

## **Appendix L**

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Los Angeles Fire Department Response Letter

December 11, 2020

**To:** Vincent Bertoni, AICP, Director of Planning  
Department of City Planning  
Attention: Kathleen King

**From:** Los Angeles Fire Department

**Subject: Notice of Preparation of an Environmental Impact**

**CASE NO.: ENV-2018-177-EIR**

**PROJECT NAME: 1111 Sunset**

**PROJECT APPLICANT: 1111 Sunset Boulevard, LLC**

**PROJECT LOCATION: 1111 and 1115 WEST SUNSET BOULEVARD  
LOS ANGELES, CA 90012**

**PROJECT DESCRIPTION:**

The 1111 Sunset Project (Project) is a new mixed-use development proposed on a 272,918-square-foot (6.27-acre) site comprised of a 262,437-square-foot lot located at 1111–1115 Sunset Boulevard and a 10,481-square-foot portion of Beaudry Avenue and Sunset Boulevard adjacent to the 1111–1115 Sunset Boulevard lot. The Project Site is located in the Central City North Community Plan area of the City of Los Angeles.

The Project proposes two development scenarios—the Mixed Use Development Scenario and the No-Hotel Development Scenario.

Under the Mixed Use Development Scenario, up to 737 residential units (including up to 76 restricted affordable housing units), up to 180 hotel rooms, up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area are proposed.

Under the No Hotel Development Scenario, a maximum of up to 827 residential units (including up to 76 restricted affordable housing units) would be constructed along with up to 48,000 square feet of office space, and up to 95,000 square feet of general commercial floor area. The additional residential units (under the No-Hotel Development Scenario) would be located in the Sunset Building and would replace the 180 hotel rooms proposed by the Mixed Use Development Scenario. Regardless of the removal of the hotel, the Project design would remain as proposed.

Under either development scenario, the proposed uses would be built above a screened six-level parking podium, which would be partially below grade (number of subterranean levels would vary from one to six levels based on topography) and partially above grade within four primary structures, including two residential towers (referred to herein as Tower A and Tower B), a hotel/residential tower (referred to

herein as the Sunset Building), and a commercial building that could contain office, retail, restaurant, and parking uses (referred to herein as the Courtyard Building). Separate from the four primary structures, three low-rise, non-residential structures would be oriented towards Sunset Boulevard and Beaudry Avenue. In addition, a portion of the proposed residential uses would be provided in low-rise residential buildings (not part of the residential towers) dispersed throughout the eastern and southern portions of the Project Site around the base of the two residential towers. Office and commercial uses could be provided in the lower floors of these low-rise residential buildings.

The Mixed Use Development Scenario would require 933 parking spaces in accordance with the requirements of the Los Angeles Municipal Code (LAMC).<sup>1</sup> Parking would be provided in the proposed six-level parking podium. The portions of the parking that would be above grade would be wrapped in active uses or landscaping. An additional 168 parking spaces for the existing Elysian apartment building, which is located on the Project Site, but not a part of the Project, would be provided within a five-level, partially subterranean parking structure (Elysian Parking Facility) located within the northern portion of the footprint of the proposed Courtyard Building. The Mixed Use Development Scenario would include 82,925 square feet of open space, including approximately 70,175 square feet of exterior common open space; 7,800 square feet of interior common open space; and 4,950 square feet of private open space, pursuant to the requirements of the LAMC.

The No Hotel Development Scenario would require 907 parking spaces, provided in the above described six-level parking podium and also provide the Elysian Parking Facility. The No Hotel Development Scenario would include 93,050 square feet of open space, including approximately 77,075 square feet of exterior common open space; 9,075 square feet of interior common open space; and 6,900 square feet of private open space, pursuant to the requirements of the LAMC.

The following comments are furnished in response to your request for this Department to review the proposed development:

**FIRE FLOW:**

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

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<sup>1</sup> *In accordance with Assembly Bill 744, the Applicant may request lower parking requirements (0.5 parking space per bedroom) as a mixed-income housing project within 0.5-mile of a well-served transit stop providing at least 11 percent of the units for low-income residents.*

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at **9,000 G.P.M. from four to six fire hydrants flowing simultaneously.**

Improvements to the water system in this area may be required to provide 9,000 G.P.M. fire flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

**RESPONSE DISTANCE:**

Based on a required fire-flow of 9,000 G.P.M., the first-due Engine Company should be within 1.0 mile(s), the first-due Truck Company within 1.5 mile(s).

**FIRE STATIONS:**

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development: **1111 SUNSET BLVD.**

<b>DISTANCE</b>	<b>Fire Station No. 3</b>	<b>SERVICES &amp; EQUIPMENT</b>	<b>STAFF</b>
<b>0.7</b>	108 N. Fremont Avenue Los Angeles, CA 90012	Task Force, Paramedic Rescue Ambulance, BLS Rescue Ambulance, Emergency Lighting Unit, Command Post Vehicle, Medical Supply Trailer and Back-up US&R Apparatus	<b>16</b>
<b>1.4</b>			<b>10</b>
<b>1.5</b>	<b>Fire Station No. 20</b> 2144 Sunset Boulevard Los Angeles, CA 90026	Assessment Light Force, Paramedic Rescue Ambulance and BLS Rescue Ambulance	<b>9</b>
<b>2.1</b>	<b>Fire Station No. 4</b> 450 E, Temple Street Los Angeles, CA 90012	Assessment Engine, Paramedic Rescue Ambulance, EMS Battalion Captain and BLS Rescue Ambulance	<b>14</b>
<b>2.4</b>	<b>Fire Station No. 11</b> 1819 W. 7th Street Los Angeles, CA 90057	Assessment Engine, Paramedic Rescue Ambulance, BLS Rescue Ambulance, Light Force	<b>22</b>
	<b>Fire Station No. 9</b> 430 E. 7th Street Los Angeles, CA 90014	2 Assessment Engines, BLS Truck and 2 Paramedic Rescue Ambulances, BLS Rescue Ambulance and Fast Response Unit	

Based on these criteria (response distance from existing fire stations), fire protection would be considered **adequate**.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

**FIREFIGHTING PERSONNEL & APPARATUS ACCESS:**

During demolition, the Fire Department access will remain clear and unobstructed.

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

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

The entrance to a Residential lobby must be within 50 feet of the desired street address curb face.

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 of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

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.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

**2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)**

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not

exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

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.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be 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.

Submit plot plans indicating access road and turning area for Fire Department approval.

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.

Standard cut-corners will be used on all turns.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department

prior to Building and Safety granting a Certificate of Occupancy.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.)
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543**.

RALPH M. TERRAZAS,  
Fire Chief

Kristin Crowley, Fire Marshal  
Bureau of Fire Prevention and Public Safety

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