

Appendix H

SGH Technical Memorandum



Technical Memorandum

Date: February 2024

To: Stephanie Eyestone-Jones, Eyestone Environmental

From: Nathan B. Wittasek

Project: 210921 – TVC 2050 Project, 7716-7860 West Beverly Boulevard,
Los Angeles, CA

Subject: TVC 2050 Project Fire Access Review – Modified Project

Simpson Gumpertz & Heger Inc. (SGH) has prepared this supplemental technical memorandum in response to the Modified Project proposed for the TVC 2050 Project. We have used the truck study drawings prepared by Walter P. Moore (Elevation 201 WB-40 Study) and the Initial Development Plans as the basis of our fire access review for the Modified Project. To date, SGH has prepared the technical memorandum dated 6 September 2023, included as Appendix FEIR-12 to the Final Environmental Impact Report (EIR).

Subsequent to the completion of the Final EIR, modifications to the Project have been made in response to community input. These modifications are summarized in Table 1 of Erratum No. 1 to the EIR. These modifications, which are collectively referred to as the Modified Project, reduce the size of the Project by, among other things, decreasing the proposed floor area, height, and massing of the Original Project evaluated in the EIR. The modifications also include a reduction in parking spaces, basecamp areas, and outdoor production activity areas; increased setbacks and stepbacks; doubling the transportation demand management (TDM) trip reduction commitment from 15 to 30%; refinement of building configurations and parking areas; and minor changes in Project Site access. In addition, as part of the Modified Project, the proposed General Plan land use designation for the Project Site would be changed to Community Commercial rather than Regional Commercial, as proposed in the Original Project. These modifications have been incorporated into an updated draft of the proposed Specific Plan. As with the Original Project, the Modified Project would provide for the continuation of the existing studio use and the modernization and expansion of media production facilities within the Project Site. Under the Modified Project, no changes to the types of uses permitted are proposed. The Modified Project would continue to include only sound stage, production support, production office, general office, and retail uses. In addition, under the Modified Project, the Primary Studio Complex (designated HCM No. 1167; CHC-2018-476-HCM) located on site would continue to be retained and rehabilitated. Note that no changes to

proposed construction activities would occur under the Modified Project, including excavation quantities, export of soil, haul routes, and depth of grading.

We find that fire access for the proposed Modified Project, which is characterized by an overall reduction in floor area of 150,000 square feet (sq ft) within the same Project Site boundary as the Original Project analyzed in the EIR, is similar to the Original Project. As with the Original Project, the Modified Project would comply with all applicable regulatory requirements and incorporate the same fire protection features identified in the EIR and in the Los Angeles Fire Department (LAFD) interdepartmental correspondence dated 6 August 2021 for Case No. ENV-2021-4091-EIR (LAFD Letter). The LAFD Letter is included in the Draft EIR as Appendix K.

1. RELATED CODE REQUIREMENTS

The Los Angeles Fire Code (LAMC Chapter V, Article 7) incorporates by reference portions of the California Fire Code and the International Fire Code. In reviewing the impact of the proposed Modified Project depicted in the Initial Development Plans, we specifically examined the following requirements:

- **California Fire Code (2022 Edition) Part III, Chapter 5 Section 503.**
- **LAMC Section 57.503.1.4. Building Structure more than 150 ft from the Edge of the Roadway.** If any portion of the first story exterior walls of any building structure is more than 150 ft from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 ft of the edge of the fire lane.

Exception: An entrance to any dwelling unit or guest room shall not be more than 150 ft in distance of horizontal travel from the edge of roadway of an improved street or approved fire lane.
- **LAMC Section 57.503.1.5. Dead-End Access.** When required access is provided by an improved street, fire lane, or combination of both which results in a dead end in excess of 700 ft in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished.
- **LAMC Section 57.503.1.6. Easements.** Where fire lanes are required under Section 57.503.1.4 to provide access for Fire Department emergency vehicles and such fire lanes are other than access roads, they shall be granted to the City without cost as easements from a public street or alley to the required terminal point,

provided, however, that the easement requirement may be waived, unless otherwise required by the General Plan of the City of Los Angeles, where the Department determines that the acquisition of an easement is not necessary for the protection of the public safety and welfare. Fire lanes shall be designated and maintained as follows:

1. Fire lanes shall have a minimum clear roadway width of 20 ft when no parking is allowed on either side.
2. Those portions of a fire lane which must accommodate the operation of Fire Department aerial ladder apparatus shall have a minimum clear roadway width of 28 ft when no parking is allowed on either side.
3. Those portions of a fire lane 30 ft on either side of a private fire hydrant shall have a minimum clear roadway width of 28 ft. No parking shall be permitted within those portions of the roadway which are within 30 ft of and on the same side of the roadway as a private fire hydrant.
4. Where parking is allowed on only one side of a required fire lane, parking shall be on the same side of the roadway as the hydrants.
5. Where parallel parking is allowed on either side of a fire lane, the roadway width shall be increased 8 ft for each parking lane.
6. Where access requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 ft.
7. Dead-end fire lanes shall terminate in cul-de-sacs or other approved turning areas consistent with the Department of Public Works Standard Street Dimension Plan D-22549.
8. Fire lanes shall be paved to the City Engineer's standards for public alleys.

- **LAMC Table 57.507.3.3. Response Distances that if Exceeded Require the Installation of an Automatic Fire Sprinkler System** (table reproduced below).

Land Use *	Required Fire-Flow	Maximum Response Distance **	
		Engine Co.	Truck Co.
Low Density Residential	2,000 g.p.m. from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 g.p.m. from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 g.p.m. from four hydrants flowing simultaneously	1 mile	1-1/2 miles

Land Use *	Required Fire-Flow	Maximum Response Distance **	
		Engine Co.	Truck Co.
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 g.p.m. available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 g.p.m. will be required)	3/4 mile	1 mile

*Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles.

**The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied.

2. FINDINGS

- All portions of the exterior walls of the Modified Project buildings can be reached within 150 ft as required by LAMC Section 57.503.1.4 when hammerhead turnarounds are provided in combination with on-site fire lanes as depicted in the Initial Development Plans and truck turning studies prepared by Walter P. Moore.
- There are no dead ends associated with fire access that exceed 150 ft in length on the Project Site, which is in compliance with LAMC Section 57.503.1.5.
- Fire lanes provided within the Project Site will comply with CFC Section 503.
- The Modified Project will comply with LAMC Sections 57.503.1.5 and 57.503.1.6. by adding fire lanes with the necessary easements and compliant dead ends.
- Because the Project Site boundary has not changed, the requirements in LAMC Section 57.507.3.3 that reference Table 57.507.3.3 for land use and required fire flow have not changed. The Modified Project is still being addressed as Industrial and Commercial land use. The nearest fire station, Fire Station 61, is still located approximately 1.2 miles from the Project Site. As mandated by the LAMC, the Modified Project must incorporate automatic fire sprinkler systems in all structures and adhere to the fire protection measures outlined in the LAFD Letter.

3. SUMMARY AND CONCLUSIONS

SGH has issued this technical memorandum to confirm the adequacy of fire public services, including fire access for the Modified Project. It also confirms that the Modified Project site plan does not lead to a reduction in fire apparatus access compared to the Original Project analyzed in the EIR.

With the implementation of the fire protection features described in the LAFD Letter and compliance with all applicable regulatory requirements, including those discussed above, the Modified Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, and potential impacts from the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant impact or an increase in the severity of a previously disclosed impact in the EIR.¹

¹ The thresholds of significance used to determine whether the Modified Project would cause a new significant impact in the area of fire protection or substantially increase the severity of a significant impact already identified in the EIR are provided in Erratum No. 1 to the EIR. Those thresholds of significance were used in reaching the conclusion in this report that the Modified Project would not cause a new significant impact in the area of fire protection or substantially increase the severity of a significant impact already identified in the EIR.