likely be less than an acre in size. Development of a station at this scale is unlikely to result in significant unavoidable impacts, and projects involving the construction or expansion of a fire station are typically addressed independently pursuant to CEQA. Further, the protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City general funds. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Accordingly, the need for additional fire protection services as part of an unplanned fire station at this time is not an environmental impact that the Project would be required to mitigate.

Based on the above considerations, the Project would not make a cumulatively considerable contribution to cumulative impacts associated with the construction of new fire facilities.

4. MITIGATION MEASURES

Potential impacts to fire protection and emergency medical services would be less than significant. Therefore, no mitigation measures are required. However, the following mitigation measure is recommended to ensure compliance with LAFD requirements.

MM-FIRE-1: Fire Hydrant. Based on an assessment of LAFD requirements, at least one new fire hydrant will be required to serve the Project. Prior to the construction of the Project, the Applicant shall provide the LAFD specifications, including but not limited to, the number and placement of fire hydrants for each phase of the Project pursuant to Division 9, Section 57.09.06 of the Fire Code. The number, placement of new hydrant(s), and associated specifications, shall be subject to LAFD review and approval, with installation

³⁰ Los Angeles Fire Department, *Los Angeles 2000 Prop F Fire Facilities Bond, Progress Report Feb-March 2016* http://eng.lacity.org/projects/fire_bond/documents/current_monthly_report.pdf, accessed April 2016.

of such improvements undertaken by LADWP as part of Project Site preparation activities.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts to fire protection and emergency medical services would be less than significant with implementation of Project Design Features, compliance with the LAMC Fire Code and Building Code, the Los Angeles General Plan Framework Element and Safety Element, and all other applicable ordinances and requirements. Implementation of the mitigation measure presented above would further ensure appropriate implementation of the Project pursuant to Fire Code requirements such that impacts would be less than significant.

Table 4.I.1-3

Cumulative Projects for Fire Protection

No.^a	Project Description	Address	Nearest Fire Station
1	LA Times Tech College Five Year Master Plan	400 W. Washington Blvd.	10
3	Tenten Wilshire Expansion	1027 W. Wilshire Blvd.	11
5	Northeast Tower (Mixed-Use)	215 W. 9th St.	9
6	Amacon Project	1133 S. Hope St.	10
7	Mixed-Use	745 S. Spring St.	9
9	11th & Hill Project	1115 S. Hill St.	10
10	Stanford Regency Plaza	810 E. Pico Blvd.	9
11	Bixel & Lucas Project	1102 W. 6th St.	11
12	Apartment Project (Figueroa & Adams)	2455 S. Figueroa St.	10
13	8th/Hope/Grand Project	609 W. 8th St.	3
14	Condominiums	1340 S. Olive St.	10
15	Apex Ph II	700 W. 9th St.	10
16	The Reef - LA Mart/SOLA Village	1900 S. Broadway	10
17	Office	1130 W. Wilshire Blvd.	11
18	Mixed-Use (Glass Tower Project)	1050 S. Grand Ave.	10
19	Embassy Tower	848 S. Grand Ave.	10
21	Oak Village Residences Project	902 W. Washington Blvd.	10
23	Wilshire Grand Project	900 W. Wilshire Blvd.	3
24	Washington Blvd. Opportunity - Mercy Housing	220 E. Washington Blvd.	10
25	USC Children's Creative Learning Center	2716 S. Severance St.	10
26	Mixed-Use	2100 S. Figueroa St.	10
27	Clinic at 7th & Wall	649 S. Wall St.	9
29	Residential & Public Parking Project	619 S. Westlake Ave.	11
30	Mixed-Use	1435 W. 3rd St.	3
31	Grand Avenue (Parcel M-2 Rev)	237 S. Grand Ave.	3
32	Metropolis Mixed-Use	899 S. Francisco St.	10
33	1500 S. Figueroa - MU	1500 S. Figueroa St.	10
36	Apartments	1027 S. Olive St.	10
37	SPR-Mixed Use (Onyx)	1306 S. Hope St.	10

Table 4.I.1-3 (Continued)**Cumulative Projects for Fire Protection**

No.^a	Project Description	Address	Nearest Fire Station
38	Mixed-Use	928 S. Broadway	9
39	G12 Mixed-Use	1200 S. Grand Ave.	10
40	Mixed-Use (Valencia Project)	1501 W. Wilshire Blvd.	11
41	Mixed-Use	534 S. Main St.	9
42	Mixed-Use	840 S. Olive St.	9
43	Mixed-Use	710 S. Grand Ave.	3
45	The City Market (Mixed-Use)	1057 S. San Pedro St.	9
46	1700 W. Olympic Hotel	1700 W. Olympic Blvd.	11
47	Mixed-Use	233 W. Washington Blvd.	10
49	1001 S. Olive Street	1001 S. Olive St.	10
50	Mixed-Use	1000 S. Grand Ave.	10
51	Hill Street Mixed-Use	920 S. Hill St.	9
52	Broadway Mixed-Use	955 S. Broadway	9
53	Mixed-Use	801 S. Olive	9
54	Flower (1212) Mixed-Use	1212 W. Flower St.	10
55	Olympic & Olive Mixed-Use Project	960 S. Olive St.	10
56	Mixed-Use	820 S. Olive St.	9
57	Mixed-Use	601 S. Main St.	9
58	1230 South Olive Street	1230 S. Olive St.	10
59	1120 S. Grand Ave. & 1155 S. Olive St.	1120 S. Grand Ave. & 1155 S. Olive St.	10
60	2005-CEN-2347 Wilshire Coronado	2525 Wilshire Blvd.	11
61	Da Vinci Apartments	327 N. Fremont Ave.	3
62	Mixed-Use	820 S. Hoover St.	11
63	Alexan South Broadway	850 S. Hill St.	9
64	Beverly & Lucas Project	1430 W. Beverly Blvd.	3
66	Mixed-Use	1329 W. 7th St.	11
67	Charter High School	1552 W. Rockwood St.	3
68	Mixed-Use (Herald Examiner)	1111 S. Broadway	10
69	Mixed-Use	1148 S. Broadway	10
70	Apartments	1247 S. Grand Ave	10
71	1400 S. Figueroa St. Residential	1400 S. Figueroa St.	10
72	Legal Aid Foundation of L.A.	1550 W. 8th St.	11
73	Variety Arts (Mixed-Use)	940 S. Figueroa St.	10
74	Restaurant	1036 Grand Ave.	10
75	Mixed-Use	1335 W. 1st St.	3
76	Residential	459 S. Hartford Ave.	11
77	Residential	401 N. Boylston St.	3
78	Mixed-Use	1150 W. Wilshire Blvd.	11
79	Mixed-Use	737 S. Spring St.	9
80	Apartments	1218 W. Ingraham St.	11

Table 4.I.1-3 (Continued)

Cumulative Projects for Fire Protection

No. ^a	Project Description	Address	Nearest Fire Station
81	Condominiums	742 S. Hartford Ave.	11
82	Mixed-Use	732 S. Spring St.	9
84	Restaurant and Bar	1728 W. 7th St.	11
85	Mixed-Use	1145 W. 7th St.	11
87	Apartments	422 S. Lake St.	11
88	Sapphire Mixed-Use	1111 W. 6th St.	11
92	940 S Hill MU	940 S. Hill St.	9
94	Convention Center Modernization and Farmers Field	NW corner Figueroa St. & Venice Blvd.	10
95	Fig Central	1101 S. Flower St.	10
96	Mixed-Use	2405 W. 8th St.	11
97	Circa (1200 Figueroa Project)	1200 S. Figueroa St.	10
98	813 E. 5 th St.	813 E 5 th St.	9
99	1201 S. Grand Ave.	1201 S. Grand Ave.	10
100	Hoxton Hotel	1060 S. Broadway	10
101	Lizard In	633 S. Spring St.	9
102	888 S. Hope St.	888 S. Hope St.	10
103	950 S. Broadway	950 S. Broadway	9
104	Forest City/South Park (1)	110 S. Hill St. & 1200 Broadway	10
105	South Park	SE Corner of 9 th St. & Figueroa St.	10
108	Broadway Trade Center	801 S. Broadway	9
109	The Grand	SE corner of Grand Ave./1 st St.	3
110	537 S. Broadway	537 S. Broadway	9
112	Freehand Hotel	416 W. 8th St.	9
113	Giannini Place	649 S. Olive St.	3
114	Marriott Expansion	900 W. Olympic Blvd.	10
115	Proper Hotel	1106 S. Broadway	10
116	Olympic Tower	811 W. Olympic Blvd.	10

^a Corresponds with Map Nos. on Figure 3-1 of this Draft EIR.

Source: PCR Services Corporation, May 2016.

