
V. ENVIRONMENTAL IMPACT ANALYSIS
G. PUBLIC SERVICES
1. FIRE PROTECTION

ENVIRONMENTAL SETTING

Fire protection services for the Project Site and surrounding area are provided by the Los Angeles City Fire Department (LAFD). These services are provided as directed by the Fire Protection and Prevention Plan, an element of the General Plan of the City of Los Angeles. The Fire Protection and Prevention Plan is intended to act as a guide to City departments, other government agencies, developers, and the public at-large for the construction, maintenance, and operation of fire protection facilities in the City and establishes standards for the distribution, design, construction and location of fire protection facilities including systems incorporated into private developments. These standards specify fire-flow criteria, minimum distances to fire stations, public and private hydrant specifications and location criteria, and access provisions for fire fighting vehicles and personnel. The LAFD has fire stations at the following locations for initial response service to Exposition Park and the Los Angeles Memorial Coliseum:

Fire Station No. 15

Task Force Station - Truck and Engine Company
Paramedic Ambulance - EMT Ambulance
915 South Jefferson Boulevard
Staffing – 14
Miles from Project Site – 0.6

Fire Station No. 46,

Single Engine Company
Paramedic Ambulance - Paramedic Supervisor
Battalion 3 Headquarters
4370 South Hoover Street
Staffing – 8
Miles from Project Site – 1.2

Fire Station No. 14

Task Force Station - Truck and Engine Company
Paramedic Ambulance - EMT Ambulance
3401 South Central Avenue
Staffing – 14

Miles from Project Site - 1.8¹

Fire station locations are shown in Figure V.G-1, Fire Station Location Map. The above mileage figures represent estimated response distances to the intersection of Martin Luther King Jr. Boulevard and Hoover Street, south of the Project Site. Actual mileage into other areas of the Project Site would vary accordingly. The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and the Fire 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 degree of fire hazard. 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. According to the Los Angeles Fire Department, the required fire-flow for the Proposed Project has been set at no change for GPM from existing fire hydrants.²

Response distances are based upon service radii in miles by required fire-flow. Based on a required fire-flow of 9,000 GPM, the first-due Engine Company should be located within $\frac{3}{4}$ mile, and the first-due Truck Company should be located within 1 mile. The closest Truck Company is currently located 0.6 mile from the Project Site, within the distance recommended by the Fire Department. As a result, the manual Fire Department response travel distance for the existing Coliseum would be considered adequate. The three identified fire stations serving the site currently have established emergency response plans for the Coliseum.

Typically, there are no City of Los Angeles Fire Department personnel on site during football or soccer games; however, a Los Angeles Fire Department Public Assemblage Inspector (Safety Watch Officer) on duty in the South-Central Area may inspect the site at any time. During concerts and other special events, there are as many as six on-duty Fire Department Safety Watch Officers located at the stadium. There is no Fire Command Post located on the current Coliseum grounds. Thus, the Safety Watch Officers may be both located in the press box and/or walking the grounds, staying in contact with fellow staff on-duty via radio communication. These Fire Department staff are paid by the City of Los Angeles Fire Department, which currently bills the Coliseum on a per-event basis. Within the Coliseum, a first aid station is located on the concourse level at Tunnel 6, with additional medical assistance teams located at Tunnels 6, 14, 23 and 29 at the yard level. In addition, emergency medical technician (EMT) services are currently retained by the Coliseum and stationed on the site during large Coliseum events, such as football games and concerts. These services generally include the provision of at least one ambulance.

¹ Correspondence from Alfred B. Hernandez, Assistant Fire Marshall, City of Los Angeles Bureau of Fire Prevention and Public Safety, July 1, 2003.

² *Ibid.*

Figure V.G.1-1 Fire Station Location Map

Current maximum capacity for Coliseum events is approximately 92,500 persons. Under existing operations, fire and emergency medical services are adequately provided on-site or available within an acceptable response time during sporting and special events.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

The Proposed Project would have a significant impact on fire services if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

Project Impacts

The Proposed Project would renovate the Coliseum, reducing its maximum seating capacity from the current level of 92,500 persons to levels of approximately 78,000 persons. Project uses, building sizes and locations, designs, and building heights for the renovated Coliseum are discussed in detail in Section II.C of this report, Project Characteristics. The proposed renovation Project will be developed in accordance with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.

Two first-aid stations would be located on the upper concourse levels. These first aid rooms would likely handle most injury and first aid treatment cases. The emergency services elevator would provide nearby access to the yard level from each of the concourse level first aid rooms in order to facilitate direct access to waiting ambulances for more serious cases requiring off-site treatment and/or hospitalization. In addition, a medical examination and x-ray room will be located on the field level for team physicians to treat game-related injuries.

Development of the proposed project would not be expected to alter the existing administrative fire protection procedures currently in place at the Coliseum and the immediately surrounding area. In the renovated Coliseum, no LAFD personnel would typically be located on site during football games. However, the City of Los Angeles Public Assemblage Inspector (Safety Watch Officer) would continue to be able to inspect the site at any time. During concerts, off-road vehicle, and other special events, there would continue to be as many as six on-duty Fire Department Safety Watch Officers located at the stadium. The Coliseum would continue to reimburse the LAFD for the costs of such services on a per-event basis.

Exiting system components, including many of the access routes connecting the stadium to the yard level concourse, would be altered to varying degrees. Some of these alterations would allow for improved exiting by creating more options for possible emergency evacuation, in the event of a fire, earthquake, or other disaster (see also Section V.G.2, Police Protection). In the event of such an

emergency, the Fire Department would work, in conjunction with the Police Department, to coordinate an emergency response. During such a disaster, the City of Los Angeles Police Department Chief of Police, as designated by the Mayor of the City of Los Angeles, would be in charge of coordinating any emergency response effort in conjunction with the Fire Department.

According to the LAFD, the proposed project would not require any changes to the existing fire-flow conditions. Since the Coliseum is an existing use, the required fire flow is currently maintained at an acceptable level. Nevertheless, appropriate hydrologic pressure testing will be required to confirm the adequacy of the fire lines prior to construction. Based on the response distance from existing fire stations, the closest truck company would continue to be located within the $\frac{3}{4}$ mile recommended radius for adequate service capability. As a result, the Fire Department's service response distance to the site would continue to be considered adequate, and would not result in a significant impact.

Additionally, the LAFD considers intersections that operate in excess of capacity as decreasing the level of fire protection and emergency services that can be provided by the Department (see Section V.I Traffic, Access, and Parking, for a complete discussion of traffic impacts). Traffic on the roadways and intersections in the vicinity of the Coliseum would continue to stress the local network during Coliseum events to the point where most intersections in the vicinity would be operating in excess of capacity. As a result, the quality of Fire Department response would continue to be considered compromised by the difficulty which would be experienced in reaching the Coliseum with response vehicles due to severe traffic congestion prior to and following Coliseum events. However, development of the proposed project would not exacerbate existing adverse conditions with respect to traffic congestion during Coliseum events. The installation of sprinklers in enclosed areas, if required, may help reduce concerns of delayed response times.

CUMULATIVE IMPACTS

The development of other related projects in the immediate area, as well as the proposed project, may result in the need for increased staffing for existing facilities, additional fire protection facilities, and the relocation or expansion of present fire protection facilities, which could produce some areawide cumulative impacts on Fire Department resources. However, no immediate needs or plans have been identified to increase Fire Department staffing or resources in those areas which serve the proposed project. All of the identified related projects will be subject to review and approval by the Fire Department and/or other responsible agencies on a case-by-case basis. The extent of cumulative impacts is therefore considered to be less than significant.

MITIGATION MEASURES

As no significant impacts upon fire protection services are anticipated to occur as a result of the proposed project, no mitigation measures are required.